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Agenda - Final

Thursday, December 1, 2022

10:00 AM

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Board of Directors - Regular Board Meeting

Ara J. Najarian, Chair

Jacquelyn Dupont-Walker, 1st Vice Chair

Janice Hahn, 2nd Vice Chair

Kathryn Barger

Mike Bonin

James Butts

Fernando Dutra

Eric Garcetti

Paul Krekorian

Sheila Kuehl

Holly J. Mitchell

Tim Sandoval

Hilda Solis

Gloria Roberts (Interim), non-voting member

Stephanie Wiggins, Chief Executive Officer

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

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

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

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

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

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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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.

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The Board Meeting begins at 10:00 AM Pacific Time on December 1, 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.

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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 1 de Diciembre de 2022. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

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

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
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, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 21, 22, 24, 27, 28, 29, 30, 31, 32, 33*, 34, 35, 36, 37, 38, 41*, 46, and 47.

*Item requires two-thirds vote of the Board.

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 8.

NON-CONSENT

- 3. **SUBJECT: REMARKS BY THE CHAIR** [2022-0793](#)

RECOMMENDATION

RECEIVE remarks by the Chair.

- 4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2022-0794](#)

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

- 5. **SUBJECT: FAREWELL TO BOARD MEMBERS** [2022-0802](#)

RECOMMENDATION

RECEIVE remarks from Board Members.

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

- 26. **SUBJECT: LAND BANK PILOT PROGRAM MOTION** [2022-0788](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, Najarian, Dutra, Sandoval, and Butts that consistent with the November 8, 2022 Board Box, direct the Chief Executive Officer to adopt as policy that:

- A. consistent with Metro’s Transit Oriented Communities (TOC) Policy, Metro property may only be included in LA County’s Land Bank Pilot Program so long as it is done in coordination with local jurisdictions. ~~and~~
- B. ~~due to the timing and limitations of Metro’s land acquisition process, Metro shall not formally partner with LA County on a programmatic level to acquire properties for or lead aspects of the County’s Land Bank Pilot~~

Program.

48. SUBJECT: ON-CALL COMMUNICATIONS SUPPORT SERVICES BENCH - TASK ORDER NO. 1 [2022-0528](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award Task Order No. 1 under the Communications Support Services Bench Contract No. PS85397007 in the amount of \$6,753,722.52 to Lee Andrews Group to provide Street Teams, Community Based Intervention Specialists, and Program Administration through the end of June 30, 2023. Subject to the resolution of any properly submitted protest(s).

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

49. SUBJECT: TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM CYCLE 6 GRANT APPLICATION [2022-0771](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING a report on Metro’s Transit and Intercity Rail Capital Program (TIRCP) Cycle 6 prioritized ranking of projects based on project readiness with an equity lens (Attachment A); and
- B. AUTHORIZING the Chief Executive Officer to send a letter of support for the prioritized projects signed by all Board members.

Attachments: [Attachment A - TIRCP C6 “Existing TIRCP Projects” Prioritized Prog. of Projects](#)
[Attachment B - CEO Comment Letter on TIRCP Guidelines](#)
[Attachment C - Changes Made by CalSTA in Final Guidelines](#)
[Attachment D - Prior TIRCP Awards](#)
[Attachment E - Other AB 180 Programs](#)
[Attachment F - Funding Plans for ESFV, Gold Line Extension, and WSAB](#)

50. SUBJECT: FARE CAPPING & FARE CHANGE [2022-0740](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING comments from the public hearing conducted by the Board of Directors on Monday, November 14, 2022 (Attachment A & A1);
- B. ADOPTING Option 1 - a modified fare restructuring plan including fare capping, new fare pricing, and fare policy changes (Attachment B)

(REQUIRES TWO-THIRDS VOTE OF THE BOARD);

- C. APPROVING the results of the fare equity analysis for the modified fare restructuring plan (Attachment C);
- D. ADOPTING resolution in accordance with the California Environmental Quality Act (CEQA) finding that the purpose of the modified fare restructuring plan is to pay operating expenses (Attachment D);
- E. APPROVING the finding that the proposed fare restructuring plan is statutorily exempt from CEQA under Sections 21080(b)(8);
- F. AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the fare restructuring plan with the Los Angeles County Clerk; and
- G. AUTHORIZING the Chief Executive Officer to extend the sale of promotional passes at 50% of the cost of full price passes through June 30, 2023, as a continuation of Motion 36: Emergency Relief (Attachment E), or until fare capping is launched, whichever is earlier.

- Attachments:**
- [Attachment A - Public Comment Summary](#)
 - [Attachment A1 - Public Hearing Transcripts](#)
 - [Attachment B - Pricing](#)
 - [Attachment C - Title VI SAFE Analysis Fare Changes 2022 v2](#)
 - [Attachment D - CEQA Resolution](#)
 - [Attachment E - Motion 36](#)
 - [Attachment F - Alternatives](#)

51. SUBJECT: ARTS DISTRICT/6TH STREET STATION MOTION [2022-0820](#)

RECOMMENDATION

APPROVE Motion by Directors Garcetti and Solis that the Board authorize the CEO to enter into funding agreements and/or other administrative agreements with the City of Los Angeles, as necessary, to fund environmental, design, pre-construction, and other project development activities for the Arts District/6th Street Station from the City of LA’s share of the Central City Area’s SEP portion.

END OF NON-CONSENT

52. SUBJECT: CLOSED SESSION [2022-0808](#)

- A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)
 - 1. Richard Dalmer v. LACMTA, Case No. 19STCV17503

2. Maria Perez v. LACMTA, Case No. 19STCV15090

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

C. Conference with Real Property Negotiators - G.C. 54956.8
Property: 9225 Aviation Boulevard, Los Angeles, CA 90045
Agency Negotiator: Craig Justesen
Negotiating Parties: The Hertz Corporation
Under Negotiations: Price and Terms

CONSENT CALENDAR

2. **SUBJECT: MINUTES** [2022-0792](#)

RECOMMENDATION

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

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

AD HOC 2028 OLYMPICS COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

7. **SUBJECT: 2028 GAMES MOBILITY CONCEPT PLAN** [2022-0781](#)

RECOMMENDATION

APPROVE the 2028 Games Mobility Concept Plan - 2022 Prioritized Mobility Concept Plan Project List (Attachment A).

Attachments: [Attachment A - 2022 Prioritized MCP Project List](#)
[Attachment B - Motion 42: 2028 Mobility Concept Plan](#)
[Attachment C - Comprehensive Project List](#)
[Presentation](#)

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

8. **SUBJECT: PEABODY WERDEN HOUSE LEASE OPTION AGREEMENT** [2022-0585](#)

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer to execute an Option Agreement with East Los Angeles Community Corporation (Developer or ELACC) for the ground lease of Metro-owned property at 2400 E. 1st

Street in Boyle Heights (Project Site);

- B. ADOPTING findings that the Peabody Werden House (Project) restoration and rehabilitation is categorically exempt from the California Environmental Quality Act, Cal. Pub. Res. Code §§ 21000 *et seq.* (CEQA) pursuant to Section 21084 of the California Public Resource Code and the following sections of the CEQA Guidelines, each of which provides separate and independent bases for exemption: (i) Sections 15301(d), (n), and (p) (existing facilities); (ii) Section 15302(c) (replacement or reconstruction of existing facilities involving negligible or no expansion of capacity); (iii) Section 15325(e) (transfers of ownership in the land to preserve existing natural conditions and historical resources); and (iv) Section 15332 (in-fill development projects); and
- C. AUTHORIZING the Chief Executive Officer to file a Notice of Exemption for the Project consistent with such exemptions.

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

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

- 9. **SUBJECT: EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT (ESFVTC) SUPPLEMENTAL ANALYSIS OF PHASE 2 CORRIDOR FROM VAN NUYS BOULEVARD/SAN FERNANDO ROAD TO SYLMAR/SAN FERNANDO STATION**

[2022-0647](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING update on Phase 1 of the ESFVTC Shared ROW Study; and
- B. AUTHORIZING the Chief Executive Officer to execute Modification No. 2 for Optional Phase 2 of Task Order No. PS80628-5433000 to Mott MacDonald for professional services for Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard (Shared ROW Study) in the amount of \$1,463,005, increasing the task order value from \$343,218 to \$1,806,223, and extending the period of performance from December 30, 2022, to June 30, 2024.

- Attachments:
- [Attachment A - Metro Board Motion 10.1 \(December 2020\)](#)
 - [Attachment B - ESFV Maps](#)
 - [Attachment C - Procurement Summary](#)
 - [Attachment D - DEOD Summary](#)
 - [Attachment E - Contract Modification Change Order Log](#)
 - [Presentation](#)

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

- 10. SUBJECT: FEDERAL TRANSIT ADMINISTRATION SECTION 5310 GRANT PROGRAM FUNDING OPPORTUNITY FOR THE FISCAL YEAR 2023** [2022-0659](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the Fiscal Year (FY) 2023 Solicitation for Proposals for up to \$13,845,982 in funds under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program; and
- B. ALLOCATING \$14,748,981 in FTA Section 5310 funds for Access Services as identified by the FY 2023 funding allocation process for traditional capital projects to support complementary paratransit service required by the Americans with Disabilities Act (ADA) of 1990.

- Attachments:
- [Attachment A - FY23 Section 5310 Funding Allocation Process](#)
 - [Attachment B - FY23 Section 5310 Solicitation for Proposals App. Package](#)

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

- 11. SUBJECT: ACCESS FOR ALL PROGRAM FUNDING OPPORTUNITY FOR THE FISCAL YEAR 2023** [2022-0661](#)

RECOMMENDATION

APPROVE the Fiscal Year (FY) 2023 Solicitation for Proposals for up to \$7,865,833 in funds available to Metro through the State of California's Access for All Program.

- Attachments:
- [Attachment A - FY 2023 AFA Solicitation for Proposals Application Package](#)

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

- 12. SUBJECT: AUTHORIZATION FOR METRO SUPPORT SERVICES FOR** [2022-0683](#)

METROLINK SCORE PHASE 1 PROGRAM

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or her designee to:

- A. PROCEED with property acquisition and negotiation related activities in support of the Chatsworth Station Improvements, El Monte Siding Extension, Marengo Siding Extension, and Burbank Junction Speed Improvements Metrolink SCORE Phase 1 Program capital projects within Los Angeles County (SCORE Projects);
- B. EXECUTE funding agreements with SCRRA in the amount of \$4,177,500 for the SCORE Projects; and,
- C. NEGOTIATE AND EXECUTE all necessary agreements and/or amendments with SCRRA for Metro support associated with the SCORE Projects.

- Attachments:**
- [Attachment A - SCORE Program Fact Sheet](#)
 - [Attachment B - SCORE Phase 1 Projects](#)
 - [Attachment C - Metro Tasks in Support of SCORE Phase 1 Program](#)

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

- 13. SUBJECT: TRANSPORTATION COMMUNICATION NETWORK ENVIRONMENTAL IMPACT REPORT** [2022-0695](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the Transportation Communication Network (TCN) Project;
- B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR) for the Transportation Communication Network, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board’s independent judgment following CEQA Guidelines, section 15090;
- C. ADOPTING, in accordance with CEQA, the:
 - 1. Findings of Fact;
 - 2. Mitigation Monitoring and Reporting Program; and
- D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

- Attachments:
- [Attachment A - Locations](#)
 - [Attachment B - Findings of Fact](#)
 - [Attachment C - MMRP](#)
 - [Attachment D - Notice of Determination](#)
 - [Presentation](#)

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

- 14. SUBJECT: ADOPTION OF THE METRO 2022 ALL-HAZARD MITIGATION PLAN** [2022-0733](#)

RECOMMENDATION

APPROVE the All-Hazard Mitigation Plan Resolution in Attachment A that:

- A. ADOPTS the Metro 2022 All-Hazards Mitigation Plan in Attachment B;
- B. AUTHORIZES the Emergency Management Department to forward the resolution of adoption to FEMA for issuance of the Final Letter of Approval. Upon receipt, the Final Letter of Approval will be included in the Final Plan; and
- C. AUTHORIZES the Emergency Management Department, in collaboration with Countywide Planning and Development, to pursue FEMA preparedness grant funding to support all Metro departments and collaborative stakeholders.

- Attachments:
- [Attachment A - All-Hazards Mitigation Plan Resolution](#)
 - [Attachment B - Metro 2022 All-Hazards Mitigation Plan](#)
 - [Attachment C - FEMA Approvable Pending Adoption Notice](#)
 - [Attachment D - FEMA Region IX Local Mitigation Plan Review Tool](#)

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

- 15. SUBJECT: TRANSIT ORIENTED COMMUNITIES ECONOMIC DEVELOPMENT PROGRAM AND INVESTMENT FUND** [2022-0504](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the Transit Oriented Communities Economic Development Program (EDP) and \$5 million for the implementation of the Transit Oriented Communities Economic Development Investment Fund (“Fund”) with disbursement contingent upon the Metro Board of

Directors (Board) approval of the Fund Guidelines; and

- B. AUTHORIZING the Chief Executive Officer or designee to enter into multiple agreements with financial institutions, the State of California, County of Los Angeles, cities, and other eligible entities to contribute to the Fund.

Attachments: [Attachment A - Corridor Maps](#)
[Attachment B - Metro Board Motions Presentation](#)

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

16. SUBJECT: NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR [2022-0578](#)

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING:

- 1. The North San Fernando Valley (NSFV) Transit Corridor environmental study findings per Senate Bill 288 Statutory Exemption requirements; and
- 2. The outreach summary report for community meetings and stakeholder briefings conducted throughout spring to fall 2022;

B. APPROVING the Proposed Measure M NSFV Bus Rapid Transit (BRT) Network Improvements Project for implementation;

C. APPROVING the finding that the Proposed Project is statutorily exempt from CEQA under Sections 21080.19 and 21080.25(b); and

D. AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk.

Attachments: [Attachment A - NSFV BRT Network Improvements Project Map](#)
[Attachment B - CEQA Statutory Exemption Notice of Exemption](#)
[Attachment C - Spring-Fall 2022 Outreach Summary Presentation](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION FOR SUBPARTS A-C (6-0) AND SUBPART D (4-0):

17. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT [2022-0684](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the Lambert Station in the City of Whittier the terminus for the 9 miles Eastside Transit Corridor Phase 2 project and authorizing the preparation of the final Environmental Impact Report (EIR) for the full project through California Environmental Quality Act (CEQA);
- B. APPROVING the Locally Preferred Alternative (LPA) as Alternative 3: IOS Greenwood, between the existing terminus of Metro L (Gold) Line to Greenwood Station; with design options for Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) and a Maintenance and Storage Facility (at-grade) located in the city of Montebello; and
- C. APPROVING the results of the Title VI Equity Analysis: Siting and Location of Maintenance and Storage Facility Sites for the Eastside Transit Corridor Phase 2 project;
- D. AUTHORIZING the Chief Executive Officer to execute Modification No. 22 to Contract No. PS4320-2003 with CDM Smith/AECOM Joint Venture (JV) Technical and Outreach Services to reinstate the National Environmental Policy Act (NEPA) environmental clearance process in the amount of \$4,748,305, increasing the total current contract value from \$27,585,479 to \$32,333,784 and extend the period of performance from December 30, 2022, to December 31, 2024.

- Attachments:**
- [Attachment A - Eastside Phase 2 DEIR-Executive Summary](#)
 - [Attachment B - Eastside Phase 2 Project Map](#)
 - [Attachment C - Eastside Transit Corridor Phase 2 Title VI Equity Analysis](#)
 - [Attachment D - Procurement Summary](#)
 - [Attachment E - Contract Modification Change Order Log](#)
 - [Attachment F - DEOD Summary](#)
 - [Presentation](#)

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

- 18. **SUBJECT: MULTIMODAL HIGHWAY PROGRAM ON-CALL - PROJECT & PROGRAM DELIVERY SUPPORT SERVICES** [2022-0722](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Contract Nos. AE89212000 with HDR Engineering, Inc.;

AE89212001 with HNTB Corporation; AE89212002 with Parsons Transportation Group; AE89212003 with TranSystems Corporation; and AE89212004 with WSP USA, Inc., respectively, for Multimodal Highway Program and Project Delivery Support Services and other related work, for a three-year base period for an aggregate not-to-exceed amount of \$55,000,000 and one, one-year option term for a not-to-exceed amount of \$5,000,000, for a total not-to-exceed amount of \$60,000,000, subject to resolution of properly submitted protest(s), if any; and

- B. EXECUTE Task Orders within the approved not to exceed cumulative value.

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

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

21. SUBJECT: METRO CENTER PROJECT

[2022-0752](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to replace lapsed Proposition 1B California Transit Security Grant Program funds up to a maximum of \$32.2 million with Proposition C 5% Security funds for the Metro Center Project; and
- B. REPORTING back with the findings of the special review by Management Audit Services (MAS).

Attachments: [Presentation](#)

EXECUTIVE MANAGEMENT COMMITTEE RECEIVED AND FILED THE FOLLOWING:

22. SUBJECT: THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) FIVE-YEAR IMPLEMENTATION PLAN

[2022-0699](#)

RECOMMENDATION

RECEIVE AND FILE Metro’s Infrastructure Investment and Jobs Act (IIJA) Five-Year Implementation Plan, included as Attachment A.

Attachments: [Attachment A - LA Metro IIJA Implementation Plan](#)
 [Presentation](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION

(6-0):

24. SUBJECT: 2023 LEGISLATIVE PROGRAM

[2022-0726](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2023 Federal Legislative Program as outlined in Attachment A; and
- C. ADOPTING the proposed 2023 State Legislative Program as outlined in Attachment B.

Attachments: [Attachment A - 2023 Federal Legislative Program](#)
[Attachment B - 2023 State Legislative Program](#)

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

27. SUBJECT: CEQA/NEPA AND ENVIRONMENTAL COMPLIANCE SERVICES

[2022-0637](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD and EXECUTE Contract No. PS77530 for CEQA/NEPA and Environmental Compliance Services with ICF Jones & Stokes, Inc. for a five (5) year contract inclusive of three (3) base years with an initial amount not-to-exceed \$14,166,384.73; with two one-year options for a not-to-exceed amount of \$1,924,174.53 and \$1,760,892.27 respectively, for a total not-to-exceed amount of \$17,851,451.53; 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 \$14,166,384.70.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Attachment C - CEQA/NEPA Compliance Contract Costs Estimates](#)

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

28. SUBJECT: SOUNDWALL PACKAGE 10 HIGHWAY PROJECT

[2022-0640](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AMEND the Life of Project Budget (LOP) for Soundwall Package 10 Highway Project (Project) by \$21,682,694 from \$50,862,000 to \$72,544,694, using the fund sources from the soundwall program as summarized in Attachment A consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B); and
- B. AUTHORIZE the Chief Executive Officer to negotiate and execute project related agreements, including contract modifications, up to the authorized Life-of-Project budget.

Attachments: [Attachment A - Funding and Expenditure Plan](#)
 [Attachment B - Soundwall Package 10 Measure R & M UCMP](#)

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

29. SUBJECT: FUND ADMINISTRATOR FOR METRO PILOT BUSINESS INTERRUPTION FUND (BIF) [2022-0696](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to Execute Modification No. 8 to the Business Interruption Fund (BIF) Administration Services Contract No. PS56079000 with Pacific Coast Regional Small Business Development Corporation (PCR) in the amount of \$798,631 increasing the contract value from \$3,405,161 to \$4,203,792 to continue to serve as the fund administrator for Metro’s Pilot BIF and extend the period of performance from May 1, 2023 to October 31, 2023.

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

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

30. SUBJECT: NEXTGEN CAPITAL IMPROVEMENT - NEXTGEN WIRELESS CLOUD-BASED TRANSIT SIGNAL PRIORITY SYSTEM (TSP) [2022-0472](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No.PS87006000 to Kimley-Horn for the design, development, and implementation of a wireless cloud-based transit signal priority (TSP) system on NextGen Tier One network in the City of Los Angeles for a total contract amount of \$5,668,680, subject to resolution of properly submitted

protest(s), if any.

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

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

31. SUBJECT: PUBLIC TRANSPORTATION AGENCY SAFETY PLAN [2022-0524](#)

RECOMMENDATION

APPROVE the updated PTASP (version 1.2), which documents Metro's processes and activities related to Safety Management System (SMS) implementation in compliance with Federal and State regulations (Attachment A).

Attachments: [Attachment A - PTASP Version 1.2](#)

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

32. SUBJECT: BUS PEST CONTROL SERVICES [2022-0649](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed unit rate Contract No. OP75359-2000 to Rentokil North America, Inc. dba Isotech Pest Management to provide bus pest control services for an amount not-to-exceed \$4,917,442, effective December 2022, subject to the resolution of protest(s), if any.

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

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

33. SUBJECT: A650 HEAVY RAIL VEHICLE MIDLIFE MODERNIZATION [2022-0678](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to solicit competitive negotiations Request for Proposals (RFPs), pursuant to Public Contract Code (PCC) §20217 and Metro's procurement policies and procedures for the midlife modernization of Metro's A650 Heavy Rail Vehicles (HRVs).

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Attachments: [Attachment A - Metro EFC Map - 2022](#)

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

34. SUBJECT: MANAGED PRINT AND DIGITAL COPY SERVICES

[2022-0719](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, firm-fixed unit rate Contract No. PS83011000 to Canon Solutions America, Inc. to provide managed print and digital copy services Metro-wide for an amount not-to-exceed \$3,620,673, effective March 1, 2023, subject to resolution of protest(s), if any.

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

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

35. SUBJECT: METRO 2022 TRANSIT SERVICE POLICY

[2022-0262](#)

RECOMMENDATION

ADOPT the 2022 Transit Service Policy (Attachment A).

Attachments: [Attachment A - December 2022 Metro Transit Service Policies and Standards](#)
[Attachment B - The Redline Version](#)

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

36. SUBJECT: MANUFACTURING CAREERS POLICY

[2022-0760](#)

RECOMMENDATION

ADOPT the Manufacturing Careers Policy (MCP), to administer the United States Employment Program (USEP) for federally funded Rolling Stock contracts and the Local Employment Program (LEP) for non-federally funded Rolling Stock Contracts (Attachment A).

Attachments: [Attachment A - Manufacturing Careers Policy Presentation](#)

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

37. SUBJECT: REFURBISH BUS AND RAIL SEAT INSERTS WITH VINYL MATERIAL

[2022-0730](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award two indefinite

delivery/indefinite quantity (IDIQ) firm fixed unit rate contracts for RFP No MA91724 for the refurbishment of various seat inserts, as follows:

- A. Contract No. MA91724000 to Molina Manufacturing to provide vinyl seat refurbishment for Element A - NABI composite buses and Element C - Contracted Services buses. The contract not-to-exceed amount is \$978,873.26, effective December 1, 2022, through November 30,2025, subject to resolution of protest(s), if any.
- B. Contract No. MA91724001 to Louis Sardo Upholstery, Inc. to provide vinyl seat refurbishment for Element B - P3010 light rail vehicles. The contract not-to-exceed amount is \$1,868,836.50, effective December 1, 2022, through November 30, 2025, subject to resolution of protest(s), if any.

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

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

- 38. **SUBJECT: EXPRESSLANES FASTRAK 6C ELECTRONIC TOLL COLLECTION TRANSPONDERS** [2022-0665](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a three-year, Firm Fixed Price Contract No. DR84996000 to Neology, Inc., the lowest cost responsive and responsible bidder, to furnish FasTrak 6C Electronic Toll Collection transponders, and supporting accessory materials and services, in the total Contract amount of \$12,380,190, inclusive of all applicable taxes and fees, subject to resolution of any properly submitted protest(s), if any.

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

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

- 41. **SUBJECT: NEW HR5000 HEAVY RAIL VEHICLES PROCUREMENT** [2022-0677](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to solicit competitive negotiations Request for Proposals (RFPs), pursuant to Public Contract Code (PCC) §20217 and Metro’s procurement policies and procedures for the acquisition of new Heavy Rail Vehicles (HRVs).

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Attachments: [Attachment A - Metro EFC Map - 2022](#)

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

46. SUBJECT: CONSOLIDATED METRO TRANSPORTATION APP MOTION [2022-0789](#)

RECOMMENDATION

APPROVE Motion by Directors Krekorian, Garcetti, Barger, Najarian, Sandoval, and Mitchell that direct the Chief Executive Officer or her designee to report back in 90 days on the potential consolidation of all of Metro’s phone applications (including Bike Share, Metro Micro, Tap app, rail information, parking availability at Metro lots, MetroTransit, Transit Watch, etc.) into one single Metro App, including (i) what steps would be required to consolidate all current applications to one single application; (ii) an estimate of costs and savings that would result from such consolidation and any indirect financial impacts and benefits; and (iii) a proposed timeline for completion of such consolidation.

WE FURTHER MOVE to direct the CEO or her designee, in considering the potential new consolidated application, to assume it should include at least the following attributes:

1. A user-friendly interface for easy use;
2. The opportunity for revenue generation by marketing Metro’s services through the consolidated application;
3. Two way communication capabilities that could allow:
 - a. Customer ratings of and comments about their ride experience;
 - b. Customer suggestions for improved services;
 - c. Targeted Metro communications to customers about special fare programs, events, service issues, etc.;
4. Integrating trip planning and payment processing, similar to a smart wallet;
5. Potential regional integration to include other transit agencies.

47. 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 [2022-0801](#)

RECOMMENDATION

CONSIDER making the following findings:

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

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

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

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

SUBJECT: GENERAL PUBLIC COMMENT

[2022-0800](#)

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 #: 2022-0794, **File Type:** Oral Report / Presentation

Agenda Number: 4.

**REGULAR BOARD MEETING
DECEMBER 1, 2022**

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

Report by the CEO

Item #4



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CHIEF EXECUTIVE OFFICER

December 2022

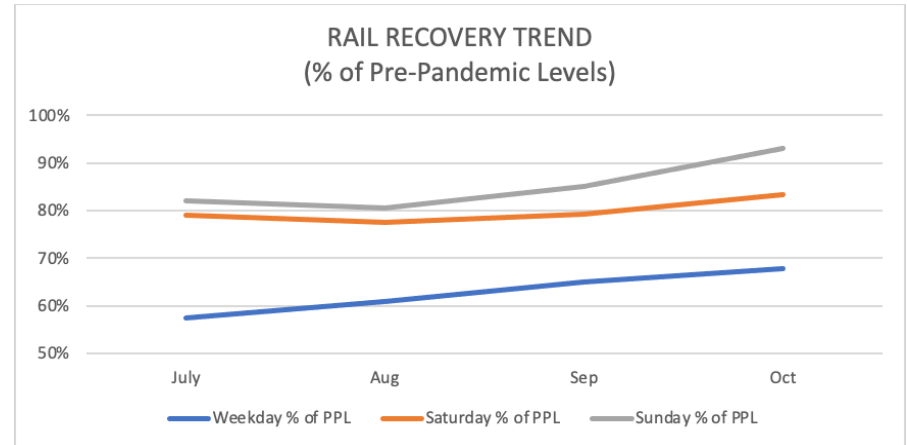
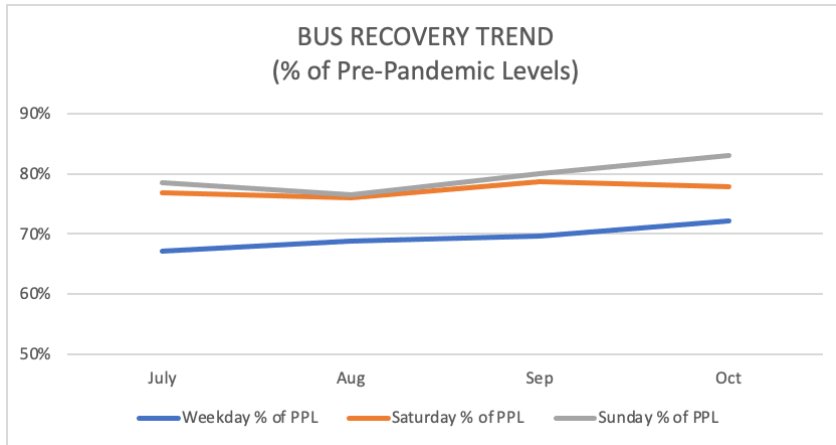
PUTTING PEOPLE FIRST: Transit to Parks Summit



CHIEF EXECUTIVE OFFICER

December 2022

PUTTING PEOPLE FIRST: Ridership & Reliability Update



Total October 2022 Ridership: 23,759,202 (71% of Pre-Pandemic Level)

Bus Average Daily Ridership

Weekday	687,314	72% of PPL
Saturday	456,270	78% of PPL
Sunday	376,312	83% of PPL

Rail Average Daily Ridership

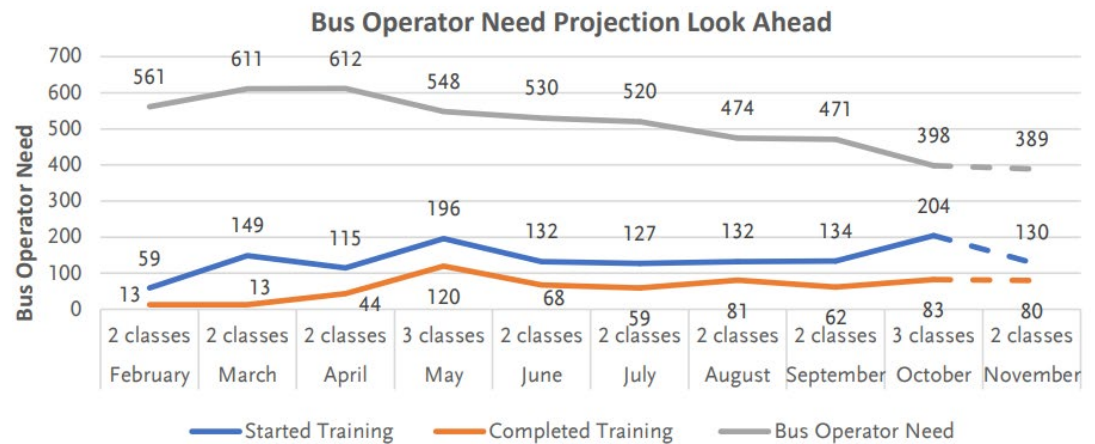
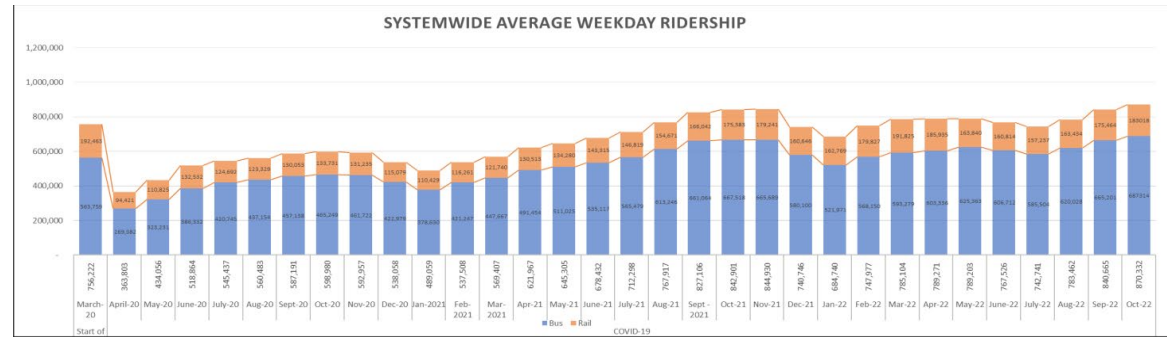
Weekday	183,018	68% of PPL
Saturday	137,777	83% of PPL
Sunday	126,087	93% of PPL



CHIEF EXECUTIVE OFFICER

December 2022

Year in Review: NextGen Service Restoration!



CHIEF EXECUTIVE OFFICER

December 2022

Year in Review: Metro Ambassador Update



Metro

CHIEF EXECUTIVE OFFICER

December 2022

Year in Review: The K Line Opening!



Metro

CHIEF EXECUTIVE OFFICER

December 2022

Year in Review: Better & More Accessible Transit!



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CHIEF EXECUTIVE OFFICER

December 2022

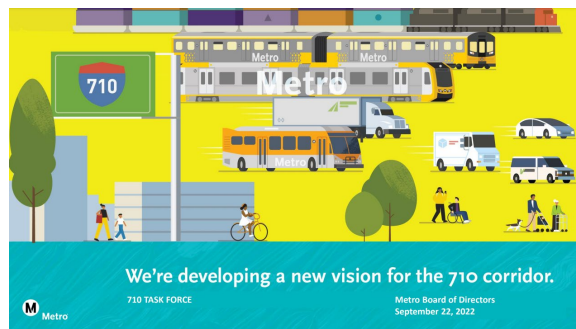
Year In Review: Progress on Measure M!



West Santa Ana Branch LPA



NoHo-Pasadena BRT



Long Beach-East LA
Corridor



I-405 Comprehensive
Multimodal Plan



CHIEF EXECUTIVE OFFICER

December 2022

Year in Review: Groundbreaking Projects!

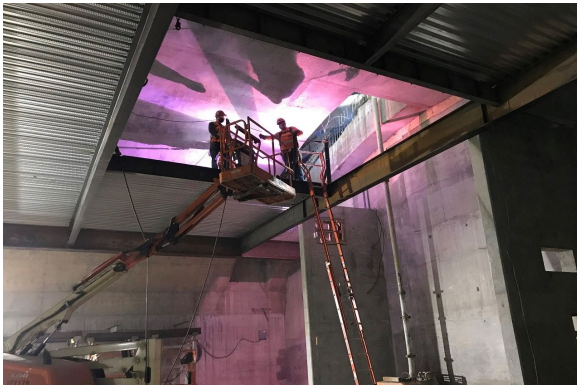


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December 2022

Year in Review: Construction Progress!



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December 2022

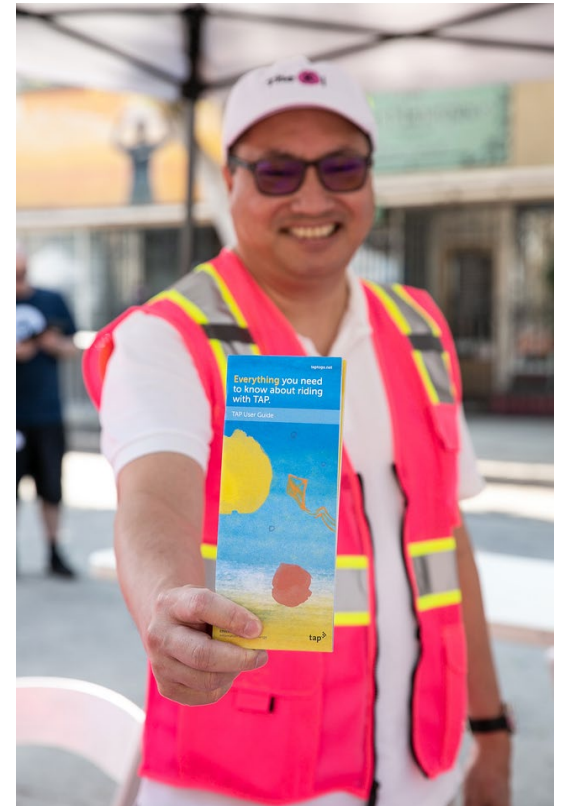
Year in Review: State and Federal Grants!



CHIEF EXECUTIVE OFFICER

December 2022

The Metro Family!



CHIEF EXECUTIVE OFFICER

December 2022

Thank you!



CHIEF EXECUTIVE OFFICER

December 2022



Board Report

File #: 2022-0528, **File Type:** Contract

Agenda Number:

**REGULAR BOARD MEETING
DECEMBER 1, 2022**

SUBJECT: ON-CALL COMMUNICATIONS SUPPORT SERVICES BENCH - TASK ORDER NO. 1

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award Task Order No. 1 under the Communications Support Services Bench Contract No. PS85397007 in the amount of \$6,753,722.52 to Lee Andrews Group to provide Street Teams, Community Based Intervention Specialists, and Program Administration through the end of June 30, 2023. Subject to the resolution of any properly submitted protest(s).

ISSUE

In September 2022, the Metro Board of Directors approved the establishment of Communications Support Services Bench contracts (Bench) for an amount not-to-exceed \$32,000,000 for a four-year term. The approval also limited staff delegated authority on Task Orders under these contracts to a maximum of \$5,000,000.

Staff recommends that this Task Order be awarded above the \$5,000,000 limit to expand the Street Team Program, which is integral to Metro's layered approach to public safety utilizing alternatives to policing.

BACKGROUND

A holistic, equitable, and welcoming approach to public safety prioritizes building trust with our communities. Grounded in values of diversity, compassion, openness, and accountability, Metro is reimaging public safety so that riders feel safe in and around our transit system. The layered approach concentrates on three key areas, including rider and employee safety, customer care, and cleanliness, through programs such as the Metro Ambassadors and Street Teams Programs.

Metro has utilized Street Teams for outreach since the beginning of the pandemic in 2020. Initially, they distributed more than 250,000 Personal Protective Equipment packets consisting of masks, hand sanitizer, and information on how to ride the Metro system safely. Since then, their roles and reach have expanded. They have been an on-the-ground presence at key transit stops and stations during special events and peak commute times. They assist customers enrolling in the LIFE program

and have helped increase student enrollment in the GoPass Program.

As Metro continues to look for ways to improve the customer experience, the Street Teams have been deployed to complement the work of the Metro Ambassadors at fixed posts along the K Line. These supplemental Street Teams work seven days a week, from 6:30 a.m. through 8 p.m. This support has been critical in providing additional non-law enforcement presence on the system. Street Teams provide guidance and information during targeted initiatives or special events and are tasked with reaching specific and diverse stakeholders and target demographics. Together, the ambassadors and street teams reassure riders, deter trouble, and intervene to mitigate conflict. They provide a proactive and more community centered approach to violence prevention.

DISCUSSION

To continue to meet the demand for the Street Teams and to augment the efforts of the Metro Ambassador Program, Metro staff issued a Request for Proposals (RFP) for Task Order No. 1 under the current Communications Support Services Bench authorized by the Board of Directors in September 2022.

Task Order No.1 was issued to the twelve (12) firms that make up Discipline 1 - Strategic Communications of the Bench Contract. Via the competitively bid task order, Metro requested the services of a program administrator to provide strategic direction and oversight of the Street Teams Program. Four proposals were submitted and evaluated by a diverse proposal evaluation team representing several units within Metro's Customer Experience Department. The highest-ranking team, Lee Andrews Group (LAG), demonstrated a strong understanding of the services and labor resources needed to implement and manage the Street Teams Program successfully.

The program administrator will liaise with Metro staff on scheduling, training, compensating, and managing the overall Program. Further, the program administrator will partner with various CBOs in accordance with Metro's CBO Partnering Strategy. The LAG team has partnered with CBOs who serve Black, Indigenous, People of Color (BIPOC), low-income, disabled individuals, and other marginalized communities. CBO partners include 2nd Call, Able Solutions, and the Korean American Federation of Los Angeles. The CBOs have a cultural affinity and connections to the communities Metro serves. They lead conversations in the community about public safety aimed at preventing violence and changing behavior. As part of the Street Teams, the CBO partners will deploy Community Intervention Specialists on the system consisting of community members with violence prevention experience.

Given the number of street teams requested and the compensation requirements to each member and the CBO Partners, the anticipated budget for this effort exceeds the \$5,000,000 Task Order limit authorized under the Communications Support Service Bench Contract. Therefore, authorization to execute and award Task Order No. 1 in the amount of \$6,753,722.52 is recommended through the end of FY23.

DETERMINATION OF SAFETY IMPACT

Award of this task order has a positive impact on safety as the Street Teams provide a presence and

support the layered approach to public safety.

FINANCIAL IMPACT

The funding for these task orders depends on the specific project and has been allocated in the FY22/23 budget.

The FY23 Budget includes \$40 million under Cost Center 5420, Customer Programs and Services, Project 300040, Rail Operations Management and Admin for Street Teams assisting Ambassadors. Street teams not assisting the Transit Ambassador program will be charging the respective projects. Upon board approval, the contract will be negotiated and executed, and services will be billed monthly at rates determined in the contract.

Impact to Budget

The sources of funding are Enterprise Funds and sales tax revenues dedicated for rail operations, which are eligible for bus and/or rail operating expenses.

EQUITY PLATFORM

The Street Teams Program fully supports the agency's equity, customer experience, and safety goals of deploying a layered approach to public safety utilizing alternatives to policing. As an agency, Metro is working to overcome the public safety and customer experience challenges and deliver the type of system that Angelenos want and deserve, especially for BIPOC, low-income, individuals with disabilities, and other marginalized groups who disproportionately are transit dependent and make up a large part of our riders.

Metro has launched the Street Teams Program to provide a community-oriented approach to public safety that provides alternatives to the traditional law enforcement model. Through these Street Teams, our riders are noticing a difference. Based on comments made by patrons to our Customer Care Department, the reviews have been positive. They have shared that Street Team members are friendly, helpful faces who support them. They help direct, give people information, call security, PATH workers, or custodians when they see something that needs to be addressed. Based on the Program's daily logs, they have even saved lives on our system.

The recommended team for this effort, Lee Andrews Group, is a certified Small/Women/ Minority Business Enterprise headquartered in Los Angeles. Their proposal includes CBOs that serve BIPOC, low-income, disabled and marginalized individuals and Street Team employees that reflect the diverse demographics of our patrons by hiring individuals from the communities we serve. There will be 116 street team members hired under this task order.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions support the following goals:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling;
- Goal 2: Deliver outstanding trip experiences for all users of the transportation system;
- Goal 3: Enhance communities and lives through mobility and access to opportunity;
- Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization

The Street Teams Program allows the agency to engage stakeholders in an authentic, meaningful, and responsive manner on the agency's customer experience and public safety programs and initiatives.

ALTERNATIVE CONSIDERED

Cancel the solicitation for Task Order No. 1 and re-procure to solicit proposals with fewer Street Teams requirements to stay within the \$5,000,000 threshold limit. This alternative is not recommended as it would delay the expanded deployment of the Street Teams on our system - a much needed service to continue to meet our customer experience and public safety goals.

NEXT STEPS


Staff will execute Task Order No. 1 under Contract No upon board approval. PS85397007 with Lee Andrews Group to provide Street Team Program Administration through June 30, 2023.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Joni Honor, Executive Officer, Media Relations, Customer Experience, 213-922-6931
 Lilian De Loza-Gutierrez, Director, Community Relations, Customer Experience, 213-922-7479
 Mark Lu, Sr. Manager, Vendor/Contract Management, 213-922-4689
 Monica Bouldin, Deputy Chief, Customer Experience, 213-922-4081
 Debra Avila, Deputy Chief Vendor/Contract Management, 213-418-3051

Reviewed by: Jennifer Vides, Chief Customer Experience Officer, 213-922-4060



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

CONTRACT NO. PS85397007

TASK ORDER NO. 1
STREET TEAMS PROGRAM

1.	Contract Numbers: Task Order No. 1 under Contract No. PS85397007	
2.	Recommended Vendors: Lee Andrews Group	
3.	Type of Procurement : (check one): <input checked="" type="checkbox"/> RFP <input type="checkbox"/> IFB <input type="checkbox"/> IFB-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input checked="" type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: October 21, 2022	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: November 4, 2022	
	E. Pre-Qualification Completed: Pending	
	F. Conflict of Interest Form Submitted to Ethics: November 16, 2022	
	G. Protest Period End Date:	
5.	Solicitations Picked up/Downloaded: 12	Proposals Received: 4
6.	Contract Administrator: Antwaun Boykin / Mark Lu	Telephone Number: (213) 922-1056
7.	Project Manager: Lilian De Loza-Gutierrez	Telephone Number: (213) 922-7479

A. Procurement Background

This Board Action is to approve the award of Task Order No. 1 under Contract No. PS85397007, Communications Bench, issued to hire a strategic communications team to develop, manage and administer Metro's Customer Experience Street Team Program for the remainder of FY 22/23. Board approval of task order awards are subject to resolution of any properly submitted protest(s).

The Task Order Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The twelve qualified contractors under Discipline 1 - Strategic Communication of the Communications Bench, received the Task Order RFP.

There were 26 questions asked and responses were released prior to the proposal due date. One amendment was issued during the solicitation phase of this RFP to extend the proposal due date.

A total of four proposals were received on November 4, 2022, from the following firms listed below in alphabetical order:

1. Lee Andrews Group
2. Murakawa Communications
3. North Star Alliance
4. Redwood Resources

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Communications and Community Relations was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- Project Administration 30 percent
- Experience and Capabilities of Key Personnel 30 percent
- Understanding of Work and Appropriateness of Approach of Management Plan 30 percent
- Cost Proposal 10 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar types of procurement.

During the period of November 7, 2022 to November 15, 2022, the PET independently evaluated and scored the technical proposals and requested that all four firms be invited for an oral presentation on November 10, 2022, which provided them the opportunity to respond to questions from the PET. Following the oral presentation, the firms were asked to submit clarifications to their proposals. The PET finalized and submitted their technical scores based on both the written proposal and input received during the oral presentation and clarifications. On November 15, 2022, the PET completed their evaluation of the proposal and determined Lee Andrews Group was the highest ranked firm to perform the required services.

Lee Andrews Group demonstrated relevant experience and expertise in providing street team program services. Their proposal included a well thought-out detailed plan to providing the services. The firm proposed to utilize Community Based Organizations and qualified staff to deliver the services.

Below is the evaluation score summary:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Lee Andrews Group				
3	Project Administration	93.33	30.00%	28.00	
4	Experience and Capabilities of Key Personnel	100.00	30.00%	30.00	
5	Understanding of Work and Appropriateness of	93.33	30.00%	28.00	

	Approach of Management Plan				
6	Cost	50.90	10.00%	5.09	
7	Total		100.00%	91.09	1
8	Murakawa Communications				
9	Project Administration	80.00	30.00%	24.00	
10	Experience and Capabilities of Key Personnel	66.67	30.00%	20.00	
11	Understanding of Work and Appropriateness of Approach of Management Plan	86.67	30.00%	26.00	
12	Cost	100.00	10.00%	10.00	
13	Total		100.00%	80.00	2
14	North Star Alliance				
15	Project Administration	80.00	30.00%	24.00	
16	Experience and Capabilities of Key Personnel	66.67	30.00%	20.00	
17	Understanding of Work and Appropriateness of Approach of Management Plan	80.00	30.00%	24.00	
18	Cost	60.00	10.00%	6.00	
19	Total		100.00%	74.00	3
20	Redwood Resources				
21	Project Administration	63.33	30.00%	19.00	
22	Experience and Capabilities of Key Personnel	73.33	30.00%	22.00	
23	Understanding of Work and Appropriateness of Approach of Management Plan	70.00	30.00%	21.00	
24	Cost	45.60	10.00%	4.56	
25	Total		100.00%	66.56	4

C. Price Analysis

The recommended price of \$6,753,722.52 has been determined to be fair and reasonable based upon adequate competition, historical rates, and technical analysis.

Proposer Name	Proposal Amount	Metro ICE	Award Amount
Lee Andrews Group	\$6,753,722.52	\$4,988,000.00	\$6,753,722.52
Murakawa Communications	\$3,440,721.26		

North Star Alliances	\$5,729,932.00		
Redwood Resources	\$7,545,094.87		

The variance between the ICE and award amount can be attributed to the ICE not accounting for the compensation of community-based partners that are being requested in the SOW. Additionally, higher labor hours are needed for overall project administration and management of the street team program.

D. Background on Recommended Contractor

Lee Andrews Group

The recommended firm, Lee Andrews Group, is a Los Angeles based communications firm with over 20 years of experience. Lee Andrews Group is a Metro certified SBE firm with experience managing multiple community outreach projects and providing support and guidance to local government agencies and private entities. Lee Andrews Group has provided community and public outreach for Alameda Corridor-East Construction Authority and the City of Bakersfield. The firm has also worked on several Metro projects and has performed satisfactorily.

DEOD SUMMARY

**ON-CALL COMMUNICATIONS SUPPORT SERVICES BENCH – TASK ORDER NO.
1 / PS85397007**

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**.

Lee Andrews Group, an SBE Prime, is performing 79.27% of the work with their own workforce. Lee Andrews Group also listed Able Solutions and 2nd Call, as non-SBE subcontractors on this project.

SMALL BUSINESS SET-ASIDE

SBE Prime Contractor		SBE % Committed
1.	Lee Andrews Group (Prime)	79.27%
Total Commitment		79.27%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

On-Call Communications Support Services Bench



Metro

Approve Recommendation

Authorize Chief Executive Office to award Task Order No. 1 under the Communications Support Services Bench Contract No. PS85397007 in the amount of \$6,753.52 to Lee Andrews Group to provide Street Teams, Community-Based Intervention Specialists and Program Administration through the end of June 30, 2023.

Background

- > In September 2022, the Metro Board of Directors approved the establishment of Communications Support Services Bench contracts (Bench) for an amount not-to-exceed \$32,000,000 for a four-year term.
- > The approval also limited staff delegated authority on Task Orders under these contracts to a maximum of \$5,000,000.
- > Staff recommends that this Task Order be awarded above the \$5,000,000 limit to expand the Street Team Program, which is integral to Metro's community outreach, customer support, and our layered approach to public safety utilizing alternatives to policing.



Action Meets Agency Goals

Street Teams

- > Expand Metro's ability to reach riders in person
 - Ensuring we reach low-income, disabled, older adults and other marginalized individuals.
 - Street teams will engage with seniors on our system and at events and common gathering spaces (food banks, senior centers) to enroll them in the LIFE program as we implement fare capping
- > Provide a more robust presence during big ridership events.
- > Share Metro-related information and increase staff presence on the system.
- > In coordination with Metro Ambassadors, support a community centered



Recommended Team

- > Lee Andrews Group, is a certified Small/Women/ Minority Business Enterprise headquartered in Los Angeles.
- > Their proposal includes CBOs that serve BIPOC, low-income, disabled and marginalized individuals and Street Team employees that reflect the diverse demographics of our patrons by hiring individuals from the communities we serve.
- > There will be 116 street team members hired under this task order.



Metro

*Thank
You!*



Metro®



Board Report

File #: 2022-0771, File Type: Informational Report

Agenda Number: 49.

REGULAR BOARD MEETING DECEMBER 1, 2022

SUBJECT: TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM CYCLE 6 GRANT APPLICATION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING a report on Metro's Transit and Intercity Rail Capital Program (TIRCP) Cycle 6 prioritized ranking of projects based on project readiness with an equity lens (Attachment A); and
- B. AUTHORIZING the Chief Executive Officer to send a letter of support for the prioritized projects signed by all Board members.

ISSUE

CalSTA published its 2023 TIRCP Cycle 6 Final Guidelines and Call for Projects on November 15, 2022. Grant applications for "Existing TIRCP Projects Leveraging Federal & Local Funds Reserve" are due to CalSTA by December 6, 2022. CalSTA requires applicants to prioritize their requests if submitting multiple project applications or a program of projects. This Board Report provides information on Metro's priorities and approach to submitting competitive, construction ready projects, with an equity lens, for this TIRCP application by the stated deadline.

BACKGROUND

Los Angeles County voters overwhelmingly approved Measure R (2008) and M (2016) to provide a significant source of local funding to support the delivery of a transformative, multimodal set of transportation projects to improve mobility, decrease air pollution, and increase the quality of life for all 10 million county residents. These local sales tax measures were designed to provide local match to leverage significant state and federal funds to fully fund and implement the priority projects found in their respective expenditure plans. The TIRCP is the best source of state discretionary funding available, eligible, and with sufficient capacity to leverage local sales tax dollars for major rail transit capital projects.

Assembly Bill (AB) 180, approved by Governor Newsom in June 2022, amended the Budget Act of 2021 to appropriate a one-time allotment of \$3,630 million of General Fund for the TIRCP to be administered by CalSTA. Of this total, AB 180 allocated \$1,831.5 million for CalSTA to administer set-aside programs, including a new TIRCP cycle (Cycle 6), to award multi-year grants to high-priority transit projects in Southern California (comprising the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura) following an application review and prioritization process.

Of the Southern California subtotal, AB 180 requires that no less than \$900 million be set-aside for “Existing TIRCP Projects Leveraging Federal & Local Funds Reserve” (“Existing TIRCP Projects”) that have previously received TIRCP grants and can demonstrate that a supplemental state grant would “leverage” or “maintain” an identified source of significant local or federal investment, including through the federal Capital Investment Grants (CIG) Program, Expedited Project Delivery (EPD) Program, or other such federal funding sources. This provision for an “Existing TIRCP Projects” funding opportunity is unprecedented for TIRCP. This program previously has not allowed projects receiving a TIRCP award in a prior cycle to receive supplemental program funding in a subsequent cycle. Any funding not allocated to an “Existing TIRCP Project” in Southern California will then be made available for new TIRCP projects.

Senate Bill (SB) 198 expresses the Legislature’s intent to provide an additional \$4,000 million over Fiscal Year (FY) 23-24 and FY 24-25 to be allocated statewide by a population formula that, if secured by the Legislature, could provide additional funding for CalSTA to consider when awarding Cycle 6 funding to “Existing TIRCP Projects.” LA County, which has a 25% share (approximately) of the state’s population, would stand to receive a total of \$1,000 million from SB 198 funds.

Metro’s ability to submit competitive applications to the TIRCP has resulted in CalSTA awarding \$1,513.8 million in discretionary TIRCP grant funds from the program’s first five cycles (FY 2015 to FY 2022) to support the delivery of 11 transit capital projects, including \$1,081.5 million in Cycle 3 (FY 2018) for a program of six Measure M priority transit capital projects. TIRCP Cycle 6 represents a unique and much-needed one-time opportunity to supplement funding for construction-ready, competitive projects previously awarded TIRCP funds and deliver Measure M priorities for LA County.

DISCUSSION

On November 7, 2022, Metro submitted a comment letter to CalSTA on the Draft TIRCP Cycle 6 Guidelines seeking four modifications to be incorporated in the Final TIRCP Cycle 6 Guidelines published on November 15, 2022. The letter and the changes made by CalSTA to the final guidelines can be found in Attachments B and C, respectively. The final guidelines can be found at <https://calsta.ca.gov/-/media/calsta-media/documents/tircp-cycle-6-final-guidelines.pdf>.

The “Existing TIRCP Projects” TIRCP Cycle 6 competition will provide Metro with a one-time opportunity to secure supplemental state funding for high priority transit projects previously awarded TIRCP funding from Cycles 1 through 4. Cycle 5 projects are excluded from this opportunity.

Additionally, CalSTA will allow applicants to include proposed SB 198 formula TIRCP funds (approximately \$1,000 million for Metro) in cash flow assumptions put forth in Cycle 6 applications for

“Existing TIRCP Project” funding. Metro will assume in its application that these SB 198 funds will be secured in FY 2024 and FY 2025 to support cash flow needs for the entire program of projects.

Combining the total possible funding made available for the TIRCP Cycle 6 “Existing TIRCP Projects” through AB 180 and SB 198 formula funds, staff believes that the maximum capacity available to Metro through this grant opportunity could reach \$2,680 million, recognizing that there will be other projects in Southern California also competing for these funds that make securing the total amount available unlikely.

Cycle 6 Guidelines - Key Elements to Consider

Staff has evaluated the Final TIRCP Cycle 6 Guidelines to help guide the development of its approach to submitting a competitive Program of Projects application for TIRCP Cycle 6 “Existing TIRCP Projects” funding. Some of the key elements from the final guidelines Metro considered are as follows:

- Applicants for “Existing TIRCP Projects” must be the same as those that submitted the original TIRCP application.
- Applicants submitting a program of projects for the “Existing TIRCP Projects” competition must prioritize their projects.
- Only projects that received prior funding in TIRCP Cycles 1 through 4 are eligible for the “Existing TIRCP Projects” Cycle 6 competition.
- As the funds identified in AB 180 for this new TIRCP opportunity derive from the General Fund, TIRCP Cycle 6 funds awarded must be expended or encumbered and liquidated by June 30, 2027. TIRCP is a reimbursement-based program, creating longer lead times to liquidate funding—a factor which needs to be considered given the statutory requirement for funds to be liquidated by the end of FY 2027. In response to Metro’s guidelines comment letter, CalSTA has provided additional flexibility to re-order the expenditure of local and prior TIRCP funds to help the total cash flow meet this requirement.
- Cycle 6 TIRCP funding cannot be used to supplant other committed funds - applications must establish an existing funding gap that requires supplemental state funding to maintain or leverage federal or local funds.
- Construction readiness is a vital criterion. Most highly rated projects will have an approved environmental document.

To be eligible for consideration as an “Existing TIRCP Project,” CalSTA has established that projects must either (1) maintain or (2) leverage an identified source of significant local or federal funds, as defined below:

Maintain: Projects under construction that will lose access to committed federal funds unless additional non-federal funds are identified. It also includes retaining

access to local funds committed to a portion of the project not yet fully funded.

Leverage: Projects that need additional state funds to receive a significant future federal or local funding commitment.

The extent to which a potential Cycle 6 project can demonstrate its need for supplemental state funding to maintain or leverage funding as defined above will be a vital factor in how CalSTA evaluates that project for funding consideration.

Review of potential “Existing TIRCP Projects.”

CalSTA has previously awarded Metro grant funding from TIRCP Cycles 1 through 5 for 11 projects (Attachment D). As Cycle 5 projects are excluded from this opportunity, staff then evaluated the remaining 10 projects to assess their eligibility and competitiveness for the “Existing TIRCP Projects” competition, as follows:

Projects already completed (1):

- Willowbrook/Rosa Parks Station & Blue Line Light Rail Operational Improvements

Projects already under construction (2):

- Airport Metro Connector 96th Street Station / Metro Green Line Extension to LAX
- Metro Red & Purple Line Core Capacity Improvements

Projects neither construction ready nor competitive for Cycle 6 (3):

- Green Line Light Rail Extension to Torrance
- Orange/Red Line to Gold Line BRT Connector
- Vermont Transit Corridor

Projects without significant federal or local funds to maintain or leverage with supplemental state funding (1):

- Metrolink Antelope Valley Line Capital and Service Improvements Project

Projects eligible and competitive for TIRCP Cycle 6 “Existing TIRCP Projects” competition (3):

- East San Fernando Valley (ESFV) Light Rail Transit Project
- Metro L (Gold) Line Foothill Extension to Montclair Project
- West Santa Ana Branch Project

Findings

Staff assessed all projects potentially eligible for the TIRCP Cycle 6 “Existing TIRCP Projects” competition against the evaluation criteria and CalSTA requirements established in the final guidelines.

Staff also reviewed the financial plans for the projects and assessed whether a supplemental TIRCP grant award would allow these projects to return to a fully funded status taking into consideration all

existing and expected funding sources and current cost estimates. Staff reviewed the project delivery sequencing per Measure M and evaluated Equity Focused Community benefits. Staff also reviewed how these projects would be evaluated by CalSTA as a project that “maintains” or “leverages” federal and/or local funding, and that is considered “construction ready” for the purposes of Cycle 6 eligibility. While some projects are technically eligible for TIRCP Cycle 6, they would not be considered competitive due to risks associated with these projects lacking a completed environmental document or being construction ready.

Staff also reviewed opportunities to secure funding for these projects through the upcoming AB 180-funded Major Projects-Project Development Reserve set-aside program which will provide planning funds to support the delivery of capital projects and programs of projects that have entered or have applied to enter federal project development processes for at least a portion of the project or program of projects, and that expect to receive federal funding in the future once complete with project development. This program excludes “Existing TIRCP Projects”, as the guidelines state that if the project would not be eligible to apply for TIRCP as a new project, it will not qualify for funding for program development.

Consequently, staff determined that Metro should submit the following Program of Projects (in priority order) to CalSTA for the TIRCP Cycle 6 “Existing TIRCP Projects” competition:

1. *East San Fernando Valley (ESFV) Light Rail Transit (LRT) Project*
 - **Scope:** Initial Operating Segment from the Van Nuys/G-Line Station to the Van Nuys/San Fernando Station.
 - **Federal funding at risk:** \$908.8 million
 - **Total amount to be requested:** \$600 million

2. *Metro L (Gold) Line Foothill Extension LRT Project:*
 - **Scope:** Pomona Station to Montclair Station.
 - **Local funding at risk:** \$39 million
 - **Total amount to be requested:** \$798 million

3. *West Santa Ana Branch (WSAB) Transit Corridor Project*
 - a. **Scope:** Locally Preferred Alternative from Pioneer Station to Slauson/A Line Station
 - b. **Federal funding to be leveraged:** FTA Capital Investment Grant
 - c. **Total amount to be requested:** \$500 million

Staff’s assessment of these projects in relation to their prioritization in this Program of Projects is as follows:

ESFV LRT Project: Maintaining Federal Funding

This project (a) is environmentally cleared and will break ground for advanced utility relocation on December 2, 2022 and (b) is at risk of losing up to \$908.75 million in Expedited Project Delivery federal funding-which was announced by the FTA in a Letter of Intent (LOI) in May 2022-if supplemental state funding is not secured by May 2024, per the terms of the LOI. Additionally,

the ESFV LRT Project provides significant and targeted benefits for a federally designated area of persistent poverty and for Equity Focused Communities (63% identified as Very High Need or High Need) along the project corridor and links these communities to the Metro G (Orange) Line and the Metrolink/LOSSAN system.

These factors contributed to this project being prioritized #1 by Metro.

Metro L (Gold) Line Foothill Extension LRT Project: Maintaining Local Funding

This project is (a) construction ready, (b) environmentally cleared, and (c) at risk of losing access to \$39 million in committed local San Bernardino County funds if CalSTA does not award supplemental state funding to the project. This project also serves Equity Focused Communities (4% identified as Very High Need or High Need) within the corridor, although not as extensively as the ESFV LRT Project.

These factors contributed to this project being prioritized #2 by Metro.

WSAB Transit Corridor Project: Leveraging Federal Funding

While this project serves Equity Focused Communities (71% identified as Very High Need or High Need) within the corridor from Artesia to Los Angeles, this project is (a) not yet construction ready but still eligible for Cycle 6, (b) not yet environmentally cleared, and (c) potentially at risk of losing access to a future CIG award if supplemental state funding is not secured.

These factors contributed to this project being prioritized #3 by Metro.

As encouraged by CalSTA, staff will include in this single program of projects application the overall TIRCP grant request for each project and discuss the timing for funding across all projects.

Outlook

Metro recognizes that these three projects will need to secure supplemental funding to ensure that these priority Measure M projects will be able to maintain and/or leverage significant federal and local funds to allow them to go to construction and deliver benefits for all LA County residents. (Attachment F)

As these projects are all “Existing TIRCP Projects” and uniquely positioned to secure one-time supplemental funding from the state through this well-aligned discretionary grant program. Metro does not expect CalSTA to allow these projects to secure supplemental funding from future TIRCP cycles that typically exclude such projects from consideration, without future legislation allowing such a change. Therefore, it is imperative that Metro work with its stakeholders and legislative delegation to ensure that (1) CalSTA programs as much AB 180 funding as possible to the “Existing TIRCP Projects,” (2) the full amount of funding intended by SB 198 is secured by the Legislature and remains available to supplement AB 180 funding for this application, (3) the entire Program of Projects submitted by Metro for TIRCP Cycle 6 is given as much support and prioritization as

possible for CalSTA consideration, and (4) future TIRCP cycles do not exclude existing TIRCP projects from additional funding.

FINANCIAL IMPACT

Funding made available through the TIRCP Cycle 6 competition would provide a much-needed, major source of supplemental state funding for Measure M Light Rail Transit projects to maintain existing or leverage future federal and/or local funding. These projects are the ESFV LRT Project, the Metro L (Gold) Line Foothill Extension LRT Project, and the WSAB Transit Corridor Project.

EQUITY PLATFORM

CalSTA seeks to award at least 25% of the funds allocated for its TIRCP Cycle 6 competitive grant process for projects that provide a direct, meaningful, and assured benefit to disadvantaged communities and priority populations, consistent with the objectives of SB 535 and AB 1550. CalSTA also directs applicants to demonstrate how their projects are consistent with the CalSTA's Statement on Racial Equity, Justice, and Inclusion in Transportation, including projects that will help achieve a cleaner, safer, and more accessible and connected future.

Staff has assessed CalSTA's Final Guidelines to identify the project(s) for which we may seek supplemental TIRCP grant awards among those approved by the Board of Directors. The three projects put forth by Metro provide a significant opportunity to deliver high quality light rail transit for priority populations.

ESFV LRT Project

The ESFV LRT Project will pass through or within one-half mile of 33 disadvantaged communities, connecting these communities with high quality north-south transit service that will increase travel speeds, increase capacity, improve on-time performance, and provide enhanced connectivity to local and regional transit services. These services include the Orange (G) Bus Rapid Transit Line, which connects to the Chatsworth Transportation Center and the Metro Red Line, and two Metrolink Lines- the Ventura County and Antelope Valley Line, which extend to Downtown Los Angeles and Hollywood -Burbank Airport and Ventura County and North LA County, respectively. Additionally, the Van Nuys Metrolink Station also provides access to the Amtrak Los Angeles-San Diego-San Luis Obispo Rail Corridor, the region's intercity rail service. The corridor features a high level of transit dependent priority populations that need better access to mobility in a corridor that suffers degraded bus service as a result of increased traffic congestion along Van Nuys Boulevard.

Metro L (Gold) Line Foothill Extension LRT Project

The Metro L (Gold) Line Foothill Extension LRT Project will link several disadvantaged communities located in Pomona, which has a high level of poverty and a very diverse population (70% Hispanic and 7% African American) with the entire length of the Metro L Line which runs through the San Gabriel Valley to Downtown Los Angeles / Los Angeles Union Station. Additionally, the project will connect these communities to the Montclair Transit Center, which provides a public transportation link

into the Inland Empire and connections with several Foothill Transit, Omnitrans, and RTA bus and bus rapid services. The project is located within 0.5 miles of seven communities identified as AB 1550 Low Income Communities by the California Air Resources Board - of these, four communities are also SB 535 Disadvantaged Communities. The project seeks to reduce GHG emissions by increasing transit ridership, reducing vehicle miles traveled, and increasing transit-oriented development opportunities which will all accrue to the local communities within the corridor.

WSAB Transit Corridor Project

The WSAB will connect underserved, densely populated, low income and heavily transit dependent communities between the City of Artesia and unincorporated Florence-Firestone in the southeast part of LA County as well as connect these communities with the rest of the Metro Rail system with transfers with the A (Blue) Line and the C (Green) Line. Of the 238 census tracts in the project area, 181 are identified as SB 535 Disadvantaged Communities, 203 are identified as AB 1550 Low-Income Communities, and 177 census tracts are both Disadvantaged and Low-income Communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Securing supplemental TIRCP funding for Metro high-priority transit capital projects will help to implement Goal 1 to provide high-quality mobility options that enable people to spend less time traveling and Goal 3 to enhance communities and lives through mobility and access to opportunity. The awards will also help address funding shortfalls and allow the projects to proceed toward construction and/or leverage federal grants that depend on the commitment of additional state and local funding. The projects, when completed, will significantly expand transportation options and improve the quality of the transit network in our region.

ALTERNATIVES CONSIDERED

Staff considered submitting one project rather than multiple projects. However, staff does not recommend submitting only one project given the ability to leverage federal funding. Staff considered submitting the WSAB Transit Corridor Project for consideration for the Major Projects - Project Development Reserve program. Upon reviewing the guidelines, staff determined that CalSTA's intent for this program is to provide planning funds for new TIRCP project that are attempting to enter the Federal Transit Administration (FTA) Capital Investment Grant (CIG) pipeline, not for projects-like the WSAB-that have already received prior TIRCP funds.

NEXT STEPS

The implementation of our funding program will be coordinated with a legislative strategy that stresses three key components. First, we will need to aggressively advocate for maximum funding from the current round of TIRCP funding. Staff will submit the TIRCP Cycle 6 application by the December 6, 2022, deadline. In LA County, other non-Metro led projects are also eligible for TIRCP. Metro, as has been past practice, will provide a letter of support upon request. CalSTA is anticipated to announce the "Existing TIRCP Projects" awards on January 31, 2023. Secondly, we will need to encourage the Los Angeles County Legislative Delegation to actively support the necessary budget actions to allocate the future year surplus funds in a future budget action. Thirdly we will continue to

look at future TIRCP cycles and be prepared to address any structural reforms that may be needed to ensure Metro's projects can continue to compete.

Staff will provide additional information in a future Board Box on other funding opportunities made available by funding appropriated by AB 180 (Attachment E), including the potential to submit the Metro Gold Line Eastside Extension as a candidate project for Major Project-Project Development Reserve funding.

ATTACHMENTS

Attachment A - TIRCP Cycle 6 "Existing TIRCP Projects" Prioritized Program of Projects

Attachment B - CEO Comment Letter on TIRCP Guidelines

Attachment C - Changes Made by CalSTA in Final Guidelines

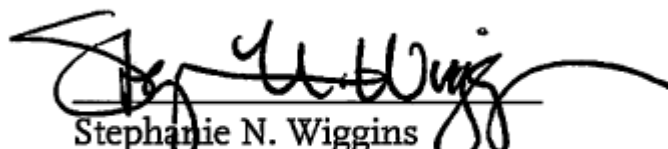
Attachment D - Prior TIRCP Awards

Attachment E - Other AB 180 Programs

Attachment F - Funding Plans for ESFV, Gold Line Extension, and WSAB

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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Proposed TIRCP Cycle 6 Program of Projects

Metro will submit the following projects for consideration by CalSTA in the TIRCP Cycle 6 competition for the “Existing TIRCP Projects Leveraging Federal and Local Funds Reserve”, in priority order:

1. East San Fernando Valley (ESFV) Light Rail Transit Project
2. Metro L (Gold) Line Foothill Extension Light Rail Transit Project
3. West Santa Ana Branch (WSAB) Transit Corridor Project

These three projects are the most competitive and construction ready projects eligible for this funding opportunity.

Metro will seek \$1,898 million from TIRCP Cycle 6 to support these three priority Measure M projects’ ability to maintain or leverage significant federal and local funding. These projects will be able to draw down funds before the end of FY 2027, as shown in Table 1.

Table 1. Combined Cash Flow: AB 180 and 198 Funds

(\$ in millions)

Priority	Project	FY 2024	FY 2025	FY 2026	FY 2027	Total
#1	ESFV	\$223.5	\$226.5	\$122.8	\$27.2	\$600.0
#2	Gold Line	--	\$248.0	\$300.0	\$250.0	\$798.0
#3	WSAB	--	--	\$200.0	\$300.0	\$500.0
TOTAL		\$223.5	\$474.5	\$622.8	\$577.2	\$1,898.0

In this combined cash flow scenario, all funds requested, whether AB 180 or SB 198, are planned to be encumbered and liquidated before the June 30, 2027, liquidation deadline associated with the AB 180 funds provided through Cycle 6.

This proposal requires the following assumptions to be realized:

- The \$1,000 million in proposed SB 198 funds that would be received by Metro via population formula will need to be secured by the State Legislature to support this cash flow assumption.
- CalSTA will need to allocate between \$898 million and the full \$1,680 million from AB 180 funds available for Southern California for “Existing TIRCP Projects”. CalSTA has full discretion to allocate more than \$900 million minimum identified for the program by AB 180, going up to and beyond the \$1,300 million upper range published in the Cycle 6 Final Guidelines to include all Southern California Cycle 6 funds provided by AB 180 (est. \$1,680 million) to “Existing TIRCP Projects”.



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November 7, 2022

The Honorable Toks Omishakin
Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

**COMMENTS ON 2022 TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM
CYCLE 6 DRAFT GUIDELINES FOR GENERAL FUND AUGMENTATION**

Dear Secretary Omishakin:

Thank you for the opportunity to comment on the California State Transportation Agency's (CalSTA) 2022 Transit and Intercity Rail Capital Program (TIRCP) Cycle 6 Draft Guidelines for General Fund Augmentation. The Los Angeles County Metropolitan Transportation Authority (Metro) is the transportation planning, programming, construction, and transit operation authority for Los Angeles County. Metro is the largest transit agency in California by ridership, servicing more trips than the next two largest transit agencies combined. Located in the South Coast Air Basin, Los Angeles County is in non-attainment for particulate matter and ozone and currently has the nation's worst air quality – resulting in great part from our traffic congestion, which is the worst in California. Los Angeles County is also home to the state's most priority populations (disadvantaged communities, low-income communities, and low-income households) that who primarily rely on Metro's transit service to access employment, medical, educational, and other ladders of opportunity and services.

We appreciate our ongoing partnership with your agency and recognize how prior TIRCP grants awarded by CalSTA – approximately \$1.5 Billion for 11 projects in total – have helped Metro to leverage locally-generated sales tax dollars – most notably from Measures R (2008) and M (2016) – to advance several of the agency's major transit capital projects that serve our communities seeking clean, safe, and reliable transit service. As a "Self-Help County," Los Angeles County voters have approved a total of four half-cent sales taxes since 1980 to help fund the planning and implementation of transportation projects and programs that help Metro and CalSTA address our myriad goals and objectives for mobility, equity, air quality, climate, and economic growth for the county and the state and uplift the most disadvantaged communities in need of clean, quality transportation options.

By working together, Metro and CalSTA can deliver transformative capital projects that will modernize California's transit systems to significantly reduce emissions of greenhouse gases (GHG), vehicle miles traveled, and congestion. Metro is supportive of CalSTA's 2022 TIRCP Draft Guidelines in its effort to achieve these goals, as well as other key statewide goals related to equity, economic development, and job creation. In support of our partnership, we offer the following comments on CalSTA's 2022 Cycle 6 Draft Guidelines for your consideration:

1. Metro appreciates CalSTA's encouragement for applicants to identify what role the expected FY23-24 and FY24-25 TIRCP formula funding identified in Senate Bill (SB) 198 of the Budget Act of 2021 can play in addressing funding needs for "Existing TIRCP Projects." Cycle 6 funds and the two subsequent TIRCP formula funding opportunities will help applicants deliver complex, large-scale transit projects that require additional funding and flexibility.

CalSTA should allow County Transportation Commissions, Regional Transportation Planning Agencies, and Metropolitan Planning Organizations (as applicable) to include multi-cycle funding plans in their grant applications that include TIRCP formula funding to be appropriated in FY23-24 and FY24-25 in addition to FY22-23 Cycle 6 funds to deliver an "Existing TIRCP Project." The combination of discretionary TIRCP funding from AB 180 and future formula TIRCP funding to be appropriated in FY23-24 and FY24-25 would allow for a multi-cycle/multi-year programming of TIRCP funds that will support larger-scale "Existing TIRCP Projects" that the state has already identified as generating great mobility, environmental, and air quality benefits for these regions and California.

2. CalSTA should not limit eligibility to seek supplemental TIRCP awards from the "Existing TIRCP Projects Leveraging Federal & Local Funds Reserve" category to only projects that would leverage future local or federal funds. CalSTA should expand the eligibility to include projects with previous funding commitments for prior segments of the overall project from local revenue measures adopted by Self-Help counties.

Self-Help Counties, such as Los Angeles County, have greatly supported the development of the state's transportation system by making numerous financial commitments through voter-approved sales tax increases and other initiatives to support the delivery of much-needed transit capital projects that, in turn, move California forward by spurring economic development, reducing GHG emissions, and increasing regional mobility and accessibility to jobs and other opportunities, especially for residents of disadvantaged communities. Like other Self-Help Counties, Los Angeles County successfully raised voter-approved funds by promising our residents that they would serve as a down payment on future state funding commitments. Metro strongly urges CalSTA not to dismiss that act of good faith by allowing only "future" funds to be considered in its definition of "leveraging" new, windfall Cycle 6 TIRCP funds allocated from the General Fund surplus.

3. CalSTA should allow recipients of prior TIRCP grant awards that apply for supplemental TIRCP grant awards from the "Existing TIRCP Projects Leveraging Federal & Local Funds Reserve" category to have as much flexibility as is needed to encumber and liquidate awarded Cycle 6 TIRCP funds before the June 30, 2027, statutory deadline specified in AB 180 and included in the draft guidelines.

Such flexibility would allow Metro and other agencies to expedite project delivery, leverage federal funds, and meet the statutory deadline for the encumbrance and liquidation of supplemental TIRCP Cycle 6 awards. This flexibility supports options such as employing a programmatic approach and a tapered funding contribution like what is allowed by federal grantor agencies.

4. CalSTA should prioritize applicants for the TIRCP Cycle 6 awards that demonstrate a commitment to workforce development and small business opportunities by identifying inclusive procurement programs.

On behalf of the Metro Board of Directors, I appreciate your consideration and response to our comments, which we hope will strengthen the 2022 TIRCP Guidelines for General Fund Augmentation. Thank you for your continued commitment to working collaboratively with Metro to uplift our LA County residents by leveraging state and local funding to deliver our vital transit projects. Should you have any questions about these comments, please contact Laurie Lombardi, Senior Executive Officer for Countywide Planning and Development, at lombardil@metro.net or 213-418-3251.

Sincerely,



Stephanie N. Wiggins
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority

C: Metro Board of Directors

Attachment C

Metro's Comments on the Draft TIRCP Cycle 6 Guidelines and Changes Made by CalSTA in the Final Guidelines

A letter submitted by the Metro CEO to Secretary Omishakin on November 7, 2022, made four specific requests for consideration by CalSTA to modify the Draft Cycle 6 Guidelines, as follows:

- 1) CalSTA should allow County Transportation Commissions, Regional Transportation Planning Agencies, and Metropolitan Planning Organizations (as applicable) to include multi-cycle funding plans in their grant applications that include TIRCP formula funding to be appropriated in FY23-24 and FY24-25 in addition to FY22-23 Cycle 6 funds to deliver an "Existing TIRCP Project". The combination of discretionary TIRCP funding from AB 180 and future formula TIRCP funding to be appropriated in FY23-24 and FY24-25 would allow for a multi-cycle/multi-year programming of TIRCP funds that will support larger-scale "Existing TIRCP Projects" that the state has already identified as generating great mobility, environmental, and air quality benefits for these regions and California.

Final Guidelines Response: CalSTA refined draft guidelines language as follows – "Applicants are also encouraged to identify what role the expected FY23-24 and FY24-25 funding identified in SB 198 of the Budget Act of 2021 (totaling \$4 billion and allocated regionally) could play in addressing a portion of the need for existing project funding, and how the use of such funds would apply to the funding proposal."

Staff appreciates this refinement and believes the extra funding capacity possible with the SB 198 funds will support Metro's ability to submit a competitive program of projects for Cycle 6 funds.

- 2) CalSTA should not limit eligibility to seek supplemental TIRCP awards from the "Existing TIRCP Projects Leveraging Federal & Local Funds Reserve" category to only projects that would leverage future local or federal funds. CalSTA should expand the eligibility to include projects with previous funding commitments for prior segments of the overall project from local revenue measures adopted by Self-Help counties.

Final Guidelines Response: CalSTA added language that "maintain funding also includes retaining access to local funds committed to a portion of the project that is not yet fully funded."

- 3) CalSTA should allow recipients of prior TIRCP grant awards that apply for supplemental TIRCP grant awards from the "Existing TIRCP Projects Leveraging Federal & Local Funds Reserve" category to have as much flexibility as is needed to encumber and liquidate awarded Cycle 6 TIRCP funds before the

June 30, 2027, statutory deadline specified in AB 180 and included in the draft guidelines.

Final Guidelines Response: CalSTA made the following clarification in the final guidelines – “A project cash flow should be included that demonstrates the proposed draw down schedule for the General Fund resources. Such proposals can include re-timing the already awarded TIRCP funds to enable prompt use of General Fund monies. For projects that are expected to have construction extending beyond June 30, 2027, applicants are encouraged to propose funding plans that use General Fund monies early even if match funding or non-General Fund TIRCP funding is utilized after the 2027 deadline.”

Staff appreciates this modification and believes it provides necessary flexibility to submit a competitive grant application that meets both the statutory deadline for liquidation of Cycle 6 TIRCP funds and the cashflow needs of potential projects that will complete construction after the liquidation deadline.

- 4) CalSTA should prioritize applicants for the TIRCP Cycle 6 awards that demonstrate a commitment to workforce development and small business opportunities by identifying inclusive procurement programs.

Final Guidelines Response: While new language was not added by CalSTA, the guidelines recognize as a competitive evaluation criterion under project benefits the way in which a project will “provide employment and workforce development and training benefits to the community, particularly to priority populations.”

Attachment D

Metro TIRCP Grant Awards since 2015 (Cycle 1)

Project	TIRCP Cycle	Year	TIRCP Award
Willowbrook/Rosa Parks Station & Blue Line Light Rail Operational Improvements	1	2015	\$38,494,000
Airport Metro Connector 96th Street Transit Station/Metro Green Line Extension to LAX Project	2	2016	\$40,000,000
Metro Red Line and Purple Line Core Capacity Improvements Project	2	2016	\$69,209,000
East San Fernando Valley Light Rail Transit Project	3	2018	\$205,000,000
West Santa Ana Branch Transit Corridor Project	3	2018	\$300,000,000
Metro Gold Line Foothill Extension to Montclair Project	3	2018	\$290,200,000
Green Line Light Rail Extension to Torrance Project	3	2018	\$231,300,000
Orange/Red Line to Gold Line BRT Connector Project	3	2018	\$50,000,000
Vermont Transit Corridor Project	3	2018	\$5,000,000
Metrolink Antelope Valley Line Capital and Service Improvements Project	4	2020	\$107,050,000
NextGen and Zero Emission Bus Implementation Project	5	2022	\$177,500,000
TOTAL	N/A	N/A	\$1,513,753,000

Attachment E

Other funding programs created through AB 180 are:

Major Projects – Project Development Reserve:

This program is intended to provide multiyear grants to support the delivery of capital projects and programs of projects that have entered or have applied to enter federal project development processes, such as the Capital Investment Grant Program at the Federal Transit Administration or the Corridor Development Program at the Federal Railroad Administration, for at least a portion of the project or program of projects, and that expect to receive federal funding in the future once complete with project development. Contingent awards that provide the match necessary to leverage federal planning funds shall be encouraged.

While projects and programs of projects do not need to be ready for construction, applicants are required to identify how their project or program of projects will be eligible to apply for TIRCP construction funding in the future. If the project would not be eligible to apply for TIRCP as a new project, it will not qualify for funding for project development. Therefore, “Existing TIRCP Projects” are not eligible to seek funding from this program.

Funding Capacity: Up to \$150 million statewide

High-Priority Grade Crossing Improvement and Separation Projects

This program is intended to provide multiyear grants to support the delivery of projects that maximize safety benefits and reduce or eliminate conflicts between road users and railroads, including those anticipated with future rail service growth. Such projects may benefit existing or proposed rail passenger services. Contingent awards that provide the match necessary to leverage federal funds shall be encouraged. Additional detail on project objectives is provided in the addendum to the main guidelines.

Funding Capacity: \$350 million total statewide

- \$100 million administered by CalSTA
- \$250 million administered by California Department of Transportation (Caltrans)
- Southern California possible range: \$140 million to \$280 million

Eligible projects including highway-rail or pathway-rail grade crossing improvement and separation projects that focus on improve the safety and mobility of people and goods including:

- Grade separation or closure, including through the use of a bridge, embankment, tunnel, or combination thereof;
- Track relocation;
- The improvement or installation of protective devices signals, signs, or other measures that improve safety, provided that such activities are related to a separation or relocation project
- Other means to improve the safety and mobility of people and goods at highway-rail grade crossings

ATTACHMENT F
Funding Plans for ESFV, Gold Line Extension, and WSAB

Funding Plan (Southern Segment) (Dollars in Millions)

	<u>TOTAL</u>
Project Cost	3,597.1
Total Uses	<u>\$ 3,597.1</u>

Yet-To-Be-Secured Funding

Section 3005(b) Expedited Project Delivery	908.8
Transit and Intercity Rail Capital Program	600.0
Measure R	212.0
Prop C	223.5
Other Local (incl. Value Capture)	-

Secured Funding

Section 5339 Alternatives Analysis	1.0
Prop A/C	152.5
Measure R	68.5
Measure M	810.5
Local Agency Transit Project Contributions	111.3
Repayment of Capital Project Loans	-
Traffic Congestion Relief Program Funds	27.0
Transit and Intercity Rail Capital Program	205.0
Other State Funds	-
Regional Improvement Program Funds	202.1
SB1 - Local Partnership Program	74.9
Total Sources	<u>\$ 3,597.1</u>

West Santa Ana Branch

Funding Plan (Pioneer to Slauson) (Dollars in Millions)

	<u>TOTAL</u>
Project Cost	7,112.6
Total Uses	<u>\$ 7,112.6</u>

Yet-To-Be-Secured Funding

Section 5309 New Starts/Grant Bonds*	3,098.2
National Infrastructure Project Asst. (Mega)	400.0
Transit and Intercity Rail Capital Program (Cycle 6)	500.0
Future cycle, earmark, other State	500.0
Other Local (incl. Value Capture)	-

Secured Funding

Other Federal Funds	2.0
Prop A/C	349.9
Measure R	348.4
Measure M	1,355.5
Local Agency Transit Project Contributions	234.6
Transit and Intercity Rail Capital Program	300.0
SB1 - Local Partnership Program	23.9
Total Sources	<u>\$ 7,112.6</u>

* Net of interest cost

Foothill Gold Line Extension

Funding Plan (Pomona to Montclair) (Dollars in Millions)*

	<u>TOTAL</u>
Project Cost	878.0
Allocation to Pomona Project	328.5
Total Uses	<u>\$ 1,206.5</u>

Yet-To-Be-Secured Funding

Transit and Intercity Rail Capital Program	798.0
Other Local (incl. Value Capture)	-
Measure M (committed to Pomona)	328.5

Secured Funding

San Bernardino CTA Contribution	39.0
Local Agency Transit Project Contributions	-
Transit and Intercity Rail Capital Program	41.0
Total Sources	<u>\$ 1,206.5</u>

* Amounts provided by Foothill Gold Line Construction Authority.



Transit & Intercity Rail Capital Program
GENERAL FUND AUGMENTATION
Cycle 6 (FY 2022-23) Grant Application

Item #49: TIRCP Cycle 6 Recommendation

Receive and File report on Metro's Transit & Intercity Rail Capital Program (TIRCP) Cycle 6 prioritized Program of Projects for California State Transportation Agency (CalSTA) consideration.

Metro's programmatic application seeking a total of \$1,898 M will rank its included projects as follows:

1. **East San Fernando Valley (ESFV) Light Rail Transit (LRT): IOS**
2. **Metro L (Gold) Line Foothill Extension LRT: Pomona to Montclair**
3. **West Santa Ana Branch (WSAB) Transit Corridor: LPA**

Approve the CEO sending a letter of support for the prioritized projects signed by all Board members.



AB 180/SB 198: An Unprecedented TIRCP Funding Opportunity

Combined, **AB 180** (\$1.83 B) and **SB 198** (\$1.0 B) provide up to **\$2.83 B** in funding programs available for Metro to pursue for our priority projects.

AB 180 provides **\$1.83 B** for Southern California for three programs:

- Existing TIRCP Projects
- New TIRCP Projects
- Major Projects – Project Development Reserve (SoCal awards)

AB 180 provides a **minimum of \$900 M** from the \$1.83 B identified for Southern California to fund an FY 23 set-aside competition for Existing TIRCP Projects (Cycle 6)

- CalSTA's published Cycle 6 (SoCal) target range is between \$900 M and \$1.35 B.
- CalSTA has discretion to allocate more funding from the remainder of AB 180 Southern California funds to Existing TIRCP Projects, up to the total **\$1.83 B*** available for all AB 180 programs, excluding funds for the other two programs.



** Prior staff estimate of \$1.68 B was based on understanding that CalSTA would preserve \$150 M in capacity for Major Projects – Project Development program awards*

AB 180/SB 198: An Unprecedented TIRCP Funding Opportunity

SB 198 expresses legislative intent to provide counties across the state with new formula funds (by pop.) in FY 2024 and FY 2025 to augment AB 180 funds.

- Metro stands to receive **\$1 B** in SB 198 funds if secured by the legislature.
- CalSTA allows Metro to indicate the role SB 198 funds could play in supporting cashflow assumptions for the overall Cycle 6 programmatic application.

AB 180 + SB 198 combined offer (potentially) **up to \$2.83 B** for Metro projects in TIRCP Cycle 6 for Existing TIRCP Projects, if CalSTA decides not to fund projects in the “New TIRCP Projects” & “Major Projects – Project Development Reserve” programs.

The total amount reasonable to expect CalSTA to award Metro in Cycle 6 for Existing TIRCP Projects will be **significantly less than \$2.83 B** due to competition for AB 180 funds with other Southern California agencies and CalSTA’s desire to fund projects in these other two AB 180 programs.

TIRCP Cycle 6: Purpose of the “Existing TIRCP Projects” competition

TIRCP Cycle 6 is an unprecedented program – first time CalSTA is providing supplemental TIRCP funding for projects previously awarded a grant (Cycles 1 through 4).

Purpose: (a) **maintain** or (b) **leverage** an identified source of significant federal or local funds.

- **“Maintaining” funding:**
 - Projects that are under construction and will lose access to committed federal funds unless additional non-federal funds are identified.
 - Also includes retaining access to local funds committed to a portion of the project not yet fully funded.
- **“Leveraging” funding:**
 - Projects that need additional state funds to receive (leverage) a **future** federal or local funding commitment.

N.B.: AB 180 General Fund dollars must be fully encumbered & liquidated by June 30, 2027. Supplemental SB 198 funds do not have the same liquidation deadline.

TIRCP Cycle 6 Guidelines: Key Evaluation Considerations

- Construction readiness is vital. CalSTA will rate most highly projects that are environmentally approved and will demonstrate a high degree of project readiness with few risks related to proceeding into construction and operating services that achieve the proposed benefits once the project is completed.
- Applicants for “Existing TIRCP Projects” must be the same as those that submitted the original TIRCP application.
- Applicants submitting multiple applications or a program of projects for the “Existing TIRCP Projects” category must prioritize their projects.
- TIRCP funds cannot be used to supplant other committed funds.
- Applicants are encouraged to identify the role potential FY 2023-24/2024-25 funding (SB 198) could play to address a portion of funding request.

Review of Metro's 11 Potential "Existing TIRCP Projects"

Staff reviewed the guidelines for eligibility/competitiveness criteria and determined that the following eight (8) projects would be either ineligible or non-competitive due to a lack of sufficient construction readiness.

Projects already completed: (1)

- Willowbrook/Rosa Parks Station & Blue Line Light Rail Op. Improvements

Projects already under construction: (2)

- Airport Metro Connector 96th Street Station/Metro Green Line Ext. to LAX
- Metro Red & Purple Line Core Capacity Improvements

Projects awarded Cycle 5 funds: (1)

- NextGen and Zero Emission Bus Implementation Project

Projects without significant federal / local funds to maintain / leverage: (1)

- Metrolink AVL Capital and Service Improvements Project

Projects not sufficiently construction ready: (3)

- Green Line Light Rail Extension to Torrance
- Orange/Red Line to Gold Line BRT Connector
- Vermont Transit Corridor

Prioritized Program of Projects for TIRCP Cycle 6

Based on staff review of project eligibility, committed federal/local funding at risk, timing of risk and cashflow needs, construction readiness, and equity considerations, Metro intends to submit the following prioritized Program of Projects for the TIRCP Cycle 6 – “Existing TIRCP Projects” Southern California competition:

1. East San Fernando Valley (ESFV) LRT: Initial Operating Segment
Federal Funding at risk: \$908.8 million
Total amount to be requested: \$600 million
2. Metro L (Gold) Line Foothill Extension LRT: Pomona to Montclair
Local Funding at risk: \$39.0 million
Total amount to be requested: \$798 million
3. West Santa Ana Branch (WSAB) Transit Corridor: LPA
Federal Funding to be leveraged: FTA CIG
Total amount to be requested: \$500 million

Total Metro TIRCP Cycle 6 funding request: \$1,898 M

Proposed Combined Cash Flow for Cycle 6 (AB 180 + SB 198)

The Proposed Cash Flow assumes a combination of \$1, 898 M in AB 180 funds for Southern California and SB 198 funds (yet to be secured) for LA County (Metro)

Priority Rank	Project	FY 24	FY 25	FY 26	FY 27	Total
#1	ESFV	223.5	226.5	122.8	27.2	600.0
#2	Gold Line Foothill Extension	--	248.0	300.0	250.0	798.0
#3	WSAB	--	--	200.0	300.0	500.0
TOTAL		323.5	254.5	472.8	827.2	1,898.0

Next Steps: Process

TIRCP Cycle 6 – Existing TIRCP Projects

2022-23

- | | |
|---|-------------|
| • Applicant Submittal of Preliminary Information to CalSTA: | December 6 |
| • CalSTA Transmittal of Follow-Up Questions to Applicants: | December 20 |
| • Applicant Submittal of Answers to CalSTA Questions: | January 13 |
| • CalSTA Anticipated Announcement of Awards: | January 31 |

Additional AB 180 Programs

Staff will identify potential projects for these upcoming programs and report back to the Board in January 2023.

- ✓ New TIRCP Projects – maximum of \$900 M for SoCal, contingent upon Cycle 6 outcome
- ✓ Major Projects – Project Development Reserve
- ✓ High Priority Grade Crossing Improvement & Separation Projects
 - Project Applications Due: February 10
 - CalSTA Anticipated Announcement of Awards: April 24

Next Steps: Legislative Program

- (1) Advocacy:** LA County must aggressively seek the maximum funding for our entire package of projects.
- (1) Legislation:** Engage the LA County Legislative Delegation to actively support the necessary budget actions to allocate the future FY 2024 and FY 2025 SB 198 surplus funds.
- (2) Future Opportunities:** Review current and support the creation of new opportunities to secure additional funding for the WSAB project when the project is environmentally cleared and construction ready through various State programs and funding streams to leverage existing Measure M and future federal USDOT Capital Investment Grant (CIG) funds.



Board Report

File #: 2022-0740, **File Type:** Fare / Tariff / Service Change

Agenda Number:

**REGULAR BOARD MEETING
DECEMBER 1, 2022**

SUBJECT: FARE CAPPING & FARE CHANGE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING comments from the public hearing conducted by the Board of Directors on Monday, November 14, 2022 (Attachment A & A1);
- B. ADOPTING Option 1 - a modified fare restructuring plan including fare capping, new fare pricing, and fare policy changes (Attachment B) (REQUIRES TWO-THIRDS VOTE OF THE BOARD);
- C. APPROVING the results of the fare equity analysis for the modified fare restructuring plan (Attachment C);
- D. ADOPTING resolution in accordance with the California Environmental Quality Act (CEQA) finding that the purpose of the modified fare restructuring plan is to pay operating expenses (Attachment D);
- E. APPROVING the finding that the proposed fare restructuring plan is statutorily exempt from CEQA under Sections 21080(b)(8);
- F. AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the fare restructuring plan with the Los Angeles County Clerk; and
- G. AUTHORIZING the Chief Executive Officer to extend the sale of promotional passes at 50% of the cost of full price passes through June 30, 2023, as a continuation of Motion 36: Emergency Relief (Attachment E), or until fare capping is launched, whichever is earlier.

ISSUE

In May 2020, the Metro Board of Directors approved Motion 36, "Emergency Relief" by Directors Garcetti, Solis, Hahn, Kuehl, and Butts (Attachment A). The motion instructed staff to initiate

promotional pricing at 50% off full-price day passes, 7-day passes, and 30-day passes when fare collection resumed and to report back with recommendations for permanent reductions to the cost of full-price passes. Motion 36 also directed staff to report back with an implementation plan for a fare capping/best fare system that allows riders to take advantage of passes that promote affordability, with break-even points in line with industry standards. The modified fare restructuring recommendation (Attachment B) includes fare capping, fare pricing changes, and additional fare policy elements to simplify the fare structure and maximize the benefits of fare capping for Metro customers. The final staff recommendation is based on consideration of public input via mail, email, stakeholder outreach, and the public hearing. If these changes are adopted, the result will be a system where no rider ever overpays, and our most frequent riders pay less.

BACKGROUND

In September 2020, staff provided a report (File ID 2020-0565) on the evaluation of fare capping for Metro in response to Motion 36, "Emergency Relief: Full Price Passes," as part of a strategy to provide economic relief for customers during the COVID-19 crisis. Fare capping is a simpler system where no rider ever overpays.

In March 2021 (File ID 2022-0704), the Board of Directors approved moving forward with the fare capping pilot and delegated authority to the CEO to execute project-related contract awards, including contract modifications, to implement fare capping.

In June 2022, staff provided an update on the fare capping timeline (File ID 2022-0351).

In September 2022, an oral report, Fare Capping Update (File ID 2022-0664), was presented to the Board.

In compliance with federal public hearing requirements and Metro policy, the Board held a public hearing and received public testimony regarding the proposed fare changes. In addition, public comment was received at regular Metro Service Council meetings held in October and November, various stakeholder meetings open to the public as described in the body of this report, and at the Budget Telephone Town Hall held on October 18, 2022.

Transit Operations Overview

Preliminary Near-Term Forecast

The updated Preliminary Near-Term Forecast reveals Metro's financial position is improving, but there are challenges in the 3-year horizon. Revenues and resources are forecasted to be higher due to increased sales tax projections driven by economic recovery and inflation but offset by a multitude of increased expenses, specifically in the Metro Transit program. For Metro Transit, the electrification efforts escalating in the near term, the increasing labor costs, and the continuation of costs due to new lines opening and initiatives from FY23 will further increase expenses and capital outlay. The increased cost of operating new rail lines will require additional funding. There are other programs that are utilizing operations eligible funding, such as Metro Micro and Access Services, that further

stretch Metro's budget. Without new revenue sources, fare revenues are necessary to support transit operations. Metro's advocacy for fareless funding at the federal and state levels was unsuccessful over the last 18 months.

Starting last year, the CEO initiated the Equitable Zero Based Budgeting (EZBB) process that helped reveal issues and problems early and provided an opportunity for Metro to respond, which began the work of mitigating Metro's financial challenges. Along with the FY23 EZBB process, the CEO directed senior staff members to create Task Forces in areas of Bus/Rail Costs, Optimal Service Design, and Capital Cost Mitigation towards improving cost controls and creating a culture of fiscal discipline which should mitigate these challenges as we implement their recommendations in the near- and long-term horizons.

Local Sales Taxes

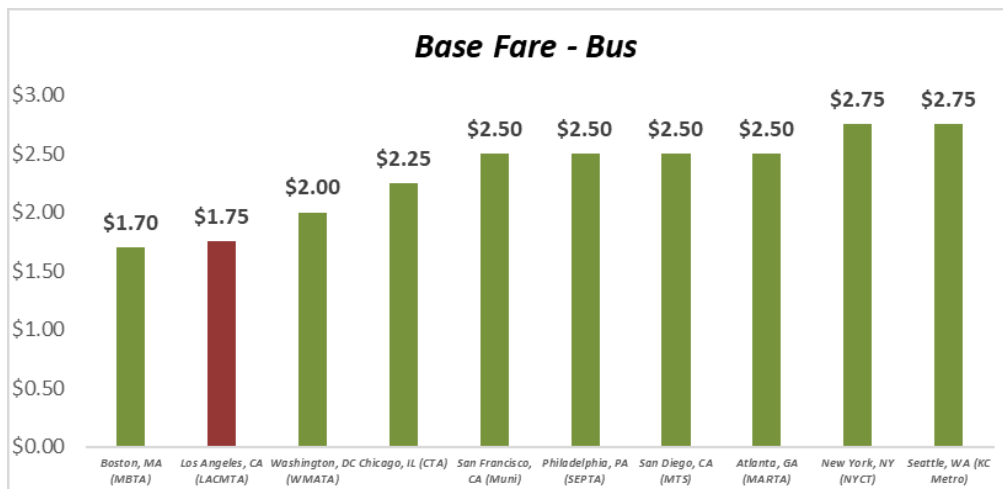
Sales taxes make up more than half of Metro's annual budget. These sales taxes are essential to the work that Metro does for LA County and have defined uses for these funds. About 33% of funding goes directly to the cities and transit operators throughout LA County. Another 34% goes to transit construction and multimodal projects to build out the transit network.

About 25.5% of sales taxes are dedicated to Metro transit operations. Any available flexible funding is also being used to fund Metro operations. Absent federal stimulus funding, local sales taxes funded about 50% of our transit operations budget. Prior to the pandemic, the fares covered about 18% of transit operating costs. Currently, fares cover only 5% of transit operating costs, but the federal stimulus funding has made up for the loss in fares. With the one-time federal stimulus funding now exhausted, revenues to support the transit operations are necessary.

The proposed fare change is projected to generate \$145 million in fare revenues, which is below the fare revenues collected pre-pandemic of \$250 million.

Lowest Fares in the Nation

Metro's base fare is \$1.75 and includes 2-hour transfers on TAP. As shown in the table below, Metro's fare is among the lowest in the nation.



Most of Metro's peer agencies across the country have a base fare of over \$2.00. While MBTA's bus fare is slightly lower than Metro's at \$1.70, their rail system charges a premium fare of \$2.40, significantly more than Metro's systemwide fare of \$1.75. In addition to the low base fare, Metro provides financial relief to low-income riders by offering subsidized passes and free trips to over 190,000 participants in the LIFE Program.

DISCUSSION

The overall goal of the fare capping and the fare change proposal is to expand mobility and increase access to opportunity through a simple, equitable, and forward-looking fare structure that supports a sustainable transit system. One key aspect of delivering on that vision is creating a fare structure that's easy to use, is equitable and sustainable. The staff recommendation improves economic relief for riders who need it most and simplifies the experience of using transit. The suite of changes proposed will deliver overall value for the citizens of L.A. County. Staff is recommending fare changes to ensure they are affordable, accessible, simple, and sustainable.

Current Fares

- Metro's current fare system is complex and confusing
- Metro's many pass types are confusing to customers
- Metro's discounted fares are not applied equitably, with some receiving disproportionately deeper discounts than others (specifically, monthly pass holders, business/employer issued)
- Metro's customer experience research confirms that riders want a simple system that doesn't require a significant upfront investment

Modified Fare Restructuring Benefits

- Helps our riders by creating a simple way of paying fares
- Helps our low-income riders, who ride frequently and depend on transit
- Helps our riders by making fares more affordable
- Helps ensure a sustainable, quality, and expanded transit system

-
- Helps all LA County riders by preparing for regional expansion of fare capping

Recommended Fare Policy Changes

The following proposal was developed to simplify Metro's current fares and increase fare equity on Metro bus and rail. See Figure 1 below and Attachment B for a comparison of current adopted fares vs. the proposed changes. If approved, the following policy changes (A-G) will be implemented in Summer 2023 or sooner. Policy changes in A-C respond to Motion 36, directing staff to provide recommendations for permanent reductions to the cost of full-price passes that promote affordability by making break-even points more in line with industry standards and a plan to allow riders to take advantage of pass products without having to put up money upfront.

A. Implementation of Fare Capping

- With fare capping, customers who pay with TAP would load Stored Value and pay per ride on Metro bus and rail. Paid rides will never exceed a daily and weekly dollar cap (Figure 1 below), after which the customer will ride free for the rest of that time period.
- Daily dollar cap will be set at 2-3 times the base fare, and weekly dollar cap will be set at 8-10 times the base fare.

B. Transition Metro Passes to Fare Capping

- With fare capping, Metro passes, such as the Metro 1-Day, 7-Day, and 30-Day, are no longer necessary. Instead, customers will load Stored Value and pay per ride. Customers will receive unlimited free rides once the daily or weekly dollar cap is met.
- Based upon public input, the weekly dollar cap will **not** be fixed to start on a certain day (from Monday through Friday, as originally proposed) but will float to follow the rider's travel pattern. For example: Rider A begins their work week on Friday, and by Monday, they have met their weekly cap and can now travel free through Thursday. Rider B starts their work week on Tuesday, and by Friday, they have met their weekly cap and can now ride free through Monday. The flexibility of the start date will significantly enhance the rider's experience and provide the same potential benefit to all riders based on their individual travel patterns.

C. Modified Fare Restructuring Recommendation

Based on public comments, Metro's final recommendation is to keep the base fare at \$1.75, to include the 2-hour transfers, and to lower the daily and weekly cap amounts to align with the recommended multipliers (daily cap at 2 to 3 times base fare, and weekly cap at 8 to 12 times base fare).

- Base fare for full fare riders will be \$1.75 and will include 2-hr, one directional transfers

on TAP stored value

- Base fare for all reduced fare groups (Senior/Disabled, Students K-12 and College/Vocational) will be \$0.75 and will include 2-hr, one directional transfers on TAP stored value
- Full fare riders using TAP will have a \$5 daily dollar cap and an \$18 weekly dollar cap
- Reduced fare riders using TAP (Seniors/Disabled, Students K-12 and College/Vocational) will have a \$2.50 daily dollar cap and \$6 weekly dollar cap.
- Off-peak pricing for Senior/Disabled Reduced Fare riders between 9 am and 3pm will be eliminated.

D. LIFE Program (Low-Income Fares is Easy Program)

To help lessen the financial burden of transit fares on low-income riders, Metro's strategy is to use direct subsidies targeted to riders with the greatest financial need. The program provides free rides to program participants and bases its eligibility on specified income level thresholds. Metro LIFE participants currently must choose between free 20 rides or a discount of passes. This proposal now allows Metro LIFE participants to receive the free 20 rides and participate in fare capping.

- Free 20 rides fare product will continue for all LIFE riders, and once the 20 rides are taken, Metro LIFE riders will pay per ride until they reach the daily or weekly dollar cap in their rider class. Metro LIFE riders will also participate in fare capping and will no longer pay upfront for a pass.

Since LIFE is a regional program, the free rides benefit not only Metro riders but also low-income riders on participating municipal and local operators throughout LA County.

E. Lower fares on Metro J Line (Silver) and Express Bus

- All zone upcharges will be eliminated. There will be one base fare across all Metro bus and rail services.

F. Increase the life of the TAP Card and Continue Free Cards for Reduced Fares, TAP app, and Apple Wallet

- The expiration on all new TAP cards will increase from 10 to 15 years. Free TAP cards will be available through the Reduced Fare and LIFE programs and through the TAP app and Apple Wallet.

G. Adopt a comprehensive fare policy that defines pricing and adjustments to lead to minor,

predictable, and transparent fare changes.

- Recalculate base fare every 4 years based on inflation (Consumer Price Index), rounded to the nearest \$0.25.
- Fare policy changes will be re-evaluated during the budget process, with public hearing or notification to be conducted during Metro’s budget process to inform the public about the proposed Automatic Inflater.

Figure 1: Proposed Fare Pricing Changes

Rider Category & Fare Product	Adopted Pricing	Public Hearing	Option 1: Same Base Fare (w/transfers)
Regular Fare			
Base Fare	\$1.75	\$2.00	\$1.75
Day Pass / Daily Cap	\$7.00	\$6.00	\$5.00
7-Day Pass / Weekly Cap	\$25.00	\$20.00	\$18.00
30-Day Pass	\$100.00	Not Offered	Not Offered
30-Day Pass Zone Upcharge	\$22.00	\$0.00	\$0.00
Senior/Disabled			
Base Fare	\$0.75 / \$0.35	\$1.00	\$0.75
Day Pass / Daily Cap	\$2.50	\$3.00	\$2.50
7-Day Pass / Weekly Cap	Not Offered	\$8.00	\$6.00
30-Day Pass	\$20.00	Not Offered	Not Offered
K-12 Student & College/Vocational			
K-12 Base Fare	\$1.00	\$1.00	\$0.75
College/Vocational Base Fare	\$1.75	\$1.00	\$0.75
Day Pass / Daily Cap	Not Offered	\$3.00	\$2.50
7-Day Pass / Weekly Cap	Not Offered	\$8.00	\$6.00
K-12 Student 30-Day Pass	\$24.00	Not Offered	Not Offered
College/Vocational 30-Day Pass	\$43.00		
LIFE FREE Trips	20 FREE	30 FREE	20 FREE
<i>Projected Revenues (\$ in millions)</i>		\$ 174.1	\$ 145.4
<i>Est. Projected Revenues @ full ridership (\$ in millions)</i>		\$ 217.6	\$ 181.8

California Environmental Quality Act (CEQA)

The California Environmental Quality Act (CEQA) does not apply to the restructuring of fares charged by public agencies, which the public agency finds are for the purpose of meeting operating expenses. Metro's proposed fare changes will be used solely to pay its operating expenses, including wages and fringe benefits, fuel costs, and insurance reserves. Therefore, the proposed fare restructuring plan falls within a statutory exemption and is not subject to CEQA. Before Metro adopts the proposal, CEQA requires that the Board make written findings to support the fact that the rate changes fall within the statutory exemption. If adopted by the Board, the Resolution (Attachment E) constitutes Metro's written findings.

Extend Sales of Half Price Promotional Passes

Motion 36, "Emergency Relief" by Directors Garcetti, Solis, Hahn, Kuehl, and Butts (Attachment A), instructed staff to initiate promotional pricing at 50% off full-price day passes, 7-day passes, and 30-day passes. In June 2022, the Board approved an extension of the sale of promotional 50% off pricing through December 2022.

To avoid a significant pass price increase to riders when the promotion expires, staff is requesting an extension of the 50% off pricing through June 30, 2023, or until fare capping is launched, whichever is sooner.

Stakeholder Outreach

The Fare Capping and Fare Change outreach began in October 2022. The landing page on metro.net provided information about the Fare Capping and Fare Change, Public Hearing Date, Regional Service Council meeting schedules, and subcommittee schedules and allowed the public to submit comments to simplefares@metro.net <mailto:simplefares@metro.net>. A Telephone Town Hall was conducted on October 18, 2022, to solicit additional comments from the public.

Staff provided a Fare Capping and Fare Change presentation at all five Metro Service Councils and other meetings for stakeholder groups, including but not limited to the Technical Advisory Committee, Policy Advisory Committee, Bus Operations Subcommittee, Local Transit Systems Subcommittee, Streets, Freeways Committee. In addition to the meetings listed above, staff was invited to present to Metro's Accessibility Advisory Committee and Slate-Z.

A summary of the stakeholder briefings conducted throughout the outreach process is included in Attachment F.

Public Outreach and Marketing

"Cash to TAP" campaign

A thorough marketing and public information campaign will be necessary to ensure customers understand fare changes and the benefits of fare capping. The communications strategy began Fall of 2022 with a regional preparation campaign, with the goal of first converting cash customers to TAP. This "Cash to TAP" campaign educates riders on the benefits of using TAP and highlights the many

locations in LA county where riders can buy TAP cards and load fare. This will ensure cash paying customers become familiar with TAP and enjoy existing benefits before implementing fare capping. The campaign is evergreen, and messaging will be updated periodically based on campaign effectiveness. This campaign is being promoted throughout traditional print and digital channels and will be available in English and Spanish. Additionally, digital ads are geo-targeted to riders near high cash paying bus lines and stops. As the campaign progresses and the messages are updated, key print pieces, such as rail posters, bus cards, and take ones, will also be available in Armenian, Chinese, Japanese, Korean, Russian, and Vietnamese. For a full list of campaign tactics, please refer to Attachment G. Staff will report back in March 2023 on the status of our efforts to convert cash paying customers to TAP and the results of our outreach and focus groups, the status of our fare capping marketing plan and messaging, and an evaluation of the benefits of working with the California Integrated Travel Project (Cal-ITP).

Cash riders - Focus Groups, surveys, and interviews

Additionally, a comprehensive research plan is in progress to learn why some riders pay with cash instead of TAP and what would incentivize these riders to use TAP. The plan includes a mix of focus groups, in-depth interviews, and multiple in-person and online surveys with cash- and TAP-paying, English- and Spanish-speaking Metro riders. The interviews and surveys include questions about ridership, how and when they use cash or TAP to pay their fare, and if they frequent TAP vendors. For a full list of market research efforts and timeline, please refer to Attachment H.

Fare Capping education

By Summer 2023, a fare capping marketing and information campaign will launch to officially introduce fare capping and approved fare changes to all riders and communicate the exact launch date. This final, formal message will be chosen after extensive testing with both English and Spanish speaking cash and TAP paying riders. This will ensure that the final message is understandable, clear, and effective. Additional messages will be rolled out based on the findings of the focus groups with speakers of languages other than English or Spanish.

Additionally, staff is developing targeted messages to market discount programs to Reduced Fare and LIFE riders and identifying new customer touchpoints at fare purchase points to streamline the application process, increase the opportunities to apply for reduced fares, and get Reduced Fare TAP cards into customers' hands faster.

The formal launch campaign message will be promoted through traditional print and digital channels, including important customer education tools, such as video tutorials and in-depth FAQs. Key materials will be available in English, Spanish, Armenian, Chinese, Japanese, Korean, Russian, and Vietnamese. For the initial plan, please see Attachment I.

Distribution of Free TAP cards

Free TAP cards will be distributed to customers before the fare capping implementation, which has proven to be a successful strategy for past campaigns. The distribution of these free TAP cards will target high cash paying bus stops, social service agencies, and community events.

Summary of Public Comments

Out of an estimated customer base of over 870k daily transit riders, over 700 comments were received on the fare proposal.

On Monday, November 14, 2022, a public hearing on fare capping and fare changes was held with a quorum of the Metro Board of Directors. The virtual public hearing had 102 people in attendance, where 77 people offered testimony, including 6 Spanish speakers.

In addition to the verbal testimony at the Public Hearing, 630 emails and other written comments were submitted into the public record on this subject. Collectively, 707 responses on the fare proposal were received by the close of the public record through midnight, November 14, 2022.

For a detailed summary of the public hearing results, see Attachment A.

DETERMINATION OF SAFETY IMPACT

This Board action would have no impact on safety standards for Metro.

FINANCIAL IMPACT

Adopting the fare restructuring plan would result in an estimated \$145 million in annual fare revenues, an increase of \$39 million over the FY23 Adopted Budget. Despite this increase, expected fare revenues of \$145 million are significantly less than pre-pandemic fare revenue of approximately \$250 million annually. If full ridership returned, projected revenues are estimated at \$181 million.

Impact to Budget

Fare capping is expected to launch in the Summer 2023 or sooner. There is no impact on the FY23 budget.

EQUITY PLATFORM

FTA guidelines require transit providers to complete a Fare Equity Analysis for all fare changes to evaluate effects on low-income and minority populations. The formal Fare Equity Analysis for the proposed fare changes has been completed and is included in this report as Attachment C.

The analysis found a disproportionate burden to low-income riders who would use the Senior/Disabled Weekly Cap. To mitigate this impact, Metro will:

- Implement fare capping, an equitable pay-as-you-go fare payment system that provides the benefits of an unlimited use pass without the need to pay upfront
- Increase outreach to low-income Senior/Disabled riders to ensure all who are eligible receive the monthly benefits of 20 free rides provided under the program.

For all other fares with proposed pricing changes, there is no disparate adverse impact on minorities,

nor a disproportionate burden on low-income passengers attributable to the proposed changes.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Adoption of the proposed fare changes would support the following:

- Strategic Plan Goal #1: Provide high quality mobility options that enable people to spend less time traveling as part of an effort to manage transportation demand through fair and equitable pricing structures
- Strategic Plan Goal #2: Deliver outstanding trip experiences for all users of the transportation system by improving legibility, ease of use, and trip information on the transit system

ALTERNATIVES CONSIDERED

The original proposal to replace internal transfers with fare capping was designed as part of the complete overhaul and simplification of the fare system. Currently, transfers are only good for travel in one direction for a period of up to 2 hours.

Fare capping is simple as it automatically calculates the number of trips necessary to reach unlimited free rides, whether for the day or the week. The intent was to make it simple for riders riding our system, tap 3x a day, and the rest of your rides are free as opposed to mixing transfers with fare capping and potentially creating customer confusion by not knowing exactly when a daily cap is earned. Additionally, as Metro plans to expand fare capping and move toward a regional fare that would allow for seamless travel in LA County across all operators, it was fundamental to keep the fares simple with the removal of internal and later interagency transfers.

Transfers

Based on the comments received at the public hearing, stakeholder meetings, and via mail/email, the fare change proposal released prior to the public hearing has been revised to maintain the free two-hour transfers for riders paying fare with a TAP card.

At the public hearing of November 14, 2022, an overwhelming majority of the comments requested that transfers remain. Many participants cited that their daily commute costs would increase to \$6 per day if transfers were eliminated. Although they would reach the day cap level at that point, they would spend at least \$3 more each day than they do now.

Increase Base Fare with continuation of Transfers

Because Metro's transit system and services depend on transfers, the fare structure should support the Metro transit services, and as such, transfers should continue to be included in the use of base fare on TAP. Maintaining transfers may become an issue when we expand fare capping and move toward a seamless regional fare system. With each operator having different fare pricing and transfer policies in place, the region will need to consider transfers, pricing, and policies across all operators.

Financial projections indicate that retaining the inclusion of transfers will result in a reduction of \$10-

12 million in projected annual fare revenues.

Increase base fare and Reduce caps in lieu of transfers

Based on public feedback, staff considered an alternative to reduce the daily cap to just two paid trips per day. A daily rider would reach their daily cap after two paid trips as opposed to three, significantly lowering their cost while earning unlimited rides faster. With just two paid trips per day, riders would be able to transfer as often as they want during that day with no time or direction restrictions. Under the public hearing proposal, riders' stated their daily commute (round-trip with transfers) would be \$6 (daily cap). Under this alternative, , their commute will be \$4, and they will now have free rides for the rest of the day, providing freedom of movement and unlimited transfers at a very low price.

This alternative not only reduces the daily cap but also reduces the weekly cap to eight paid rides a week, which will incentivize ridership and reward frequent riders of our system. This also maintains the simplicity of fare capping and allows for easier expansion of fare capping to all TAP operators and achieving seamless regional fares throughout the region.

Base Fare increase

The proposal to increase the base fare by \$0.25 was to help ensure that Metro could continue to provide a quality transit service now and for our expanding transit service. During the pandemic, transit agencies relied on the support of the federal relief packages to mitigate the loss in fares, to continue to provide transit service, to address covid related expenses, and to preserve jobs. FY23 represents the last year of this one-time funding, and the modest increase was intended to be reinvested into transit service. While the economy is improving and sales taxes may be exceeding budget projections, it does not replace the one-time federal relief funding that Metro will not have in the upcoming years.

The base fare increase was specifically designed to help the low-income riders in the LIFE program. Per Board direction, the LIFE program implemented many changes to make it more accessible and more affordable. Metro has doubled the number of participants in the LIFE program and continues to offer new enrollees free 90-day passes. The estimated cost to expand the LIFE program is about \$15 million. Metro has partnered with DPSS to make enrollment even easier for eligible riders. The increase was intended to make it even more affordable to those that need it the most, our low-income riders, by offering 10 more free trips, for a total of 30 free trips a month.

The base fare increase was also designed to help mitigate the loss in revenues from the GoPass program. Fare revenue collected from K-12 and College/Vocational students was \$28 million annually. Metro's cost sharing partnerships with schools and ARPA funding mitigated the loss in revenues, however with the loss in ARPA funding, the partnership with schools is not enough to cover the costs of the program, but fares can help to mitigate some. Metro's estimated cost of the program, net of the cost agreements with schools shared across participating operators, is \$25 million.

While the revenues generated by the modest \$0.25 increase do not bring Metro back to pre-pandemic fare revenues of \$250 million annually, these revenues will be reinvested into the transit

system. These revenues can be used to:

- *Add Bus Service:* Add 2% more revenue service hours on bus
- *Transit Ambassadors:* Metro has currently invested \$40 million in the Transit Ambassador Pilot program to improve the customer experience, and make sure our riders feel safe. These revenues could be used to support the existing pilot and any improvements identified as we assess the program.
- *Electric Bus:* Funding for 4 electric buses
- *Cleaning:* Increase cleaning throughout the system

Financial projections indicate that the base fare increase results in \$16.7 million in projected annual fare revenues. As ridership recovers and with the expansion of our transit system, fare revenues generated will not only increase but will be a critical source of funding to support Metro's transit system.

No Fare Policy Adoption

Metro's current 50% promotional pricing for full fare passes is temporary, and a Title VI Fare Equity Analysis must be completed prior to the adoption of permanent fares. The FTA provided Metro with a Title VI waiver for up to 18 months, which will expire on June 30, 2023. If the proposed fare changes are not approved, the following alternatives must be considered:

1. The Board can choose to extend the 50% promo for only another 6 months through June 30, 2023 but must adopt permanent fares before the end of the extension, or the fares will revert back to the adopted pricing. Full price daily, weekly, and 30-day passes would return to \$7, \$25, and \$100, respectively.
2. The Board can choose not to extend the 50% promotion, and the temporary reductions to full price passes would expire on December 31, 2022. Full price daily, weekly, and 30-day passes would return to \$7, \$25, and \$100, respectively.

..Next Steps

NEXT STEPS

Upon Board approval, staff would complete the final testing of TAP software upgrades and launch the marketing and communications plan as described in this report. Fare capping and the new fare structure would launch by Summer 2023 following extensive outreach and marketing campaigns.

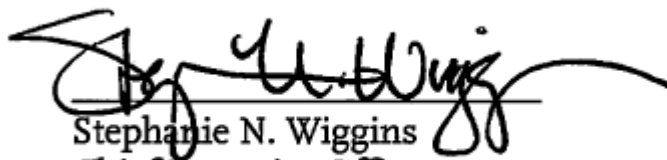
ATTACHMENTS

Attachment A - Public Comment Summary
Attachment A1 - Public Hearing
Attachment B - Fare Restructuring Proposal

Attachment C - Fare Equity Analysis
Attachment D - CEQA Statement
Attachment E - Motion 36: Emergency Relief
Attachment F - Alternatives Considered

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Stephanie N. Wiggins
Chief Executive Officer

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

FARE CAPPING AND FARE CHANGES
PUBLIC HEARING VIDEOCONFERENCE

MONDAY, NOVEMBER 14, 2022

5:06 P.M.

HEARING REPORTER: MICHELE L. WAGNER



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LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

FARE CAPPING AND FARE CHANGES
PUBLIC HEARING VIDEOCONFERENCE
MONDAY, NOVEMBER 14, 2022
5:06 P.M.

MICHELE L. WAGNER
COURT REPORTER

<p>1 APPEARANCES (VIA VIDEOCONFERENCING):</p> <p>2</p> <p>3 HEARING BOARD MEMBERS:</p> <p>4 ARA J. NAJARIAN, CHAIR</p> <p>5 JACQUELYN DUPONT-WALKER, 1ST VICE CHAIR</p> <p>6 KATHRYN BARGER</p> <p>7 MIKE BONIN</p> <p>8 MAYOR JAMES BUTTS</p> <p>9 FERNANDO DUTRA</p> <p>10 ERIC GARCETTI</p> <p>11 PAUL KREKORIAN</p> <p>12 HOLLY J. MITCHELL</p> <p>13 HILDA SOLIS</p> <p>14 TIM SANDOVAL</p> <p>15 STEPHANIE WIGGINS, CHIEF EXECUTIVE OFFICER</p> <p>16</p> <p>17 ALSO PRESENT:</p> <p>18 NAINI AHUJA</p> <p>19 STEVE ALVAREZ</p> <p>20 MANDY CHEUNG</p> <p>21 JESSICA GAMEZ</p> <p>22 COLLETTE LANGSTON</p> <p>23 CHRISTINA GOINS</p> <p>24 MICHELLE NAVARRO</p> <p>25 CHARLES SAFER</p> <p>DAVID SUTTON</p> <p style="text-align: right;">Page 2</p>	<p>1 (No audible response.)</p> <p>2 CLERK LANGSTON: Second Vice Chair Hahn?</p> <p>3 (No audible response.)</p> <p>4 CLERK LANGSTON: Director Barger?</p> <p>5 (No audible response.)</p> <p>6 CLERK LANGSTON: Director Bonin?</p> <p>7 DIRECTOR BONIN: I'm here.</p> <p>8 CLERK LANGSTON: Director Butts?</p> <p>9 DIRECTOR BUTTS: Here.</p> <p>10 CLERK LANGSTON: Director Dutra?</p> <p>11 DIRECTOR DUTRA: I'm here. Present.</p> <p>12 CLERK LANGSTON: Director Garcetti?</p> <p>13 DIRECTOR GARCETTI: Here.</p> <p>14 CLERK LANGSTON: Director Krekorian?</p> <p>15 DIRECTOR KREKORIAN: Here.</p> <p>16 CLERK LANGSTON: Director Kuehl?</p> <p>17 (No audible response.)</p> <p>18 CLERK LANGSTON: Director Mitchell?</p> <p>19 DIRECTOR MITCHELL: Present.</p> <p>20 CLERK LANGSTON: Director Sandoval?</p> <p>21 (No audible response.)</p> <p>22 CLERK LANGSTON: Director Solis?</p> <p>23 (No audible response.)</p> <p>24 CLERK LANGSTON: And Chair Najarian?</p> <p>25 CHAIR NAJARIAN: Here.</p> <p style="text-align: right;">Page 4</p>
<p>1 VIA LIFESIZE VIDEOCONFERENCING NOVEMBER 14, 2022</p> <p>2 -0-</p> <p>3</p> <p>4 CHAIR NAJARIAN: Good evening, everyone.</p> <p>5 Welcome to the LA Metro Fare Capping --</p> <p>6 PUBLIC SPEAKER: Hello?</p> <p>7 CHAIR NAJARIAN: -- and Fare Changes Public</p> <p>8 Hearing.</p> <p>9 PUBLIC SPEAKER: Hello? Yes.</p> <p>10 Can I make my public comment now?</p> <p>11 CLERK LANGSTON: No.</p> <p>12 CHAIR NAJARIAN: No, no.</p> <p>13 CLERK LANGSTON: My apologies. Please --</p> <p>14 Chair Najarian, apparently 5:00 p.m. is a little</p> <p>15 of a wacky time for us. Just give us one second.</p> <p>16 CHAIR NAJARIAN: Okay. Let's track down this</p> <p>17 audio feed.</p> <p>18 CLERK LANGSTON: Go ahead, Chair.</p> <p>19 CHAIR NAJARIAN: Thank you. So I'm calling to</p> <p>20 order the November 14, 2022, Los Angeles County</p> <p>21 Metropolitan Transportation Authority Fare Capping and</p> <p>22 Fare Changes Public Hearing.</p> <p>23 May we have the roll call, please?</p> <p>24 CLERK LANGSTON: First Vice Chair</p> <p>25 Dupont-Walker?</p> <p style="text-align: right;">Page 3</p>	<p>1 CLERK LANGSTON: A quorum is present.</p> <p>2 CHAIR NAJARIAN: Thank you.</p> <p>3 Madam Clerk, do you have a statement to make</p> <p>4 before we begin?</p> <p>5 CLERK LANGSTON: I do.</p> <p>6 The notice of intent to hold a public hearing</p> <p>7 was published in the Los Angeles Daily News, Pasadena</p> <p>8 Star News, LA Watts Times, LA Opinion, Chinese Daily</p> <p>9 World Journal, Rafu Shimpo, Korea Times, Asbarez Armenian</p> <p>10 Daily News, Asian Journal Publication, Panorama, and on</p> <p>11 the Internet.</p> <p>12 Affidavits of publication and detailed mailing</p> <p>13 lists are filed and are available in the Metro Board</p> <p>14 Clerk's office for review.</p> <p>15 As a reminder, this is a public hearing, and</p> <p>16 the format will be as follows. We will hear a short</p> <p>17 presentation from staff on the proposed fare capping and</p> <p>18 fare changes. We will then hear from the public. Each</p> <p>19 person from the public wishing to speak will have one</p> <p>20 minute.</p> <p>21 There will be no action requested from the board</p> <p>22 at tonight's public hearing. The board will be asked to</p> <p>23 take action on this item at the December 1 board meeting,</p> <p>24 and that is when the directors should make their remarks.</p> <p>25 This concludes my report.</p> <p style="text-align: right;">Page 5</p>

<p>1 CHAIR NAJARIAN: Thank you, Madam Secretary. 2 I am officially opening the public hearing, and 3 just to remind everyone -- that we are going to be 4 hearing a short presentation from staff. Then we're 5 going to the public. We're affording everyone in the 6 public one minute to speak. 7 The board -- the board as a whole, or 8 individually, will not be encouraged to be making any 9 statements or discussion at this time. The most 10 appropriate time for that will be on our December 1st 11 board meeting when the board as a whole will take up and 12 have a discussion on the direction the board wants to 13 take. 14 We were scheduled to start at 5:00 o'clock, and 15 I want to give as much time to the public as possible. 16 This is a serious and significant proposal that is being 17 floated for all riders, so I'm going to take testimony 18 until 9:00 o'clock. And at that point, I'm going to 19 apologize to those who were not given the opportunity to 20 speak and I'll find out how many there were and perhaps 21 make arrangements to take their testimony in written form 22 or in some other manner to make sure that everyone who 23 wishes to speak has had an opportunity to do so. 24 Thank you, staff, for working after hours. 25 Thank you, directors. Your days are hectic as they</p> <p style="text-align: right;">Page 6</p>	<p>1 through this brief presentation on Metro's proposal 2 (audio distortion) so we can leave as much time (audio 3 distortion) to hear directly from the public. 4 DIRECTOR KREKORIAN: I'm sorry. Excuse me, but 5 we're still hearing the simultaneous translation, and it 6 becomes very difficult to hear anything else over the 7 translation. 8 Can we try to make sure that we're only hearing 9 one voice at a time? 10 CHAIR NAJARIAN: Is there another audio channel 11 that that's supposed to be on? Right? 12 Madam Secretary, so as Director Krekorian 13 pointed out, we're still getting simultaneous Spanish 14 translation. 15 CLERK LANGSTON: Yeah, Chair, I apologize. We're 16 hearing it too. We're working on it as hard as we can. IT is -- 17 we're working with AT&T and our IT group 18 to figure out -- 19 Can we give a five-minute pause to start over on 20 the presentation, please? 21 CHAIR NAJARIAN: Well, yes, if that's going to 22 solve the problem, I think that's going to be important 23 for all of us, so let's take a -- 24 CLERK LANGSTON: Yes. 25 CHAIR NAJARIAN: -- small recess.</p> <p style="text-align: right;">Page 8</p>
<p>1 usually are. Now we're giving you a hectic evening. 2 Hectic in the sense that -- extending the hours that 3 we're serving the public. And thank you, Madam CEO, for 4 overseeing all this. 5 Let's go to our presentation if we can. 6 Stephanie Wiggins? 7 CEO WIGGINS: Thank you, Mr. Chair. I'll turn 8 it over -- 9 CHAIR NAJARIAN: Stephanie, would you like to 10 tee it up for -- 11 CEO WIGGINS: -- to Michelle Navarro. 12 Thank you. I'm going to you turn it over -- 13 MICHELLE NAVARRO: Yes. 14 CEO WIGGINS: -- to Michelle Navarro. Thank 15 you. 16 CHAIR NAJARIAN: Thank you, Michelle. Straight 17 to you. 18 MICHELLE NAVARRO: Thanks, Stephanie. 19 Sure. 20 So Good evening. My name is Michelle Navarro 21 from Metro's budget office, and joining me today is 22 David Sutton from our TAP office. 23 Next slide, please. 24 (Audio distortion) public hearing is to hear 25 directly from the public. (Audio distortion.) I will go</p> <p style="text-align: right;">Page 7</p>	<p>1 CLERK LANGSTON: Yes, please. 2 CHAIR NAJARIAN: Five minutes. 3 CLERK LANGSTON: Yes, please. 4 CHAIR NAJARIAN: Let's return at 5:19. 5 CLERK LANGSTON: Thank you. I appreciate it. 6 CHAIR NAJARIAN: Thank you. 7 (Whereupon, an off-the-record break was taken.) 8 CHAIR NAJARIAN: Thank you. The board is 9 reconvening after a brief recess for audio challenges. 10 We invite Michelle Navarro to start again. 11 You hadn't gotten too far in your fare capping 12 and fare changes presentation. 13 Michelle? 14 MICHELLE NAVARRO: Can we get the presentation 15 up? 16 Okay. Great. So next slide. 17 So this is a public hearing, and the purpose is 18 to hear directly from the public, so I will have a very 19 short and brief presentation on our proposal to leave as 20 much time to hear directly from the public. The comments 21 we receive today along with the e-mails and comments from 22 other outreach events will be considered as we develop 23 our final recommendation for board consideration. That 24 final recommendation will include a summary and responses 25 to these comments.</p> <p style="text-align: right;">Page 9</p>

<p>1 Next slide, please.</p> <p>2 So Metro's vision is to expand mobility and</p> <p>3 increase access to opportunities, and one of the key</p> <p>4 tenets to delivering that vision is creating a fare</p> <p>5 structure that's easy to use, equitable, and sustainable.</p> <p>6 Next slide, please.</p> <p>7 Metro's proposal creates a simple and equitable</p> <p>8 fare system (audio distortion) and outcomes of which</p> <p>9 would include increase in economic relief (audio</p> <p>10 distortion) to our low-income riders and frequent riders.</p> <p>11 It will increase ridership, simplify the fare structure,</p> <p>12 create a foundation for a unified regional fare system,</p> <p>13 and keep fares in line with industry standards and also</p> <p>14 create a better customer experience for our riders.</p> <p>15 Next slide, please.</p> <p>16 We are focussing on riders who rely on the</p> <p>17 system the most, and our customer experience research</p> <p>18 does indicate that 83 percent of our riders are making</p> <p>19 ends meet on a household income of less than 50,000 a</p> <p>20 year. At least 75 -- of riders qualify for our LIFE fare</p> <p>21 assistance program. 78 percent of riders rely on transit</p> <p>22 three or more times a week, and 73 percent of our riders</p> <p>23 do not have access to a car and are frequent riders that</p> <p>24 will benefit from fare capping. Our proposal aims to</p> <p>25 help these riders with more free rides for low-income</p> <p style="text-align: right;">Page 10</p>	<p>1 rides a month, which is up from 20, for a total of 30</p> <p>2 free rides a month. And we are eliminating the up charge</p> <p>3 for Silver Line and Express Bus, a reduction of 75 cents</p> <p>4 from the base fare for these lines.</p> <p>5 Next slide, please.</p> <p>6 So here is a summary of the proposed fare</p> <p>7 changes. This proposal, again, removes barriers to</p> <p>8 affordability where a rider who pays for each trip will</p> <p>9 pay no more than a rider who can pay up front and in</p> <p>10 advance for a pass. Riders never pay more than the daily</p> <p>11 or weekly cap on TAP. It makes regular ridership more</p> <p>12 obtainable because fare capping incentivizes ridership.</p> <p>13 This proposal creates and combines one discount price for</p> <p>14 all reduced fare categories further simplifying it for</p> <p>15 all riders. And then this proposal is a pay-as-you-go</p> <p>16 model with the more you ride, the more you save.</p> <p>17 Next slide, please.</p> <p>18 The overall benefits of this proposal helps</p> <p>19 riders. It helps all our riders through a simple and</p> <p>20 easy way of paying fares. It helps our low-income</p> <p>21 riders, who ride frequently and depend on transit, with</p> <p>22 more free rides and no upfront payment for passes. It</p> <p>23 helps our riders by making it more affordable. The</p> <p>24 modest 25 cent increase helps ensure a sustainable,</p> <p>25 quality, and expanding transit service. And finally, it</p> <p style="text-align: right;">Page 12</p>
<p>1 riders through the LIFE program and with fare capping.</p> <p>2 Next slide, please.</p> <p>3 So fare capping benefits our riders. It</p> <p>4 encourages and rewards frequent ridership because the</p> <p>5 more you ride, the more you save. It removes</p> <p>6 accessibility and affordability barriers by shifting from</p> <p>7 prepaid passes to a pay-as-you-go system, and it will</p> <p>8 provide consistent and better customer experience because</p> <p>9 no one ever overpays.</p> <p>10 Next slide, please.</p> <p>11 An overview of the changes to align with fare</p> <p>12 capping include a modest increase of 25 cents to the base</p> <p>13 fare. Passes and transfers are being replaced by a new</p> <p>14 way to pay fares through fare capping, which has become a</p> <p>15 popular policy option to increase equity throughout the</p> <p>16 U.S.</p> <p>17 (Interruption in proceedings.)</p> <p>18 MICHELLE NAVARRO: With fare capping, no one</p> <p>19 will pay more than \$6.00 a day or \$20.00 a week, down</p> <p>20 from \$7.00 and \$25.00 respectively, for unlimited rides.</p> <p>21 Once the cap is met, all additional rides are free.</p> <p>22 Customers will earn toward the cap each week, so a</p> <p>23 monthly cap is not necessary, further simplifying our</p> <p>24 fares.</p> <p>25 Our low-income riders will get ten more free</p> <p style="text-align: right;">Page 11</p>	<p>1 helps all LA County riders prepare for regional expansion</p> <p>2 of fare capping.</p> <p>3 Next slide.</p> <p>4 So that concludes our presentation. Again, all</p> <p>5 comments will be considered as we develop our final</p> <p>6 recommendations for board consideration.</p> <p>7 CHAIR NAJARIAN: Thank you, Michelle. Thank you</p> <p>8 for the presentation. I appreciate its conciseness.</p> <p>9 And let me go to our -- Collette Langston --</p> <p>10 Collette -- or, to Christine for a discussion of the</p> <p>11 rules before we open up to the public calls.</p> <p>12 SECRETARY GOINS: To give public comment, each</p> <p>13 speaker needs to follow a three-step process. First, at</p> <p>14 anytime during the meeting, the speaker can dial</p> <p>15 888-251-2949 to enter the English or Spanish access</p> <p>16 codes. The English access code is 8231160#. The Spanish</p> <p>17 access code is 4544724#. The Cantonese, Mandarin, and</p> <p>18 Russian access code is 2433764#.</p> <p>19 This number and the access codes are also listed</p> <p>20 on the agenda for this meeting, which can be found at</p> <p>21 boardagendas.metro.net.</p> <p>22 For speakers watching the video feed, there is a</p> <p>23 30-second lag behind the actual meeting. If any speakers</p> <p>24 are watching on video and want to give public comment,</p> <p>25 they should dial in early to make sure they don't miss</p> <p style="text-align: right;">Page 13</p>

<p>1 the chance.</p> <p>2 Second, once a speaker dials in to the public</p> <p>3 comment line, they have to indicate which item they want</p> <p>4 to speak on. When their item comes up, the speaker</p> <p>5 should press #2 to raise their hand to speak.</p> <p>6 Third, when it is the speaker's turn, the</p> <p>7 moderator will call out the last four digits of the phone</p> <p>8 number and unmute the speaker. If the speaker is</p> <p>9 listening to the meeting on another device, they will</p> <p>10 need to mute their speakers and microphone on that device</p> <p>11 to prevent an echo. Speakers will have one minute to</p> <p>12 make their comment or two minutes including translation.</p> <p>13 Written public comments must be received by 5:00</p> <p>14 p.m. the day before the meeting. Please include the item</p> <p>15 number in your comment and your position of "for,"</p> <p>16 "against," "general comment," or "item needs more</p> <p>17 consideration." You may e-mail your comment to</p> <p>18 boardclerk@metro.net or mail it to Board Administration,</p> <p>19 One Gateway Plaza, mail stop 99-3-1, Los Angeles,</p> <p>20 California 90012.</p> <p>21 Board members and staff, please be sure to mute</p> <p>22 your phones when not speaking to enable others to clearly</p> <p>23 hear their presentations. Thank you.</p> <p>24 CHAIR NAJARIAN: Thank you, Christine.</p> <p>25 Item 2 on our agenda is public comment, so let</p> <p style="text-align: right;">Page 14</p>	<p>1 I'm urging you to reject the fare hike and fare capping</p> <p>2 proposal.</p> <p>3 (Audio distortion.)</p> <p>4 PUBLIC SPEAKER: Yes, I can hear you.</p> <p>5 (Audio distortion.)</p> <p>6 PUBLIC SPEAKER: Hello?</p> <p>7 SECRETARY GOINS: Go ahead. Make your public</p> <p>8 comment.</p> <p>9 (Audio distortion.)</p> <p>10 PUBLIC SPEAKER: Okay. I don't think this is</p> <p>11 working, but I'm trying to give public comment.</p> <p>12 SECRETARY GOINS: Okay. If you can hear us --</p> <p>13 PUBLIC SPEAKER: I am -- there's --</p> <p>14 (Audio distortion.)</p> <p>15 SECRETARY GOINS: One moment, please. We're</p> <p>16 having problems, caller. If you can please give us a</p> <p>17 moment.</p> <p>18 CHAIR NAJARIAN: Yeah. Yeah, hold on caller.</p> <p>19 We know you're on. We're working out a few bugs. Thank</p> <p>20 you.</p> <p>21 (Interruption in proceedings.)</p> <p>22 CLERK LANGSTON: Okay. Looks like we need</p> <p>23 another five minutes for (audio distortion) reconnection.</p> <p>24 CHAIR NAJARIAN: Five minutes? Okay.</p> <p>25 CLERK LANGSTON: A slow five minutes.</p> <p style="text-align: right;">Page 16</p>
<p>1 us begin.</p> <p>2 SECRETARY GOINS: All right. Okay. We're</p> <p>3 starting now?</p> <p>4 CHAIR NAJARIAN: Yes.</p> <p>5 SECRETARY GOINS: Please press #2 for the first</p> <p>6 speaker, please, 4480.</p> <p>7 (No audible response.)</p> <p>8 SECRETARY GOINS: First caller, 4480?</p> <p>9 (No audible response.)</p> <p>10 CHAIR NAJARIAN: Okay. We don't hear much on</p> <p>11 that speaker.</p> <p>12 SECRETARY GOINS: Okay. We're going to go to</p> <p>13 the next speaker, please. Last four is 4253. 4253.</p> <p>14 4253, can you hear us?</p> <p>15 SPANISH TRANSLATOR: (In Spanish.)</p> <p>16 SECRETARY GOINS: Well, that's our translator.</p> <p>17 SPANISH TRANSLATOR: No response.</p> <p>18 SECRETARY GOINS: Okay. Okay, Chair. It looks</p> <p>19 like we're still having some issues here. Please --</p> <p>20 PUBLIC SPEAKER: Hi. Can you hear me?</p> <p>21 SECRETARY GOINS: Oh, yes, we can. Is -- are --</p> <p>22 PUBLIC SPEAKER: Okay. Assuming you can --</p> <p>23 SECRETARY GOINS: Are you 4253?</p> <p>24 PUBLIC SPEAKER: My name is Chelsey. I'm with</p> <p>25 Strategic Actions for a Just Economy, a member of ACT-LA.</p> <p style="text-align: right;">Page 15</p>	<p>1 CHAIR NAJARIAN: Yeah. Well, let's check back</p> <p>2 then in five -- at 5:40 p.m. It's 5:35 approximately.</p> <p>3 We're going to recess until 5:40 to work out these</p> <p>4 technical bugs. Everyone, hold on, and we're going to</p> <p>5 get through this for sure. Thank you, everyone.</p> <p>6 (Whereupon, an off-the-record break was taken.)</p> <p>7 CHAIR NAJARIAN: Okay. Thank you. We are</p> <p>8 returning from a technology-induced recess. We are back.</p> <p>9 We were just starting to take public comment. The first</p> <p>10 speaker was disrupted by the conflicting audio signals</p> <p>11 coming in, so let's start public comment. Call them out</p> <p>12 or whatever you guys do.</p> <p>13 SECRETARY GOINS: Okay. First caller, please,</p> <p>14 with the last four digits of 4253?</p> <p>15 PUBLIC SPEAKER: Hi. My name is Chelsey. I'm</p> <p>16 with Strategic Actions for a Just Economy, a member of</p> <p>17 ACT-LA.</p> <p>18 Just letting you know, those on the phone line</p> <p>19 are getting a delay. I know you think you fixed the</p> <p>20 technological issues, but it seems like the live stream</p> <p>21 and the phone line are about four minutes off.</p> <p>22 So why am I calling today? Okay. I'm urging</p> <p>23 you to reject the fare hike and the fare cap proposal.</p> <p>24 The fare restructuring is not going to accomplish what it</p> <p>25 intends. Rather, it's going to punish cash riders by</p> <p style="text-align: right;">Page 17</p>

<p>1 making them pay more to use Metro, and it's going to 2 disincintivize auto users, who sometimes ride transit, 3 from using the system. These riders are being forced 4 into meeting ridership goals and (inaudible) reduction 5 goals.</p> <p>6 Overall, this proposal seems to be a waste of 7 time and money. How much has Metro already spent on 8 staff time and promotional materials, et cetera to 9 support this new proposal? The conversation really needs 10 to be recentering on universal fare less transit. The 11 majority of Metro's riders make under \$25,000. Why are 12 we charging fares when so many of these residents are 13 housing and transportation burdened and when we spend so 14 much money collecting these fares?</p> <p>15 (Timer rang.)</p> <p>16 PUBLIC SPEAKER: Please reject the fare 17 restructuring. And given how much of a mess this meeting 18 has been, cancel it and schedule a new one for the next 19 year after the new council is in office and the new board 20 is determined. It's unfair for those who tried to call 21 in tonight and gave up and left. Thank you.</p> <p>22 CHAIR NAJARIAN: Thank you.</p> <p>23 MODERATOR: Caller ending in 2021, please go 24 ahead for one minute.</p> <p>25 PUBLIC SPEAKER: Hi. I'd like to agree with the</p> <p style="text-align: right;">Page 18</p>	<p>1 PUBLIC SPEAKER: Hello? Okay.</p> <p>2 CHAIR NAJARIAN: We hear you.</p> <p>3 PUBLIC SPEAKER: I'm Karen Reside. I'm 4 president of the Long Beach Gray Panthers, and I'm a 5 member of the Metro-PAC, and we totally reject these 6 fare proposals.</p> <p>7 If the goal is to make it simpler to understand, 8 it's not. We agree -- we support universal free fares, 9 particularly for seniors who are really hesitant to get 10 back on the bus. And we're really concerned that this 11 system isn't going to reduce any cars on the road and 12 create cleaner air. Thank you.</p> <p>13 CHAIR NAJARIAN: Thank you.</p> <p>14 MODERATOR: Caller ending in 8255, please go 15 ahead.</p> <p>16 (No audible response.)</p> <p>17 CHAIR NAJARIAN: Hello?</p> <p>18 MODERATOR: Caller ending in 8255, your line has 19 been unmuted.</p> <p>20 (No audible response.)</p> <p>21 CHAIR NAJARIAN: Hello?</p> <p>22 MODERATOR: Okay. We're going to move on, but 23 we'll come back to you.</p> <p>24 Caller ending in 5011, please go ahead.</p> <p>25 (Interruption in proceedings.)</p> <p style="text-align: right;">Page 20</p>
<p>1 previous speaker. My name's Nicoli.</p> <p>2 There's been some pretty ridiculous technical 3 difficulties calling into this meeting today. I assume 4 that many people have left. I would also like to -- 5 while I approve of general fare capping, the way that 6 this is being implemented is going to harm many users of 7 the Metro system, including people who pay cash fares, 8 which, reading online, are estimated to be 20 percent of 9 your users.</p> <p>10 I also strongly agree with the previous speaker 11 who said that this will disincentivize people who -- car 12 drivers who sometimes use the Metro system, and we rely 13 on -- we need to be pushing policies that are going to 14 get people out of their cars and into Metro. This is a 15 step away from that.</p> <p>16 I would also encourage you to push this meeting 17 back to where there's better opportunity for public 18 comment and to allow the voices of the board members who 19 will be nominated to this board in the future. Thank 20 you.</p> <p>21 CHAIR NAJARIAN: Thank you.</p> <p>22 MODERATOR: Caller ending in 7340, please go 23 ahead.</p> <p>24 PUBLIC SPEAKER: I'm not unmuted.</p> <p>25 CHAIR NAJARIAN: We hear you.</p> <p style="text-align: right;">Page 19</p>	<p>1 MODERATOR: Okay. We'll come back too.</p> <p>2 Caller ending in 7543, please go ahead.</p> <p>3 PUBLIC SPEAKER: Good evening. My name is 4 Mondo Marez. I am a board member with the (inaudible) 5 council, and I'm a public advocate. I'm speaking on my 6 own capacity.</p> <p>7 I would urge the Metro to reconsider the fare 8 structure because I'm a low-income transit rider myself 9 and I rely on the public transportation to get to work 10 and from home, and I don't -- I cannot afford to pay more 11 in public transportation.</p> <p>12 The price increase and the elimination of the 13 free transfer is going to hurt many of us low-income 14 working-class transit riders, and I urge the Metro board 15 to reconsider its fare structure because many of us 16 will be impacted. And we have a high inflation, we 17 have economic uncertainty, and it's going to affect our 18 wallets. So I urge you, please, to reconsider this 19 fare structure and to not increase the prices and to 20 restore --</p> <p>21 (Timer rang.)</p> <p>22 PUBLIC SPEAKER: -- the free transfers, please. 23 I urge you to do --</p> <p>24 CHAIR NAJARIAN: Thank you.</p> <p>25 PUBLIC SPEAKER: -- the right thing for all of</p> <p style="text-align: right;">Page 21</p>

<p>1 us. Thank you.</p> <p>2 MODERATOR: Caller ending in 9121, please go</p> <p>3 ahead.</p> <p>4 (No audible response.)</p> <p>5 MODERATOR: Caller ending in 9121, your line has</p> <p>6 been unmuted.</p> <p>7 (No audible response.)</p> <p>8 MODERATOR: Okay. We'll come back to you.</p> <p>9 Caller ending in 8319, please go ahead.</p> <p>10 PUBLIC SPEAKER: My name is Ted Trimenski.</p> <p>11 I live in CD-14, and I'm a public transit rider.</p> <p>12 I depend on the Gold Line to get to work.</p> <p>13 This proposal hurts rather than helps</p> <p>14 transit-dependent riders like myself, and I urge you to</p> <p>15 reject the fare hike and fare restructuring. Universal</p> <p>16 fare less transit should be the end goal, and I don't</p> <p>17 believe this is a step towards that.</p> <p>18 Additionally, I urge this board to cancel the</p> <p>19 rest of this meeting and reschedule it. It was over</p> <p>20 40 minutes into this meeting before I heard anything</p> <p>21 coherent on the English line. If this hasn't discouraged</p> <p>22 the very public comments that this meeting is supposed to</p> <p>23 be held for, I don't know what is. I really think you</p> <p>24 need to reconsider how and what we're doing with the fare</p> <p>25 restructuring, and thank you for your time.</p> <p style="text-align: right;">Page 22</p>	<p>1 everyone across the board who has not been using it that</p> <p>2 frequently. As you said, the majority of riders use the</p> <p>3 Metro three times a week.</p> <p>4 If you are like myself, they didn't provide --</p> <p>5 well, for one thing, they did not provide an analysis of</p> <p>6 how many transfers are used per trip. So for myself,</p> <p>7 when I do use it, I need to make at least one transfer.</p> <p>8 So that would increase my cost from \$3.50 for round trip</p> <p>9 to \$6.00.</p> <p>10 MODERATOR: Caller on the Spanish interpretation</p> <p>11 line ending in 7831, please go ahead.</p> <p>12 SPANISH TRANSLATOR: Yes. Thank you very much.</p> <p>13 My name is Devin from SAJE, and I oppose the proposal</p> <p>14 because sometimes I have to even walk an hour in order to</p> <p>15 get somewhere to get my transportation, and that's \$1.75.</p> <p>16 And it's just me -- it's not just me. We have a</p> <p>17 situation where it's pretty tough for most of us.</p> <p>18 Thank you so much.</p> <p>19 CHAIR NAJARIAN: Thank you.</p> <p>20 MODERATOR: Our next caller is from the English</p> <p>21 line. Caller ending in 5583, please go ahead.</p> <p>22 PUBLIC SPEAKER: Hi. Can you hear me?</p> <p>23 CHAIR NAJARIAN: We can hear you. Go ahead.</p> <p>24 PUBLIC SPEAKER: Hi. My name is Cecily, and</p> <p>25 I'm a resident of East LA.</p> <p style="text-align: right;">Page 24</p>
<p>1 CHAIR NAJARIAN: Thank you.</p> <p>2 MODERATOR: Caller ending in 7766, please go</p> <p>3 ahead.</p> <p>4 PUBLIC SPEAKER: Hi. My name is Armando Ruiz,</p> <p>5 a lifelong Metro patron.</p> <p>6 And just echoing what everyone else is saying,</p> <p>7 I urge you all to cancel the fare hike. Considering the</p> <p>8 impending doom that we're dealing with with climate</p> <p>9 change and all the money that Metro gets subsidized from</p> <p>10 our tax dollars, public transportation should be free,</p> <p>11 and that should be the end goal. Thank you.</p> <p>12 CHAIR NAJARIAN: Thank you.</p> <p>13 MODERATOR: Caller ending in 2720, please go</p> <p>14 ahead.</p> <p>15 PUBLIC SPEAKER: Hi. My name is</p> <p>16 Connie Martinez. I'm a resident of Highland Park,</p> <p>17 District 1. I'm just giving comment on behalf of myself,</p> <p>18 who also uses the Metro, and on behalf of Angelenos, who</p> <p>19 as you said, rely upon it, and the majority of them being</p> <p>20 low-income.</p> <p>21 So although I do agree that the fare capping</p> <p>22 can be beneficial, especially for those who do use it</p> <p>23 frequently -- and, of course, that is the end goal --</p> <p>24 we're not there yet. And right now with removing the</p> <p>25 transfer, that is going to actually increase the cost of</p> <p style="text-align: right;">Page 23</p>	<p>1 I completely agree with the callers before me</p> <p>2 and urge you to reject the fare hike and fare</p> <p>3 restructuring proposal.</p> <p>4 Also, I want to emphasize that this was the</p> <p>5 second time I tried calling in to this meeting, and I</p> <p>6 wasn't just dealing with a lag. I couldn't hear the</p> <p>7 meeting at all until the most recent break you took to</p> <p>8 resolve tech issues.</p> <p>9 If I wasn't home and able to open up the virtual</p> <p>10 meeting on my computer, I would have just assumed that it</p> <p>11 wasn't happening and given up. The failure to provide</p> <p>12 public access to what was supposed to be a public hearing</p> <p>13 is ridiculous. You absolutely need to reschedule this</p> <p>14 meeting so that all members of the public who are</p> <p>15 interested can participate.</p> <p>16 As for the actual proposal, transit is Metro</p> <p>17 riders' second highest living expense behind rent, and</p> <p>18 the current proposal raises fares (audio distortion) our</p> <p>19 seniors. It will eliminate free transfers, and it will</p> <p>20 harm cash-paying riders. It is not making the system</p> <p>21 more simple. It adds complexity and would be inequitable</p> <p>22 for the people --</p> <p>23 (Timer rang.)</p> <p>24 PUBLIC SPEAKER: -- who are already burdened the</p> <p>25 most. The majority of Metro spending comes from local</p> <p style="text-align: right;">Page 25</p>

<p>1 sales taxes, and residents such as myself already pay for 2 public transit in that way. Instead of adding -- 3 CHAIR NAJARIAN: Your time is up. 4 PUBLIC SPEAKER: -- to the already burdensome 5 cost, we should be going towards free fares. 6 CHAIR NAJARIAN: Your time is up, speaker. 7 Thank you for calling. 8 MODERATOR: Caller ending in 8663, please go 9 ahead. 10 PUBLIC SPEAKER: Hi. This is Phyllis Lane from 11 Stop the Gondola Coalition. I'm also a neighborhood 12 board council member, but I'm just speaking for myself. 13 As I think anyone who's calling on the phone can 14 hear the presentation and where I live there are a lot of 15 people who don't have Internet access and can only join 16 meetings on the phone, I hope you will schedule another 17 meeting for after the new year. There are too many 18 important hearings that are being scheduled during this 19 busy end of the year holiday season, like this and the 20 horrible Gondola project. 21 And speaking from my own experience, for many 22 years I took (inaudible) and took the Gold Line to work 23 in Pasadena, and I have the experience of trying to 24 figure out cost wise if it was better to buy a weekly 25 pass or pay as I went. And, you know, life happens. You</p> <p style="text-align: right;">Page 26</p>	<p>1 systemwide frequencies to five minutes across the 2 network. 3 I mean this is just a waste of everyone's time, 4 I feel like, you know. I mean, I think fare capping is 5 interesting, but at the rate of which fare revenue 6 collection happens on Metro, I mean, you should just 7 abolish fares. Not even -- it's not even worth your 8 time. This is a waste of -- this meeting is a waste of 9 taxpayer resources. We should stop collecting fares, 10 and this meeting needs to be rescheduled. Thank you. 11 CHAIR NAJARIAN: Thank you. 12 MODERATOR: Caller ending in 4685, please go 13 ahead. 14 PUBLIC SPEAKER: Hello. Can you hear me? 15 CHAIR NAJARIAN: Yes, we can hear you. You're 16 addressing the board. 17 PUBLIC SPEAKER: Okay. Thanks. Good afternoon, 18 everyone. My name is Oscar. I'm a transit rider from 19 Compton and an organizer with SAJE, a member of ACT-LA. 20 This proposal is horrible and will harm riders. 21 Fare costs will rise for mid-range and occasional riders, 22 and cash users are completely missed out of this 23 proposal, who would greatly benefit from the cap if they 24 paid in TAP. A lot of cash users are immigrant folks and 25 our seniors, and we would be excluding them, and that's</p> <p style="text-align: right;">Page 28</p>
<p>1 know, it's hard to plan around it, so I always just paid 2 as I went. And I think a lot of people have that 3 experience. 4 I think it's good you tried to expand the LIFE 5 program, I guess, but it's an obstacle for a lot of 6 people to sign up for a program, and I think it just 7 makes things more complicated. You know, transit -- we 8 need to lower the obstacles for people to take it and 9 make it cost effective. Thank you. 10 CHAIR NAJARIAN: Thank you for calling. 11 MODERATOR: Caller ending in 2979, please go 12 ahead. 13 PUBLIC SPEAKER: Hello. My name's Steven. 14 I'm a resident of CD-1. 15 And first of all, after all the technical 16 issues, I agree with the other callers that this meeting 17 should be cancelled and rescheduled. You know, there was 18 just so much going on, and I think a lot of people who 19 didn't have the live web stream couldn't hear anything. 20 With regard to the proposal, I want to reject 21 this fare increase. You know, it's such a minimal amount 22 of the budget for Metro. We should have no fares. We're 23 wasting money with fare collections. Instead, the board 24 should be directing staff to analyze how many revenue 25 hours and what infrastructure will be needed to increase</p> <p style="text-align: right;">Page 27</p>	<p>1 just not okay. 2 If our goal is to increase ridership, it's not 3 the way to go. Metro spends more on fare enforcement 4 than it collects in fares. We should focus on universal 5 fare less transit instead of wasting our community's time 6 on half-baked proposals. Reject this fare restructuring 7 proposal and get us on the road to universal fare less 8 transit. 9 Also, because of the technical issues, I agree 10 with the other comments. We need to reschedule this 11 meeting and allow for more public feedback. Thanks. 12 CHAIR NAJARIAN: Thank you. 13 MODERATOR: We'll take the second caller from 14 the Spanish interpretation line with no phone number. 15 Please go ahead. 16 CHAIR NAJARIAN: Yes, we can hear you. 17 SPANISH TRANSLATOR: Yes. Thank you so much. 18 Yes. I would like to support the previous proposal to 19 reschedule this meeting, and thank you so much for the 20 attention and the explanation given. (Audio distortion.) 21 CHAIR NAJARIAN: We're losing that audio signal. 22 MODERATOR: Next caller in the Spanish 23 interpretation line, caller ending in 7183, please go 24 ahead. 25 PUBLIC SPEAKER: (In Spanish.)</p> <p style="text-align: right;">Page 29</p>

1 CHAIR NAJARIAN: Yes, we hear you.
 2 TRANSLATOR: Yes, yes. (Audio distortion.)
 3 CHAIR NAJARIAN: Thank you.
 4 MODERATOR: Next caller on the Spanish
 5 interpretation line ending in 8070, please go ahead.
 6 SECRETARY GOINS: AT&T, if we could put that
 7 caller on --
 8 PUBLIC SPEAKER: (In Spanish.)
 9 SECRETARY GOINS: Okay. Go ahead.
 10 SPANISH TRANSLATOR: Hello. Good afternoon.
 11 My name is Gloria Rodriguez. My comment is just that
 12 I do not agree that there would be an increase on the
 13 transportation because most of (audio distortion).
 14 CHAIR NAJARIAN: AT&T Interpreter, your line
 15 seems to be breaking up, so I suggest either you try and
 16 fix that connection, move to another spot if you're on
 17 wireless, or use another device. You're very spotty.
 18 Coming in and out. Thank you.
 19 MODERATOR: We will come back to that caller.
 20 Next caller is from the English line with no phone
 21 number. Please go ahead.
 22 PUBLIC SPEAKER: Hello. My name is
 23 Glenn Bailey. I'm a resident on the San Fernando Valley
 24 and an occasional transit user. I'm also involved with
 25 the neighborhood council systems in the city of

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1 Los Angeles. And I checked, and I haven't been able to
 2 find any evidence that Metro sent notice of this public
 3 hearing to the 99 neighborhood councils in the city of
 4 Los Angeles. Fortunately, a few of them found out about
 5 it and they posted it to Nextdoor, but that's a very
 6 small percentage of the city of Los Angeles residents.
 7 So you do need to have a second hearing, and you do need
 8 to notice it to all the neighborhood councils so they can
 9 it get out to the city of Los Angeles residents.
 10 I am particularly concerned about the impact
 11 this will have on senior fares and from 35 cents off peak
 12 for a total of 70 cent round trip is now going to be a
 13 \$2.00 round trip, so that's more than doubling of the --
 14 almost tripling of the fares that seniors pay and --
 15 MODERATOR: Next caller on the English line
 16 ending in 6917, please go ahead.
 17 PUBLIC SPEAKER: Hi. Can you hear me?
 18 CHAIR NAJARIAN: Yes, we can.
 19 PUBLIC SPEAKER: Hello? Okay. Wonderful.
 20 I'm Dylan --
 21 CHAIR NAJARIAN: Yes, we can hear you. Go
 22 ahead.
 23 PUBLIC SPEAKER: I'm Dylan. I'm with Youth
 24 for Climate Control Los Angeles and Sunrise Movement
 25 Los Angeles, and I urge the Metro board to reject the

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1 fare hikes and to move towards universal fare less
 2 transit because you spend more every year to enforce the
 3 fares than we bring in, in fares.
 4 It's a misuse of funds, and on top of that
 5 having police on Metro is not like -- it doesn't keep
 6 people safe, especially working-class people. And the
 7 fare hikes would adversely affect working-class people
 8 the most, which are the people that use transit the most.
 9 So we urge that you move towards universal fare less
 10 transit thank you.
 11 CHAIR NAJARIAN: Thank you.
 12 MODERATOR: Caller ending in 5833, please go
 13 ahead.
 14 PUBLIC SPEAKER: Hi. Can you hear me?
 15 CHAIR NAJARIAN: Yes, we can. You're addressing
 16 the board.
 17 PUBLIC SPEAKER: Okay. Hi. My name is Wendy,
 18 and I'm with Esperanza Community housing, which is a
 19 member of ACT-LA, and I'm also a resident of Wilmington.
 20 I also just want to echo everyone's comments
 21 about this meeting. There were way too many tech issues
 22 in this meeting. It should definitely be rescheduled to
 23 give folks -- to let folks give public comment on a very
 24 important topic.
 25 But as for my comment, I just urge you all

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1 to reject the fare proposal. It is harmful for
 2 working-class folks and seniors, as it would raise fares,
 3 eliminate free transfers, and harm cash-paying riders.
 4 It is an inequitable solution and would further harm the
 5 most vulnerable in our community.
 6 And as a Wilmington resident, I used to rely --
 7 to regularly rely on transfers to get to different parts
 8 of the city and county to get to work, school, run
 9 errands, et cetera. And this proposal would just further
 10 create barriers for folks who depend on public transit to
 11 get around, such as Wilmington residents who live further
 12 away from the rest of the city. That's why I urge the
 13 board, especially Janice Hahn, who represents my
 14 community, to stop this fare hike. Metro should be
 15 universally and permanently fare less for everyone.
 16 Thank you.
 17 MODERATOR: Caller ending in --
 18 CHAIR NAJARIAN: Thank you.
 19 MODERATOR -- 7205, please go ahead.
 20 PUBLIC SPEAKER: Hi there. I just want to
 21 comment and say that I think that particularly the
 22 removal of transfers in this proposal wasn't clearly
 23 messaged in a lot of the communications I've seen about
 24 this fare hike. I know for me, and a many other riders,
 25 I ride typically about three times per week, and this

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<p>1 amounts to effectively over a 50 percent fare hike for 2 me.</p> <p>3 Adding on top of that, I typically need a 4 transfer, and in the system right now, just with headways 5 where they are, that can be over twenty minutes of 6 waiting. Even more if it's a bus transfer. That's just 7 really unacceptable, and it further punishes people that 8 need to make -- link multiple lines in order to complete 9 their trips.</p> <p>10 I think we need to focus on better headways if 11 anything (inaudible) bus in particular to speed up the 12 bus routes and -- as we try to hire more drivers and get 13 more buses running. But, again, I think the elimination 14 of transfers is a big misstep in this proposal.</p> <p>15 MODERATOR: Caller ending in -- 16 CHAIR NAJARIAN: Thank you. 17 MODERATOR: -- 392, please go ahead. 18 PUBLIC SPEAKER: Hi. Good evening, Metro board. 19 My name is Kathy Bush, and I'm a retired city employee, 20 and I'm against this hike -- this price increase. When I 21 worked for the City, I did utilize public transportation. 22 It was convenient and very -- financially easier.</p> <p>23 My husband and I enjoy taking the Metro Gold 24 Line to and from Downtown Los Angeles because we love 25 Los Angeles, and we do not think it's fair to increase</p> <p style="text-align: right;">Page 34</p>	<p>1 CHAIR NAJARIAN: Thank you. 2 MODERATOR: -- 631, please go ahead. 3 PUBLIC SPEAKER: Hi. Can you hear me? 4 CHAIR NAJARIAN: Yes, we can. 5 PUBLIC SPEAKER: Hello? Hi. I'm sorry. I'm on 6 the bus. 7 CHAIR NAJARIAN: Yes, we can. 8 PUBLIC SPEAKER: I'm on the -- I'm on the 720 9 bus right now. I've been just waiting, you know, to make 10 a comment. And I really feel like if -- you know, we 11 have to do fare less transit. And I think folks who were 12 taking public transit during the pandemic, people on the 13 front lines, you know, we knew that this was the right 14 thing to do. And we also saw that it's possible.</p> <p>15 And, you know, everything -- I think the city 16 has gone through a reckoning recently, and even 17 nationwide folks are saying, you know, "We want to focus 18 on the climate. We want to stay sustainable. We want to 19 have better infrastructure." And the best way to do that 20 is fare less transit.</p> <p>21 And I really believe LA has such a huge 22 opportunity to move forward and do something for the 23 majority of the people that work here and live here. 24 We're in traffic right now on this bus. And why? It's 25 because we have so many people driving. Let's make it</p> <p style="text-align: right;">Page 36</p>
<p>1 our -- the price that we'd have to pay -- 2 MALE VOICE: For senior citizens. 3 PUBLIC SPEAKER: -- as senior citizens. Thank 4 you. 5 CHAIR NAJARIAN: Thank you. 6 MODERATOR: Caller ending in 2215, please go 7 ahead. 8 PUBLIC SPEAKER: Hi there. My name is 9 Ekaterina. I just want to comment that I also agree that 10 the elimination of transfers is not a good idea because 11 it discourages riders that actually don't take Metro, you 12 know, like, up to five times a day. So, you know, 13 eliminating transfers will discourage riders like me not 14 to use Metro frequently.</p> <p>15 So with the proposed elimination of transfers -- 16 and, you know, right now you pay 1.75 regardless of how 17 many transfers you take within two hours. And now, for 18 example, if a rider takes two trips a day, which involve 19 multiple transfers, they only pay 1.75 each way or 3.50 a 20 day, and with the proposed hike, it can be up to 6.00 per 21 day and \$20.00 per week, which will only make sense if a 22 rider takes, you know, more than 11, you know -- or, 10 23 trips per week. So I think the transfers in particular, 24 I'm against that. Thank you. 25 MODERATOR: Caller ending in --</p> <p style="text-align: right;">Page 35</p>	<p>1 easier for people to take transit. Let's make this a 2 more livable place for everyone. I always use transit. 3 I take the 10, the 720, the 28. So, you know, I hope -- 4 you know, if anything, maybe city council and people on 5 the LA Metro board should only take transit for a while 6 too, and I think -- 7 MODERATOR: Caller ending in 5137, please go 8 ahead. 9 PUBLIC SPEAKER: Hello. My name is Jamie Penn. 10 I'm the President of Wilshire Center Koreatown 11 Neighborhood Council, and I'm also an avid public 12 transportation user on the Metro Red Line as well as many 13 bus lines.</p> <p>14 I can also confirm we never received notice of 15 this meeting. I'm not sure if our constituents were 16 aware that it was going on, and we were never really 17 noticed to give any kind of discussion or feedback from 18 our own constituents.</p> <p>19 I do know that in February the board did vote to 20 amend the law -- or, I'm sorry -- the budget that was 21 proposed from 111 million to 36 billion, and I am 22 wondering if this proposed fare increase should have 23 proceeded that large budget increase. And if that amount 24 wasn't granted to Metro, why isn't this a proposed fare 25 decrease? It was -- during that meeting, it was</p> <p style="text-align: right;">Page 37</p>

<p>1 resoundingly clear that we reject any increase to 2 policing on MTA. We do want to move towards a free 3 transit system, and we do want to stop taking -- 4 CHAIR NAJARIAN: Thank you. 5 MODERATOR: Caller ending in 6157, please go 6 ahead. 7 PUBLIC SPEAKER: Hi. My name is Jamie Ferrel. 8 I'm a CD-4 resident and a Red Line commuter. 9 I strongly oppose this fare hike proposal. It 10 concerns me that you're framing this as a social equity 11 change when it would double fares for riders who have to 12 make a transfer. It feels disingenuous, and you could 13 have implemented a daily cap without charging for 14 transfers. 15 Anyone who takes Metro knows it's already a 16 punishment to have to make a transfer. Red Line still 17 has longer 15-minute headways from the COVID era. This 18 causes Metro times to be two to three times driving 19 times. You have -- this not only hurts low-income 20 riders, but it discourages riders who have other options. 21 We really need to be moving towards a system that will 22 get all these drivers off the road and out of their 23 private vehicles both for our public health, climate, and 24 air quality. 25 In addition to that, I think you have a very</p> <p style="text-align: right;">Page 38</p>	<p>1 MODERATOR: Caller ending in 5605, please go 2 ahead. 3 CHAIR NAJARIAN: Hello? 4 PUBLIC SPEAKER: Hi. Yeah, my name is Tiernan, 5 and I'm echoing the so far unanimous calls for the board 6 to reject the fare hikes. While you may try to pass this 7 hike off as modest, the reality is that this price change 8 hurts Metro riders and disincentivizes youth. 9 Because of the transfer cost, riders can look at 10 a daily commute price over double what they currently 11 pay. The fact that you are trying to tighten the purse 12 strings on fares of all things is frankly ridiculous. 13 90 cents of every dollar collected in Metro fare is spent 14 on policing and fare collection costs. 15 Last year LA Metro spent more than \$150 million 16 on contracts with LAPD and sheriff's departments to 17 enforce fare collection. In the next fiscal year, Metro 18 isn't even projected to make over 110 million, so knowing 19 that the majority of Metro riders are low-income or 20 experiencing poverty, knowing that 63 percent of riders 21 live on less than \$25,000 a year, and knowing that for 22 two years during the pandemic Metro ran a successful 23 de facto fare less bus system, why would this modest fare 24 hike even be -- 25 MODERATOR: Caller ending in 9664, please go</p> <p style="text-align: right;">Page 40</p>
<p>1 clear public mandate to go towards free fares, and this 2 is moving in the absolute opposite direction of that 3 mandate. Thank you. 4 CHAIR NAJARIAN: Thank you. 5 MODERATOR: Caller ending in 7596, please go 6 ahead. 7 PUBLIC SPEAKER: Hi. Can you hear me? 8 CHAIR NAJARIAN: Yes, we can. 9 PUBLIC SPEAKER: Okay. So my name is Carlos. 10 I am a resident of Long Beach, and I'm an occasional 11 rider of the Metro system. 12 And I have a specific thing against one very 13 specific detail of the weekly fare cap. I noticed that 14 it is Monday through Sunday. I very strongly disagree 15 with that, and I believe it should be a rolling fare cap 16 so that if you are to start on a midweek and come back 17 and end on a midweek, it should not end the cap in the 18 middle. 19 This is very bad for tourists who come and visit 20 LA and want to use the public transit system instead of 21 other options, such as renting a car, which also 22 increases congestion on our roads. 23 I also believe that we should encourage more 24 tourists to use the system for that reason, and this will 25 also help increase the -- what was I saying? Sorry.</p> <p style="text-align: right;">Page 39</p>	<p>1 ahead. 2 PUBLIC SPEAKER: Hello. I'm Anthony. 3 CHAIR NAJARIAN: Hello. 4 PUBLIC SPEAKER: I'm a Metro rider out of 5 Long Beach. 6 I am also echoing the sentiment that everyone 7 else has had being against the fare restructuring, 8 especially with the lack of transfers. The two-hour 9 window allowed a lot of riders like me to get to places 10 we need to go without having to pay extra money. 11 A real world example is -- for example, when I 12 was working in La Brea, I would have to take a Metro bus 13 to the Green Line to another bus. That fare was 1.75. 14 There and back the ride would cost me a total of 3.50. 15 Now with your new fare, it would be a total of \$6.00 for 16 the first time, and then on the I way back, it would be 17 another -- or, it would cap. But that's still three -- 18 \$2.50 more than I was paying originally. Even if I were 19 to do that five times a week, it would still cost more 20 than -- it would still cost less than the current cap you 21 guys are offering. So I'm very against it. 22 MODERATOR: Caller ending in 0738, please go 23 ahead. 24 PUBLIC SPEAKER: Hi. I'm a Metro rider from 25 Englewood, and first and foremost, this meeting needs to</p> <p style="text-align: right;">Page 41</p>

<p>1 be rescheduled. There was, you know, callers that were 2 probably on here and couldn't stay on or whatever because 3 of your technical issues, and I couldn't hear the Spanish 4 speakers, so I'm not sure if that was, like, an issue I 5 was having on my end, but yeah.</p> <p>6 Since we're here, I'm calling to urge you to 7 reject the fare hike and fare restructuring proposal. 8 I believe this fare hike and just having fares in general 9 are detrimental to riders. This proposal would just do 10 more harm than good, especially to seniors and 11 cash-paying riders.</p> <p>12 And seeing as how the bulk of Metro's funding 13 comes from local sales taxes, it doesn't make sense to 14 even have fares. You're basically making residents pay 15 double for something that they're already paying for. 16 So I'm imploring Metro -- I implore you all to make 17 universal and permanently -- make Metro universally and 18 permanently fare less. It's the equitable solution to 19 make transit accessible, especially --</p> <p>20 MODERATOR: Caller ending in 9535, please go 21 ahead.</p> <p>22 PUBLIC SPEAKER: Hi. My name's Robert. I'm a 23 transit rider from west LA.</p> <p>24 I would like to echo all of the previous calls 25 for ending fares and moving towards fare less transit.</p> <p style="text-align: right;">Page 42</p>	<p>1 everyone that has been saying for this meeting to be 2 rescheduled. There's been so much time just waiting on 3 the line to connect, and I was on the computer and then 4 on my phone again back and forth. And it was (audio 5 distortion) for a while, but yeah, it needs to be 6 rescheduled.</p> <p>7 There should be more outreach for the community. 8 I felt this was really rushed. I'm pretty sure a lot of 9 people -- I was on the buses today -- did not even know 10 about this meeting when they should be made aware.</p> <p>11 I live south of Century, and already we are -- 12 we don't have as many resources. There's not many buses. 13 There's no bikes. There's no scooters. (Inaudible) 14 needs to have more buses 24/7. I feel like that should 15 be a goal and fare less transportation -- public 16 transportation. (Inaudible) thing for the community.</p> <p>17 Especially right now that we're going through 18 climate change and -- we should be getting more people to 19 try and take the bus. We live in a big city, and it's 20 still like --</p> <p>21 MODERATOR: Caller ending in 0415, please go 22 ahead.</p> <p>23 PUBLIC SPEAKER: Hi. My name is Esther, and 24 I'm a transit rider in Pasadena.</p> <p>25 I take a Metro bus to the L Line, and then I</p> <p style="text-align: right;">Page 44</p>
<p>1 It's a direct attack on our lowest income citizens. And, 2 of course, with that, that would mean giving everyone 3 free transfers along the way. I find that to be an 4 especially malicious change, as someone who used to take 5 very long commutes to get to job locations in places like 6 Pasadena and Glendale.</p> <p>7 So yeah, if we look at the benefits of transit 8 reducing -- congestion, improving air quality, getting 9 cars off the road, getting more people into the same 10 businesses without needing to build expanded parking 11 structures -- we should be trying to incentivize 12 ridership. And increasing cost is the exact opposite way 13 to do that. It's just appalling that we would be moving 14 in this direction. Fund the transit via any other means 15 than fares at the point of service. Thank you.</p> <p>16 MODERATOR: Caller ending in 2993, please go 17 ahead.</p> <p>18 PUBLIC SPEAKER: (Audio distortion.)</p> <p>19 MODERATOR: Caller ending in 2993, your line is 20 unmuted.</p> <p>21 PUBLIC SPEAKER: Oh, sorry. Can you hear me? 22 Hello?</p> <p>23 CHAIR NAJARIAN: Yes, we can hear you. Yes, we 24 can hear you.</p> <p>25 PUBLIC SPEAKER: Oh, hi. I do agree with</p> <p style="text-align: right;">Page 43</p>	<p>1 usually have to take that all the way to Union Station, 2 transfer to another line to go more west. At this time 3 that would cost me \$3.50 round trip, but under the new 4 system with no free transfers, that would cost me \$6.00 5 on my very first trip of the week.</p> <p>6 For this entire year, I have been either 7 unemployed or underemployed, and many times I had to 8 choose between either buying food or putting money on my 9 TAP card. I can't see savings that are going to come at 10 the end of the week when I -- there were times this past 11 year where I could barely make it on \$3.50 a day. 12 These -- the proposed new fare system is not helpful 13 upfront for elders and for cash riders -- for people that 14 don't have access to TAP machines.</p> <p>15 MODERATOR: Caller ending in 7505, please go 16 ahead.</p> <p>17 PUBLIC SPEAKER: Hello. Can you hear me? 18 Hello? Can you hear me? Hello. Can you hear me?</p> <p>19 CHAIR NAJARIAN: We can hear you. Go ahead. 20 We can hear you. Go ahead.</p> <p>21 PUBLIC SPEAKER: Okay. Okay. All right. I can 22 hear you now. Thank you. Okay.</p> <p>23 All right. Let's put this fare plan into real 24 word context. We just opened the K Line. 25 Congratulations. Now south LA residents can use the K</p> <p style="text-align: right;">Page 45</p>

1 and E Lines to go to the Crypto.com Arena. Total travel
2 distance is less than six miles, but it will cost four
3 bucks one way short trip because that person is riding
4 two Metro rail lines. Yet, a person living in
5 Santa Monica 15 miles away can ride the E Line and only
6 pay \$2.00 to get to the same place. Who's subsidizing
7 who? We need better fare solutions for LA. UFC isn't it
8 either. The missing factor is each rider's travel
9 distance which varies person to person.

10 Metro did a NextGen study that shows 60 percent
11 of Metro riders ride less than five miles. Then can we
12 look at charging by fare by the distance instead? Charge
13 less for shorter trips and charge more for farther trips.
14 Do things like TAP in/TAP out. Start the fares off at
15 50 cents. Make it go up in small increments the farther
16 you go, and we can cap it off at \$3.00 or \$4.00 for the
17 longest rides. Thank you.

18 MODERATOR: Caller ending in 2727, please go
19 ahead.

20 PUBLIC SPEAKER: Hi. My name is
21 Carmina Calderon, and I'm a community organizer with
22 Community Power Collective. I'm also a member of ACT-LA,
23 and I urge you to reject the fare hike and fare
24 restructure proposal.

25 Transit is Metro riders' second highest living

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1 expense behind rent. The staff proposal raises fares,
2 especially for seniors, eliminates free transfers, and
3 harms cash-paying riders. It also adds more complexity
4 to the system rather than simplicity.

5 Though it is understandable to want to move to
6 a more streamlined form of payment, a lot of
7 transit-dependent community members we speak to weekly,
8 for many reasons still prefer to use cash. So this will
9 exclude them from the benefits you claim to provide with
10 the restructuring because it will further
11 institutionalize TAP. This along with the elimination of
12 the transfer window means it is an inequitable solution
13 that will further harm the most vulnerable in our
14 community.

15 The majority, around 70 percent of Metro's
16 funding, comes from local sales taxes. Metro should be
17 universally and permanently fare less for everyone. I
18 urge you to end these fare change proposals, and I also
19 urge you to have this meeting again to --

20 MODERATOR: We will go on the caller on the
21 Spanish interpretation line ending in 6797.

22 (No audible response.)

23 SECRETARY GOINS: Translator, we cannot hear
24 you.

25 SPANISH TRANSLATOR: Can you hear me now?

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1 SECRETARY GOINS: We can hear you. Thank you.

2 SPANISH TRANSLATOR: Yes, yes. I would agree
3 with everyone regarding the increase of the fare. And
4 also, for those of us who depend on buses, in particular
5 in the area of Normandy, Bus Number 206 -- there are some
6 instances where we need to wait up to an hour to get a
7 bus. And then when we do have one, there are two or
8 three competing each other with the TAP. So we need the
9 bus in order to pick up our children from school. And
10 really an incremental fare will not be fair for us.

11 Also, it would not be fair for those who depend
12 also on the buses, which are the senior citizens. We do
13 not agree with the increase of fare, and we would like to
14 see an increase on buses. Thank you so much.

15 MODERATOR: Moving back to the English line,
16 caller ending in 6644, please go ahead.

17 (No audible response.)

18 MODERATOR: Caller ending in 6644, your line has
19 been unmuted.

20 (No audible response.)

21 MODERATOR: Okay. We will come back to you.
22 Caller ending in 81 --

23 PUBLIC SPEAKER: Oh, there we go. Are you still
24 there?

25 Okay. My name is James. I live in Pasadena.

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1 CHAIR NAJARIAN: Yeah, we can hear you. Go
2 ahead.

3 PUBLIC SPEAKER: I live in Pasadena, and I'm an
4 occasional transit rider and a senior. I go typically
5 off the peak hours, so my cost for a transfer trip is
6 35 cents each way. With this proposal, that would jack
7 up to \$2.00, and that's a 471 percent increase, which is
8 just intolerable.

9 That's not at all equitable, and certainly when
10 you compare that to the increase in the benefits from
11 social security -- I guess that's 3 percent -- that's
12 just one-third. I also oppose the general principles of
13 increasing the rates and eliminating the transfer
14 availability, and we do need to reschedule this meeting
15 and get better participation.

16 MODERATOR: Caller ending in 8122, please go
17 ahead.

18 PUBLIC SPEAKER: Hello? Hello? Hello?

19 CHAIR NAJARIAN: Yes. Yes, we can hear you.
20 Go ahead. We can hear you. Go ahead.

21 PUBLIC SPEAKER: Okay. I think everyone agrees
22 with this -- let's learn from those who run transit
23 better than us. Then why are we not looking to agencies?
24 Everyone, including the socialists calling for UFC, knows
25 that Japan, South Korea, Taiwan all have better mass

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<p>1 transit than we do, including New York. Why are we not 2 learning what they do and applying that here? 3 Let's remind ourselves that increasing ridership 4 is not the goal. Increasing the fare box recovery ratio 5 along with increasing ridership is the actual goal. 6 What is that cities like them, Tokyo, Seoul, Taipei, 7 Hong Kong, Singapore, do that accomplishes that but none 8 of our U.S. cities can? 9 New York City and Taipei have the same ridership 10 numbers, two million riders per day, but totally 11 different results. New York City only recovers 12 25 percent; Taipei recovers 100 percent. Why? Let's 13 look at what they're -- 14 MODERATOR: Caller ending in 5011, please go 15 ahead. 16 PUBLIC SPEAKER: Hello. Can you hear me? My 17 name is Sim -- 18 CHAIR NAJARIAN: We can hear you. 19 PUBLIC SPEAKER: -- Los Angeles. 20 We are vehemently opposed to raising fare 21 prices. You know, we're facing a climate crisis here in 22 south LA and all across Los Angeles. This is no time to 23 be dissuading riders from riding public transit. You 24 know, this is actually kind of embarrassing that you guys 25 would suggest increasing fare prices when you well know</p> <p style="text-align: right;">Page 50</p>	<p>1 name is Elizabeth Medrano. I am a community organizer 2 and advocate at the intersection of housing and 3 transportation and hunger and all kinds of vital services 4 that people need to thrive. 5 I agree with everyone. I just want to say that 6 moving us or forcing people to go on TAP is not the 7 solution. People pay ride by ride because people don't 8 have money. They cannot pay up front. Many people earn 9 in cash, if people have jobs. People have not recovered 10 from the pandemic. The pandemic is still happening. 11 This is a huge opportunity for LA to be the 12 actual leader of fare less transit. Let's find solutions 13 centered on bus riders, not on what other big cities are 14 doing or other big countries. Let's focus on what's the 15 local solution for the LA people -- LA city people, 16 LA County people. Fare less transit -- 17 MODERATOR: Caller ending in 6753, please go 18 ahead. 19 PUBLIC SPEAKER: Hi, everyone. My name is 20 (Inaudible). 21 As the previous (inaudible), I oppose this fare 22 hike as it is really bad for our low-income communities. 23 As well, I currently use the Metro to get around to the 24 museums and all that. This fare increase will hurt not 25 only my family, but also being able to take my siblings</p> <p style="text-align: right;">Page 52</p>
<p>1 everyone wants fare-free public transit -- even 2 demonstrated on this call. So, you know, I hope you take 3 into consideration the public. It is public transit 4 after all. Thank you. 5 MODERATOR: Caller ending in 5142, please go 6 ahead. 7 PUBLIC SPEAKER: Hi. I'm Mya. I'm a resident 8 of CD-13, and I rely on Metro to get everywhere -- mainly 9 the 4, the 2, and the 603. And I also frequently pay 10 cash for Metro. I vehemently oppose the fare hikes. 11 It's not riders' fault that you can't get 12 anywhere without a transfer, and riders shouldn't be 13 paying double because their rides are less efficient. 14 For people like me, having to buy a weekly pass every 15 week, it's confusing and also doesn't make sense for 16 people who have irregular schedules and don't know how 17 often they'll be on Metro every week. 18 I also echo everyone that the meeting should be 19 rescheduled due to issues of scheduling and technology. 20 And, also, fares should be ended overall. Thank you. 21 MODERATOR: Caller ending in 5322, please go 22 ahead. 23 PUBLIC SPEAKER: Can you hear me? 24 CHAIR NAJARIAN: We can hear you. Go ahead. 25 PUBLIC SPEAKER: Okay. Hi. Good evening. My</p> <p style="text-align: right;">Page 51</p>	<p>1 out and getting to know LA County. 2 As well, I also echo that this meeting needs 3 to be rescheduled, as we had a lot of technical 4 difficulties. Thank you. 5 MODERATOR: Caller ending in 5826, please go 6 ahead. 7 PUBLIC SPEAKER: My name is Michael Texter, and 8 I live in West Hollywood. 9 I am firmly against this proposal because I feel 10 like all it's really trying -- or, all it's really 11 ultimately going to do is make Metro twice as expensive 12 for the vast majority of riders. I really try hard to 13 get people out of owning cars and out of that mindset and 14 on to buses, but this is just making it way harder for 15 what I strive to daily, which is talk people into taking 16 the bus and Metro lines out here, which actually are 17 wonderful. And I really wish Metro would get more credit 18 for the wonderful lines that exist before this proposal. 19 Also, eliminating free transfers, to me, is a 20 huge disappointment. That wasn't clear in any of the 21 documentation that I saw prior to this meeting, so I wish 22 you would have made that much more clear. But that's 23 just a total disaster, and since LA is so spread out, we 24 really need those free transfers because we often need to 25 take more than one line to get to where we need to go.</p> <p style="text-align: right;">Page 53</p>

<p>1 Also, in regards to the tech issues, if you 2 didn't reschedule, holding another meeting like this 3 would --</p> <p>4 MODERATOR: Caller ending in 5684, please go 5 ahead.</p> <p>6 PUBLIC SPEAKER: Yes. Hi. This is Eli Lipmen, 7 representing Move LA.</p> <p>8 The staff -- while we believe that fare capping 9 can be more equitable (audio distortion) including the 10 increase (audio distortion). The staff report bases its 11 assumptions -- sorry, Move LA asks the board to step back 12 and direct the staff to restructure this proposal.</p> <p>13 The staff report basis its assumption on an 14 ideal rider that's going to benefit from fare capping, 15 but that rider has a regular 9:00 to 5:00 job and then 16 goes to his doctor appointment in the middle of the day, 17 which we believe is not the typical Metro rider.</p> <p>18 For instance, seniors, students, and people with 19 disabilities. The off-peak fare is currently 35 cents, 20 but this plan proposes almost tripling the cost for 21 rides. When we passed Measure M, 2 percent was dedicated 22 to keeping fares low for these riders, and this breaks 23 that promise.</p> <p>24 Second, cash riders who are approximately a 25 quarter of riders and 38 percent of bus boardings -- what</p> <p style="text-align: right;">Page 54</p>	<p>1 quality, but furthers inequity.</p> <p>2 Fares should be eliminated and eliminate costs 3 it would make to enforce collecting them. This would 4 be -- this would actually save money for Metro. And 5 lastly, I agree with other callers. This meeting should 6 be rescheduled so that the callers --</p> <p>7 MODERATOR: Caller ending in 4480, please go 8 ahead.</p> <p>9 PUBLIC SPEAKER: Hi. My name is (Inaudible) 10 Morales, and I am a community organizer here with SAJE, 11 and I am in total opposition of this proposal.</p> <p>12 I take Lines 251, 182, 94, and the Gold and 13 Red Lines, and I am in strong agreement that this meeting 14 needs to be rescheduled in order for more community 15 members to voice their concerns on this very important 16 proposal.</p> <p>17 It's extremely disappointing to hear Metro's 18 attempting to raise fares during a pandemic, housing 19 crisis, and time of economic instability. This proposal 20 hurts Metro's most vulnerable riders, including cash 21 riders, seniors, low-income families, and low-income 22 riders in general.</p> <p>23 We already pay for Metro. It is a public good, 24 and if it's public, it should just be free. And, again, 25 many people have lost loved ones, their jobs, and have</p> <p style="text-align: right;">Page 56</p>
<p>1 is the income of these cash riders? Are these are lowest 2 income riders? Why are we burdening them without knowing 3 who they are? It isn't clear that the staff examined 4 alternative strategies to get these riders to use TAP.</p> <p>5 As such, raising fairs is unjust, unfair, and likely to 6 drive them off the system, so it's a --</p> <p>7 MODERATOR: Caller ending in 6256, please go 8 ahead.</p> <p>9 PUBLIC SPEAKER: Hi. My name is Diana, and I am 10 a transit rider in Los Feliz.</p> <p>11 I'm urging you to reject the plan to restructure 12 fares. It's being patterned as a way to help riders 13 save money, but in reality, it's going to hire fares for 14 many situations, including paying cash and transfers.</p> <p>15 63 percent of transit users earn less than \$25,000 a year 16 and are already burdened by the current fares. This is a 17 fare hike for most rides because most trips require 18 transfers, as you heard in this call.</p> <p>19 I agree with other commenters. Our city should 20 be moving toward fared less public transportation. Metro 21 does not even rely on revenue from fares to operate, so 22 what is the purpose of it being effectively raised? More 23 money is spent on law enforcement to enforce that people 24 pay the fares than is even generated from the fares. 25 It's senseless and does almost nothing to further</p> <p style="text-align: right;">Page 55</p>	<p>1 lost financial stability. So it would hurt and penalize 2 the riders that need the most support. And if you want 3 to increase ridership and more equitable ridership, just 4 make transit free.</p> <p>5 MODERATOR: Caller ending in 8634, please go 6 ahead.</p> <p>7 PUBLIC SPEAKER: My name is Adriana. I live in 8 CD-10, and I'm a frequent transit rider.</p> <p>9 I notice that your presentation did not include 10 how many transit users have to transfer as part of their 11 ridership. Getting rid of free transfers will kill 12 casual ridership and make commutes even more difficult in 13 a city where it is rare to be able to get to a 14 destination with only one ride.</p> <p>15 According to the exceptional budget tool that 16 Metro O&B released this month, Metro spends \$175 million 17 a year on LAPD contracts and eliminating fares is 18 expected to cost \$105 million a year. Metro has the 19 budget to eliminate fares, and it should. I urge the 20 board to reject the fare hike and reconsider this 21 proposal.</p> <p>22 I'd also like to support and echo all the 23 previous comments about rescheduling this meeting due to 24 the many technical issues. Thank you.</p> <p>25 MODERATOR: Caller ending in 3837, please go</p> <p style="text-align: right;">Page 57</p>

<p>1 ahead.</p> <p>2 PUBLIC SPEAKER: Hello. This is Visatino.</p> <p>3 PUBLIC SPEAKER: I'm calling as a member of --</p> <p>4 CHAIR NAJARIAN: Hello.</p> <p>5 PUBLIC SPEAKER: Can you hear me? Hello?</p> <p>6 CHAIR NAJARIAN: Yes, we can.</p> <p>7 PUBLIC SPEAKER: Hi. I'm -- my name is --</p> <p>8 CHAIR NAJARIAN: We can hear you. Go ahead.</p> <p>9 PUBLIC SPEAKER: Hello. I'm calling from -- my</p> <p>10 name is Visatino. I'm calling from -- as a member of the</p> <p>11 LA Black Workers Center and Nature For All.</p> <p>12 I want to echo everyone -- what everyone has</p> <p>13 shared. City councils, Metro, shame on ya'll. Ya'll</p> <p>14 have not done the proper job to do the outreach so that</p> <p>15 communities know about this public comment event.</p> <p>16 It is sad to hear that the only languages that</p> <p>17 we're hearing is English and Spanish. Ya'll should know</p> <p>18 that LA County is a very diverse place, and there should</p> <p>19 be more languages available. There's no Asian languages</p> <p>20 available on here.</p> <p>21 And so I do want to say that once again how</p> <p>22 everyone has shared, this is going to impact a lot of</p> <p>23 people. We're still in a pandemic. People are still</p> <p>24 unemployed. People are being evicted, and this is not</p> <p>25 the moment to do this, and this is not the moment to do</p> <p style="text-align: right;">Page 58</p>	<p>1 guidelines.</p> <p>2 You did nothing to make these fares free</p> <p>3 permanently. And this bull shit fare restructuring plan</p> <p>4 hurts the low-income commuter's pocket. We need</p> <p>5 universal fare less transit right now. We've been</p> <p>6 demanding this for, like, several months. Fuck the fare</p> <p>7 hikes and fuck Metro. I yield my time.</p> <p>8 MODERATOR: Caller ending in 1589, please go</p> <p>9 ahead.</p> <p>10 PUBLIC SPEAKER: Miguel. I am a reward-winning</p> <p>11 activist and a rider here in Watts.</p> <p>12 I echo the previous comments about this meeting</p> <p>13 and their sentiments about this shitty fare hike. How</p> <p>14 grotesque of you guys to hike up prices when you wasted</p> <p>15 so much taxpayer money on terrible updates, buggy ass,</p> <p>16 a horrible knock off of Uber called Metro Micro that</p> <p>17 sucks, the amount of policing being spent on stations</p> <p>18 when they're so disgusting, unclean, and so many people</p> <p>19 have been assaulted and murdered and you've done nothing</p> <p>20 about it. You've brought no justice to riders.</p> <p>21 You've undercut several lines and hours of</p> <p>22 operation forcing people to be stranded and in unsafe</p> <p>23 areas at certain times. Your fare hike is a slap in the</p> <p>24 face of people during a pandemic that has not ended, has</p> <p>25 cost people lives, jobs, homes, health, and so much more.</p> <p style="text-align: right;">Page 60</p>
<p>1 this ever.</p> <p>2 MODERATOR: Caller ending in 1117, please go</p> <p>3 ahead.</p> <p>4 PUBLIC SPEAKER: Hi. My name's Greg Heining.</p> <p>5 I live in CD-13. I'm a public transit rider who depends</p> <p>6 on the Metro to get to my job at the Pasadena Symphony.</p> <p>7 "I think the fare hike is a great idea," said no</p> <p>8 one. I think this really hurts our seniors, folks who</p> <p>9 have to use cash.</p> <p>10 I agree with what everybody else has said that</p> <p>11 the technical difficulties and the lack of notice about</p> <p>12 this meeting, should mean that it should be rescheduled</p> <p>13 so more folks can weigh in on the subject. Once again,</p> <p>14 I'm firmly against the fare hike. Thanks.</p> <p>15 MODERATOR: Caller ending in 0959, please go</p> <p>16 ahead.</p> <p>17 PUBLIC SPEAKER: Can you hear me?</p> <p>18 CHAIR NAJARIAN: Yes, we can. Go ahead.</p> <p>19 PUBLIC SPEAKER: You all remember when you guys</p> <p>20 assumed the fares in the middle of the pandemic ten</p> <p>21 months ago? Like, this is a bad move for Metro. How</p> <p>22 many passengers and your employees got COVID? People are</p> <p>23 getting sick because your unreliable transportation</p> <p>24 agency mishandled its Covid19 protocols and also not</p> <p>25 following the LA public health and CDC's Corona virus</p> <p style="text-align: right;">Page 59</p>	<p>1 It's grotesque, it's disgusting, it's wrong, and you</p> <p>2 people should be ashamed -- ashamed to ask more money of</p> <p>3 us riders who still have to depend on this. I end my</p> <p>4 time.</p> <p>5 MODERATOR: Caller ending in 6371, please go</p> <p>6 ahead.</p> <p>7 (Interruption in proceedings.)</p> <p>8 MODERATOR: Caller, we'll come back to you.</p> <p>9 Okay. That caller hung up.</p> <p>10 Caller ending in 3139, please go ahead.</p> <p>11 PUBLIC SPEAKER: Yes. Hello. My name is</p> <p>12 (inaudible). I live in the city of Downey, and I ride</p> <p>13 the Green Line C train every day to work.</p> <p>14 I'm against the current proposal and agree with</p> <p>15 the previous speakers that LA Metro needs to move towards</p> <p>16 a free, fare less system. I'm against this proposal not</p> <p>17 just because of the elimination of free transfers and the</p> <p>18 increase in fares, but it will increase -- lead to the</p> <p>19 increase of fare evasion, and that's because a majority</p> <p>20 of riders do not ride LA Metro more than three times a</p> <p>21 day or more than ten times a week. And when riders</p> <p>22 realize they won't reach the daily or weekly cap, this</p> <p>23 will cost an unintended consequence of making fare</p> <p>24 evasion even worse.</p> <p>25 Having a daily fare cap after two times or a</p> <p style="text-align: right;">Page 61</p>

1 weekly cap after five times a week makes much more sense,
 2 but currently, Metro wants to daily cap after three times
 3 a day and weekly cap after ten times per week, which
 4 doesn't make sense. Lastly, I do agree that we should be
 5 having --
 6 MODERATOR: Caller ending in 1148, please go
 7 ahead.
 8 PUBLIC SPEAKER: Yeah. My name is Andrew Neal.
 9 I'm a Metro rider, and I want to echo the overwhelming
 10 call for both rescheduling this meeting and also to make
 11 it fare less, not do this fare hike.
 12 I think that there's just been an changing of
 13 the guard in LA politics -- both a new mayor coming in,
 14 a new county supervisor probably coming in, multiple new
 15 elected positions in significant power, and I think that
 16 there's a changing of priorities. I think that you
 17 should rethink this. I think you need to reschedule this
 18 meeting. I think you need to make riding fare less, and
 19 I think you need to listen to the overwhelming amount of
 20 people saying to reject this rate hike. I yield my time.
 21 MODERATOR: Caller ending in 0119, please go
 22 ahead.
 23 PUBLIC SPEAKER: Hi. My name's
 24 Scarlett De Leon, and I am with Alliance for Community
 25 Transit Los Angeles, ACT-LA.

1 We're opposed to any fare increases, elimination
 2 of transfer window, and penalizing cash riders. This
 3 will directly impact the most vulnerable in our
 4 community, your riders. This is an inequitable solution
 5 that causes harm to those you serve. We call for an
 6 overall fare less system -- for a system that -- we call
 7 for a universal fare less system.
 8 This system, Metro already gets a majority,
 9 70 percent, of its funding from local sales tax.
 10 LA County residents, including me, already pay for public
 11 transit, so do better. Thank you.
 12 MODERATOR: Caller ending in 0381, please go
 13 ahead.
 14 PUBLIC SPEAKER: Good evening, board members.
 15 My name's Laura Raymond. I'm the director of ACT-LA, a
 16 coalition of 42 community organizations working on behalf
 17 of transit and housing justice in the county. Our
 18 coalition urges you to reject this fare restructuring
 19 proposal.
 20 Metro riders are overwhelmingly extremely
 21 low-income, and transit is often riders' second highest
 22 living expenses behind rent. Staff's current proposal
 23 raises fares, especially for seniors, eliminates free
 24 transfers, and especially impacts cash-paying riders.
 25 It's not equitable, so using the language of "equity" for

1 this is not right.
 2 Furthermore, this adds more complexity to the
 3 system rather than simplicity. The majority, about
 4 70 percent, of Metro's funding comes from local sales
 5 taxes, so we're already paying for public transit when
 6 we make purchases. Los Angeles is well positioned to
 7 lead the way in the U.S. in creating a universally and
 8 permanently fare less countywide transit system. Let's
 9 concentrate on that and reject this proposal. Thank you.
 10 MODERATOR: Caller ending in 7329, please go
 11 ahead.
 12 PUBLIC SPEAKER: Thank you. Good evening, Metro
 13 directors. My name is Hector Huezo. I'm a California
 14 director with Jobs to Move America and a member of the
 15 Alliance for Community Transit.
 16 I want to echo the calls to reject this fare
 17 restructuring. It has disproportionate impacts to riders
 18 of color and transit-dependant riders, but more
 19 importantly, you know, at a time when, you know, major
 20 companies, like Amazon or DoorDash or Instacart or Uber
 21 and Lyft are congesting our streets -- they're polluting
 22 our air, they're treating workers like garbage -- to
 23 consider any kind of fare restructuring on the backs of
 24 working people when you have this humongous opportunity
 25 in front of you to really go after bad actors while

1 cleaning up our streets and our air making this county
 2 more just for people who are just trying to get to work
 3 and get to their appointments. I urge you to reject this
 4 fare hike and to please come back with a fair --
 5 MODERATOR: Caller ending in 4971, please go
 6 ahead.
 7 PUBLIC SPEAKER: Hi. I approve the fare cap
 8 system, but I oppose the increasing the fare. That not
 9 only burdens the low-income, but also short-distance
 10 riders, especially with eliminating free transfers.
 11 I am sorry to those who are saying it, but
 12 I oppose universal free transit also. It doesn't make
 13 sense. No metropolis in the world is able to run free
 14 transit, especially in a metro the size of LA County. We
 15 should be looking at ways to move away from forever being
 16 dependant on taxpayer dollars by increasing Metro's
 17 independence to self-sustainability.
 18 I propose a third alternative -- move away from
 19 pay per ride and move to a pay-by-the-mile system similar
 20 to every other mode of transportation but just at a
 21 cheaper rate. Many cities in the world do this. Why is
 22 this not considered, but we just look at increasing pay
 23 per ride or no fares at all? There are other
 24 alternatives to think about. Thank you.
 25 MODERATOR: Caller ending in 3347, please go

<p>1 ahead.</p> <p>2 PUBLIC SPEAKER: Hello. Hello. Yeah, the same</p> <p>3 as everybody, I disagree with increasing the fares. That</p> <p>4 literally makes sense to nobody. It's really</p> <p>5 disrespectful that it's even being suggested.</p> <p>6 And to respond to the last caller -- it hasn't</p> <p>7 ever been done, but that doesn't mean it can't be done.</p> <p>8 Actually, it was already done. We literally had free</p> <p>9 transit during the pandemic. So the current system is</p> <p>10 actually a retrograde from that. We used to actually</p> <p>11 literally have free transit literally a couple months</p> <p>12 ago, and then we came back to the system which costs more</p> <p>13 money.</p> <p>14 So yeah, honestly, you guys could lead the way.</p> <p>15 We could lead the way in the whole world. Be the first</p> <p>16 fully free transit system. This would alleviate so much</p> <p>17 tension, would make living here easy -- easier for people</p> <p>18 because it's already so difficult for working-class</p> <p>19 people to live here. So, yeah. That's that.</p> <p>20 MODERATOR: Caller ending in 9608, please go</p> <p>21 ahead.</p> <p>22 PUBLIC SPEAKER: Hi there. This is Kevin Leer</p> <p>23 calling. I am a Metro rider and someone who is also</p> <p>24 studying transportation at UCLA as an urban planning</p> <p>25 student.</p> <p style="text-align: right;">Page 66</p>	<p>1 me?</p> <p>2 SECRETARY GOINS: Go ahead. We can hear you.</p> <p>3 PUBLIC SPEAKER: (Inaudible.) This fare</p> <p>4 increase shows that you were not listening to your</p> <p>5 riders. Very few people would benefit from such a fare</p> <p>6 structure, and the casual riders like myself would be</p> <p>7 less inclined to use public transit as opposed to using</p> <p>8 my car. We're obviously in a climate crisis right now.</p> <p>9 We can't -- we have to encourage more people to use</p> <p>10 public transit, and this is not the way to do it. Thank</p> <p>11 you.</p> <p>12 MODERATOR: Caller ending in 4478, please go</p> <p>13 ahead.</p> <p>14 PUBLIC SPEAKER: Okay. Now you can hear me.</p> <p>15 I think the fare increase is good. I mean, like, things</p> <p>16 cost more money -- inflation. So I think that's a good</p> <p>17 idea, but the whole taking away the transfers, I think</p> <p>18 that might be -- I don't know. I kind of like that.</p> <p>19 That's kind of a good -- if you have to take different</p> <p>20 busses and stuff like that.</p> <p>21 But yeah, I don't -- I don't agree with the</p> <p>22 whole going fare less because when you had no fares,</p> <p>23 there was a lot of people, like, that just didn't have</p> <p>24 houses that were on there and just trash everywhere, so</p> <p>25 I think you got to keep some money there and yeah -- but</p> <p style="text-align: right;">Page 68</p>
<p>1 I strongly urge you to listen to the people on</p> <p>2 this line, especially those of you that don't have your</p> <p>3 cameras on, maybe aren't even at your desks listening to</p> <p>4 the people that have taken time out of their evenings to</p> <p>5 come and protest this awful policy.</p> <p>6 Everything has been said already about</p> <p>7 the issues with the fare hike, and this really</p> <p>8 disproportionately affects seniors, it disproportionately</p> <p>9 affects cash users, and nothing here points to this being</p> <p>10 a solution at all.</p> <p>11 So consider rescheduling this meeting because so</p> <p>12 many have been disenfranchised in this process. And</p> <p>13 also, this is just a laughable policy. This is terrible,</p> <p>14 so please take the time to listen to your constituents if</p> <p>15 you're going to provide them the venues to provide their</p> <p>16 opinions. So, yeah, I yield.</p> <p>17 MODERATOR: Caller ending in 9121, please go</p> <p>18 ahead.</p> <p>19 (No audible response.)</p> <p>20 MODERATOR: Caller ending in 9121, your line has</p> <p>21 been unmuted.</p> <p>22 (No audible response.)</p> <p>23 MODERATOR: We will come back to you.</p> <p>24 Caller ending in 2040, please go ahead.</p> <p>25 PUBLIC SPEAKER: Hello? Hello? Can you hear</p> <p style="text-align: right;">Page 67</p>	<p>1 yeah, I think the fares are good. And I think that's it.</p> <p>2 Thanks so much.</p> <p>3 MODERATOR: We will now return to the next</p> <p>4 callers who did not speak when unmuted, but if we do not</p> <p>5 hear anything after ten seconds, we will move on to the</p> <p>6 next caller and you will not be back in the queue. The</p> <p>7 first is caller ending in 8255. Please go ahead.</p> <p>8 (No audible response.)</p> <p>9 MODERATOR: Caller ending in 8255, your line has</p> <p>10 been unmuted again.</p> <p>11 (No audible response.)</p> <p>12 MODERATOR: We're not getting any audio.</p> <p>13 Caller ending in 2720. Please go ahead.</p> <p>14 (No audible response.)</p> <p>15 MODERATOR: Caller ending in 2720, please go</p> <p>16 ahead. Your line is unmuted.</p> <p>17 PUBLIC SPEAKER: Hi. I already spoke</p> <p>18 previously, but I will just add to that. I think you</p> <p>19 should listen to what everybody has been saying in terms</p> <p>20 of making it more accessible to everybody. Obviously,</p> <p>21 it's not convenient. It's not clean. It's not</p> <p>22 efficient. People should be incentivized to use it. It</p> <p>23 would be a win/win. We should go for the win/win to</p> <p>24 actually make it more accessible by reducing fares, not</p> <p>25 increasing them. And that would reduce -- you know, that</p> <p style="text-align: right;">Page 69</p>

<p>1 would address our climate goals. That would address 2 alleviating congestion, and it would increase ridership. 3 So at the same time I think that you need to 4 take additional public comment because of all the 5 technical difficulties, and that includes via e-mail and 6 possibly having another hearing as well because a lot of 7 people were shut out and they were obstructed from making 8 their public comment. Thank you very much. 9 MODERATOR: Caller ending in 6371, please go 10 ahead. 11 PUBLIC SPEAKER: People haven't spoken yet. 12 MODERATOR: Caller ending in 6371, your line is 13 unmuted. 14 PUBLIC SPEAKER: All right. I've been on here 15 waiting for two hours, and I have somewhere to go. 16 CHAIR NAJARIAN: We can hear you. Go ahead and 17 speak. It's your turn to speak. 18 PUBLIC SPEAKER: Okay. Bye. 19 CHAIR NAJARIAN: Okay. 20 MODERATOR: Caller ending in 6371, your line is 21 unmuted and you can be heard. 22 PUBLIC SPEAKER: Hi. Can you hear me? Hello? 23 CHAIR NAJARIAN: Yes, we can. Yes, we can hear 24 you. 25 PUBLIC SPEAKER: Hello? Can you hear me?</p> <p style="text-align: right;">Page 70</p>	<p>1 rider rides -- I'm sorry. I can -- can you hear me? 2 SECRETARY GOINS: Yes, we can hear you. Please 3 go ahead. We can hear you. 4 (No audible response.) 5 DIRECTOR KREKORIAN: Please remind the callers 6 to turn their devices down. That's the problem. They're 7 listening to the meeting on the device, and there's a 8 lag. 9 MODERATOR: That caller has disconnected. We 10 will now go to caller ending in 9121. 11 PUBLIC SPEAKER: Hi. My name's Shekina. 12 First of all, to the person that made the anti 13 unhoused comment earlier, fuck you in your rear for that. 14 And second of all, I'm an organizer with 15 Pilipino Workers Center in HiFi, and just like everyone 16 else except for that person on the call, I'm calling 17 against fare hikes and against collecting Metro fares at 18 all. 19 First of all, fares account for less than 20 1.5 percent of your revenues. Metro spends over 150 -- 21 \$15 million more on security and police that have failed 22 to protect or care for Metro riders leaving community 23 members to care for each other. There is literally no 24 legitimate reason to mandate fares. 25 Secondly, a Metro fare at any price bars</p> <p style="text-align: right;">Page 72</p>
<p>1 CHAIR NAJARIAN: Yes. 2 PUBLIC SPEAKER: Can you hear me? You can 3 address the board. 4 MODERATOR: Yes. 5 PUBLIC SPEAKER: I'm not sure why you can't -- 6 DIRECTOR KREKORIAN: You need to remind people 7 to turn down their devices. There's a lag, so people 8 need to turn down their devices. 9 DIRECTOR GARCETTI: Maybe the clerk can tell 10 people that we can hear them. 11 PUBLIC SPEAKER: Can you hear me? I'm trying to 12 talk to you. 13 CHAIR NAJARIAN: Yes, we can hear you, but you 14 can't hear us. 15 PUBLIC SPEAKER: Can you hear me? Hello? 16 Hello? 17 CHAIR NAJARIAN: We can hear you. We can hear 18 you. 19 (Simultaneous speakers.) 20 SECRETARY GOINS: Okay. 6371, 6371, we can hear 21 you. Please go ahead. 22 PUBLIC SPEAKER: Okay. Great. 23 SECRETARY GOINS: We can hear you. 24 PUBLIC SPEAKER: Hi. I urge you to reject the 25 fare hike and cap proposal. The average regular bus</p> <p style="text-align: right;">Page 71</p>	<p>1 children from regularly attending school, bars parents 2 from going to work and being able to provide for their 3 families, and bars elders from accessing lifesaving 4 medical needs. 5 Furthermore, many are in our undocumented 6 community who cannot obtain drivers id's because they're 7 rightfully afraid of interacting with any government 8 entities and rely on Metro just to exist. City, county, 9 and federal government already fail to provide support -- 10 MODERATOR: Our final question -- caller ending 11 in 8927, please go ahead. 12 PUBLIC SPEAKER: My main concern is getting rid 13 of the transfers. Right now people pay only \$1.75 for a 14 one-way trip regardless one or two or how many transfers, 15 but most people, they require more than a, you know, 16 transfer to get to their destination. So with two 17 transfers, you have to pay \$6.00 instead of \$1.75. 18 That's three and a half times increase, three and a half 19 times increase from the fare they're paying right now, so 20 this is a big, big fare increase. This is something you 21 really should think about. This is just simply too much. 22 Thank you. 23 SECRETARY GOINS: Okay. That was the last 24 caller. 25 CHAIR NAJARIAN: Thank you. Thank you, staff,</p> <p style="text-align: right;">Page 73</p>

<p>1 and thank you callers who called in. 2 All the lines are cleared, Madam Secretary? 3 SECRETARY GOINS: One person just raised their 4 hand. 5 Do you want to take them? 6 MODERATOR: Caller ending in 6638, please go 7 ahead. 8 PUBLIC SPEAKER: Hello. I just want to 9 reiterate the person that did say that comment, it was 10 anti unhousing (audio distortion). 11 City council did not do their job. (Audio 12 distortion.) People can join in on this conversation. 13 I want to say it's in violation of the Brown Act. 14 Two, you guys want to say that this is 15 accessible for everyone, but (audio distortion) public 16 comment. 17 Can you all hear me? 18 SECRETARY GOINS: Yes, we can hear you. If you 19 can just mute your other devices. 20 (Simultaneous speakers.) 21 PUBLIC SPEAKER: No, it's not my problem. 22 There's a problem -- you guys did a poor job of being 23 able to access this call. There's a lag, and now it 24 doesn't allow for everyone to speak on time. And you 25 guys are just giving a certain amount, and then there's a</p> <p style="text-align: right;">Page 74</p>	<p>1 People are going through a lot, and it is not okay. It 2 is not okay that you guys are trying to -- 3 CHAIR NAJARIAN: Thank you. 4 PUBLIC SPEAKER: And it sounds like because of 5 the Olympics, you guys might be wanting to raise fares to 6 make more profit, and that should be shame on you. You 7 want to talk about accessibility? Equity? People can't 8 even access this public comment. This is ridiculous. 9 CHAIR NAJARIAN: Okay. 10 MODERATOR: Caller ending in 91 -- 11 CHAIR NAJARIAN: Thank you, speaker. 12 MODERATOR: Caller ending in 9193 -- there are 13 some callers who have already spoken. 14 Would you still like me to call on those 15 callers? 16 SECRETARY GOINS: No. 17 CHAIR NAJARIAN: No. If they've had their one 18 minute to speak, that is our policy not to. 19 MODERATOR: There are nine callers lined up, and 20 all of them have already spoken at least once. 21 CHAIR NAJARIAN: Okay. So everyone who has 22 desired to speak has had at least one minute to speak. 23 That young person maybe addressed us three times. So 24 yeah, she was complaining about not being able to call 25 in.</p> <p style="text-align: right;">Page 76</p>
<p>1 lag. I just want to reiterate this is horrible and it 2 needs to be rescheduled. 3 CHAIR NAJARIAN: Okay. 4 MODERATOR: (Inaudible) callers in the queue. 5 CHAIR NAJARIAN: There are how many? 6 (Audio distortion.) 7 CHAIR NAJARIAN: Are there any other callers in 8 the queue? 9 MODERATOR: There are no callers (audio 10 distortion). 11 CHAIR NAJARIAN: Okay. Supervisor Dutra, you 12 can mute yourself. We're getting some extra calls from 13 there. 14 Are there any other calls in the queue? 15 SECRETARY GOINS: Yes. Hands are being raised 16 once again. 17 CHAIR NAJARIAN: Let's take them, please. We 18 are going to continue to take calls until there are no 19 more calls to take or 9:00 -- whichever comes first. 20 MODERATOR: Caller (audio distortion), go ahead. 21 PUBLIC SPEAKER: Again, I want to reiterate you 22 guys need to reject this hike increasing fares and go 23 back to free transportation. We are still in a pandemic. 24 People are being evicted. There was just someone that 25 ended up killing themselves because they were evicted.</p> <p style="text-align: right;">Page 75</p>	<p>1 Okay. That concludes the business of this 2 meeting. It was a public hearing. I'm going to now 3 officially close the public hearing. 4 Madam Secretary, is there anything on your end 5 that we need to announce? 6 CLERK LANGSTON: Chair, there's nothing on my 7 end that I need to announce, but I have been taking down 8 the last four digits of everybody's phone number that has 9 spoken or has attempted to speak, and I would like to just 10 give myself one second to check the numbers that are in 11 the queue to make sure that they have not spoken just to 12 give everybody the opportunity so that we don't have 13 somebody say that they tried to speak and were rejected so 14 if you can just give me two seconds -- 15 CHAIR NAJARIAN: Please review. 16 CLERK LANGSTON: -- real quick. 17 CHAIR NAJARIAN: Please go ahead and do that. 18 Yes, we will pause and you do your thing. 19 CLERK LANGSTON: Great. Thank you. 20 CLERK LANGSTON: Okay, Chair. We do have a 21 couple that have not spoken. We would like to call them 22 now. 23 CHAIR NAJARIAN: Okay. I'm going to reopen the 24 hearing then, and let's hear from the public. 25 CLERK LANGSTON: Thank you, Chair.</p> <p style="text-align: right;">Page 77</p>

<p>1 MODERATOR: Caller ending in 9193, please go 2 ahead.</p> <p>3 PUBLIC SPEAKER: Oh, hello. Good evening, Board 4 of Directors. My name is (Inaudible). I live in 5 La Mirada.</p> <p>6 I ride the Metro from the Norwalk station about 7 a couple of times a week. I'm probably the only person 8 tonight who actually supports, you know, this proposal 9 because I do -- you know, I want to recognize the 10 benefits of this is -- it is a good alternative compared 11 with the monthly pass which a lot of Metro riders just 12 simply don't have the money to buy a monthly pass at the 13 beginning of this month. I do want to give credit for 14 this proposal.</p> <p>15 I just have two comments. I think first -- 16 and I feel like you guys might reconsider the transfer 17 because I think it does hurt people who only ride the 18 Metro, like, two to three times a week. I'm wondering 19 whether you guys can share more about what's your 20 understanding about the barriers, you know, so many 21 people are not using TAP card and --</p> <p>22 MODERATOR: Caller ending in 5586, please go 23 ahead.</p> <p>24 PUBLIC SPEAKER: Hi. Thank you. I just wanted 25 to reiterate that the majority of Metro's funding comes</p> <p style="text-align: right;">Page 78</p>	<p>1 reducing traffic, and yet we're still having meetings 2 about Metro as a business instead of Metro as a service.</p> <p>3 Please consider the people that use Metro who need this 4 service to survive and who are being punished for the 5 crime of being poor. I really don't understand how this 6 is not wildly out of line with the priorities this 7 community and this board claims to have. Metro should be 8 free. Metro should always be free. Thank you.</p> <p>9 MODERATOR: Caller ending in 8555, that's 8555, 10 please go ahead.</p> <p>11 PUBLIC SPEAKER: Hi. My name is Yadirah, and 12 I'm a member of ACT-LA.</p> <p>13 We want to urge you to reject the fare hike and 14 fare restructuring proposal. Transit is Metro's -- Metro 15 riders' second highest living expense behind rent, and 16 staff's current proposal raises fares, especially for 17 seniors, eliminates free transfers, and harms cash-paying 18 riders.</p> <p>19 Considering also parents who have to deal with 20 also paying for their youth, their kids, and, like, their 21 rides, it also adds more complexity to the system rather 22 than simplicity. It is an inequitable solution that 23 would further harm the most vulnerable in our community.</p> <p>24 The majority, 70 percent, of Metro's funding 25 comes from local sales tax, and LA County residents,</p> <p style="text-align: right;">Page 80</p>
<p>1 from local sales taxes and there's literally little to no 2 reason why we need to have fares at all and also 3 reiterate that we are still in a pandemic and people are 4 getting evicted and we're navigating a completely 5 different economic climate than we were two, three years 6 ago.</p> <p>7 Metro should be universally and permanently fare 8 less for everyone, and I urge you to end the fare change 9 proposal. Thank you.</p> <p>10 MODERATOR: Caller ending in 0508, please go 11 ahead.</p> <p>12 PUBLIC SPEAKER: Can you hear me? 13 SECRETARY GOINS: Yes. 14 CHAIR NAJARIAN: Yes, we can.</p> <p>15 PUBLIC SPEAKER: Thank you. Metro, as others 16 have said, should be permanently free, and I believe this 17 because Metro should be a service, not a business. With 18 just around 6 percent of the city's -- the revenue 19 actually coming from Metro fares and the average median 20 income of the user of Metro being \$19,000 a year, this is 21 just -- it's a cost for the people who are preventing us 22 from having more traffic.</p> <p>23 And I don't understand because every time this 24 board meets, we hear about climate justice. We hear 25 about reducing our carbon footprint. We hear about</p> <p style="text-align: right;">Page 79</p>	<p>1 including myself, have already paid for public transit. 2 Instead of adding to transit riders' already burdensome 3 cost of living and maintaining expenses in a fare 4 collection enforcement system, Metro should be 5 universally and permanently fare less for everyone. 6 I urge you to --</p> <p>7 MODERATOR: Caller ending in 0568, please go 8 ahead.</p> <p>9 PUBLIC SPEAKER: Hi. My name is Jennifer. I am 10 a resident of the San Fernando Valley.</p> <p>11 I used to go Los Angeles Pierce College and now 12 attend Cal State North Ridge. I currently use a Metro U 13 pass, but it does not cover the whole year. Therefore, 14 when it is not active, I am on my own. When I'm on my 15 own, I don't have the funding for the buses that I need 16 or enough of fare for the buses. So this is also 17 detrimental to college students -- additionally to the 18 senior citizens, like my parents who also rely on the 19 cash fare on the buses to get to work and other necessary 20 activities and stuff -- for shopping. Thank you.</p> <p>21 MODERATOR: Caller ending in 7982, please go 22 ahead.</p> <p>23 PUBLIC SPEAKER: Hi. Good evening. I'm 24 completely against the fare hike. Particularly, removing 25 the fare transfers makes riding the Metro more expensive.</p> <p style="text-align: right;">Page 81</p>

<p>1 I take the Metro every day to work, and I take the Gold 2 and Expo Lines. Making things more expensive will 3 discourage people from taking public transportation, 4 especially when it's so dirty and unsafe. You need to 5 improve the transfer times between the lines to make 6 riding the Metro more efficient, and it will discourage 7 people from riding their cars.</p> <p>8 Also, please reschedule the meeting to allow 9 people to voice their opinion. This is a horrible idea. 10 Please think of the people who actually ride the train 11 every day. Thank you.</p> <p>12 MODERATOR: Caller ending in 5080, please go 13 ahead.</p> <p>14 PUBLIC SPEAKER: Hi. My name's Tim (Inaudible). 15 I'm a San Pedro resident, and I'm calling to advocate for 16 fare less transit.</p> <p>17 And I really agree with the caller that said the 18 Metro really should consider itself a service more than a 19 business. And I think LA could really be a leader in a 20 sense with implementing universal fare less transit, and 21 I just think it's kind of ridiculous to increase fares 22 when service and wait times are already so inconsistent. 23 And anyway -- thank you.</p> <p>24 MODERATOR: Caller ending in 2 -- caller ending 25 in 2796, please go ahead.</p> <p style="text-align: right;">Page 82</p>	<p>1 inequitable because who knows what a consumer price index 2 is. And you're using words like that to describe this to 3 the general public, so I find that to be extremely 4 disappointing.</p> <p>5 Mobility that is safe, sustainable, accessible, 6 and reliable is a human right, and I urge you to pivot to 7 using the resources that were so grossly displayed 8 tonight to create universal fare less transit. Thank 9 you.</p> <p>10 MODERATOR: Caller ending in 8781, please go 11 ahead.</p> <p>12 PUBLIC SPEAKER: I want to know if the EZ pass 13 is part of the proposal. And then the unlimited rides 14 with the EZ pass works better for me instead of stored 15 value pay per ride.</p> <p>16 CHAIR NAJARIAN: So we can't answer that 17 question directly, but if you leave your number with 18 staff, someone can answer that for you.</p> <p>19 PUBLIC SPEAKER: Okay.</p> <p>20 MODERATOR: We will now go to the two questions 21 on the Spanish interpretation line. 22 Caller ending in 4172, please go ahead.</p> <p>23 SPANISH TRANSLATOR: Yeah, my name is 24 Magda Fernandez, and I do not agree that there would be 25 an increase on our fare and -- because if you increase</p> <p style="text-align: right;">Page 84</p>
<p>1 PUBLIC SPEAKER: Hello. Good evening everyone. 2 I live in south Los Angeles. I'm calling to urge the 3 board members to reject the fare increase and to not take 4 away the 30 monthly day passes because I am in the LIFE 5 program, and I pay \$26, but if you guys take it away, I'm 6 going to pay \$100. And I'm the only one that works in my 7 household.</p> <p>8 And also, I have a testimony. I was in the bus. 9 The operator told a lady with a 4-year old kid to get out 10 of the bus because she couldn't pay the fare. It was sad 11 to see that the lady had to walk from Berlin all the way 12 to Western. It broke my heart. And please reflect on 13 your choices. Thank you.</p> <p>14 MODERATOR: Caller ending in 0527, please go 15 ahead.</p> <p>16 PUBLIC SPEAKER: Hi there. My name is Kimberly, 17 and I'm a grad student at UCLA, and I also happen to be a 18 761 pass rider.</p> <p>19 During your presentation tonight you said the 20 word "equitable" and then followed it shortly after with 21 the words "market rate." There's nothing equitable about 22 consumer price indices, and as a grad student, I didn't 23 know what that was until about two weeks ago, which, to 24 me, indicates that your program and this whole fare 25 less -- or, fare hike initiative is incredibly</p> <p style="text-align: right;">Page 83</p>	<p>1 the fares, the most affected group would be the students 2 because they would not be able to attend school because 3 they would not be able to afford the fare to go on Metro. 4 It would be better if the bus, the Metro, and 5 transportation in general would be free. Thank you. 6 It would afford more opportunities to the general public, 7 and it would allow us to recover from this pandemic. 8 Thank you so much.</p> <p>9 SECRETARY GOINS: Next Spanish speaker, 88 -- 10 MODERATOR: Caller ending -- 11 SECRETARY GOINS: Go ahead. 12 MODERATOR: 887, please go ahead. 13 SPANISH TRANSLATOR: Yes. Good evening. 14 Can you hear me? 15 CHAIR NAJARIAN: Yes, we can. 16 SPANISH TRANSLATOR: Yes. My name is Rolando, 17 and I live in south -- in the south. And I am a member 18 of SAJE. I am in disagreement with the fare changes that 19 Metro would like to enforce on the transportation. I do 20 not agree on any increases on passes for buses and for 21 individuals, seniors in particular, and students and 22 people of lower income. People disabled like myself. 23 I am not (audio distortion). I believe that (audio 24 distortion). I believe public transportation should also 25 be free because public transit, it's already being (audio</p> <p style="text-align: right;">Page 85</p>

1 distortion) taxes. I would like to request --
 2 MODERATOR: There are no more questions on
 3 either the Spanish interpretation line or the English
 4 line.
 5 CHAIR NAJARIAN: Okay. Thank you. And I'm
 6 informed there are no more callers on English or Spanish
 7 speaking lines. Therefore, the agenda suggests that I
 8 entertain a motion to close the public hearing.
 9 Would any one of my directors like to do so?
 10 DIRECTOR DUPONT-WALKER: I move to close the
 11 public hearing. Dupont-Walker.
 12 DIRECTOR BARGER: I second it.
 13 CHAIR NAJARIAN: Thank you Supervisor Barger.
 14 With no objections, that will be the action of the board.
 15 If that's okay.
 16 Mr. Safer, we don't need a roll call on that, do
 17 we?
 18 SECRETARY GOINS: No.
 19 (Simultaneous speakers.)
 20 CHAIR NAJARIAN: Okay. And therefore, if
 21 someone will make a motion to adjourn, we will adjourn.
 22 TIM SANDOVAL: I move to adjourn.
 23 DIRECTOR BUTTS: I move to adjourn.
 24 CHAIR NAJARIAN: Thank you Butts and Sandoval.
 25 Thank you, directors, for listening to the

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1 public this evening, and this will be an item that the
 2 board will take up shortly. We are adjourned. Thank
 3 you.
 4 (Whereupon, the public hearing was adjourned at
 5 7:29 p.m.)
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1 STATE OF CALIFORNIA)
 2 COUNTY OF LOS ANGELES)
 3
 4 I, Michele L. Wagner, hearing reporter
 5 in the matter of the Los Angeles County Metropolitan Fare
 6 Capping and Fare Changes Public Hearing, do hereby
 7 certify that the foregoing proceedings were taken before
 8 me via videoconference at the time herein set forth; that
 9 a verbatim record of the proceedings was made by me using
 10 machine shorthand, which was thereafter transcribed under
 11 my direction; and that the foregoing is a true and
 12 accurate transcription thereof.
 13 I further certify that I am neither financially
 14 interested in the action nor a relative or employee of
 15 any attorney of any of the parties.
 16
 17 In witness whereof, I have hereunto subscribed
 18 my name.
 19
 20 Dated: November 14, 2022
 21 Michele L. Wagner
 22 Michele L. Wagner
 23 Hearing Reporter
 24 Dismantling of transcript will void Reporter's
 25 certificate.

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RESULTS OF NOVEMBER 14, 2022, PUBLIC HEARING FOR FARE CAPPING AND FARE CHANGES

PUBLIC COMMENT

Out of an estimated customer base of over 870k daily transit riders, over 732 comments were received on the fare proposal.

Public Hearing

On Monday, November 14, 2022, a public hearing on fare capping and fare changes was held with a quorum of the Metro Board of Directors. The virtual public hearing had 102 people in attendance, where 77 people offered testimony, including 6 Spanish speakers.

In addition to the verbal testimony at the Public Hearing, 630 emails and other written comments were submitted into the public record on this subject. Collectively, 707 responses on the fare proposals were received by the close of the public record through midnight, November 14, 2022.

Below is a summary of the written and oral comments relevant to the fare capping and fare change recommendations.

Implementation of Fare Capping

Of the 236 comments received on this topic, 48 comments favored the recommendation to implement Fare Capping. 188 comments raised concerns with this recommendation. With consideration to the written and oral comments received on this topic, staff supports the original recommendation to implement fare capping as it remains the most equitable method of fare collection. A summary of comments and staff responses are highlighted below:

Summary of Comments

Comments	Staff Responses
<ul style="list-style-type: none"> • Agree with fare capping for the flexibility, simplicity, and proven success in multiple cities across the US. • Enjoy the idea of a pay as you go model 	<ul style="list-style-type: none"> • Fare capping ensures equity by ensuring all customers only pay for rides taken and never overpay. Fare capping also removes the requirement to pay upfront for the cost of a pass, while still earning free rides after the daily and weekly dollar cap has been met.
<ul style="list-style-type: none"> • Infrequent riders and commuters may not benefit from the daily and weekly cap, making their fare cost increase. 	<ul style="list-style-type: none"> • The fare capping model ensures that the more customers ride, the more they will save on costs. • This model will incentivize ridership through the ability to earn free rides once a daily and weekly dollar cap is met.
<ul style="list-style-type: none"> • Lower daily and weekly cap for all • Lower daily and weekly cap for senior/disabled only 	<ul style="list-style-type: none"> • The proposed fare structure offers a permanent reduction in cost for both the daily and weekly caps. • In order to move towards a simple and equitable fare structure, staff proposed one discount price for all reduced fare categories, including senior and disabled riders.
<ul style="list-style-type: none"> • Potential financial impact on customers 	<ul style="list-style-type: none"> • The Reduced Fares and LIFE programs offer discounted fares to eligible customers. • Additionally, free TAP cards can be obtained through the Reduced Fare program as well as digital TAP cards through the TAP mobile app and Apple Wallet.
<ul style="list-style-type: none"> • Loading Stored Value is less convenient than loading a pass, requires pre-planning. 	<ul style="list-style-type: none"> • In lieu of loading a pass, Metro customers can load TAP cards with the amount of Stored Value that aligns with the daily and weekly dollar cap. Or customers can load Stored Value throughout the day or week to avoid paying upfront costs.

	<ul style="list-style-type: none"> • If preferred, riders can load the value of 4 weeks, similar to loading a pass. Fare capping eliminates the requirement of customers having to load all costs upfront in order to benefit from unlimited rides. • Customers may utilize the fare calculator on metro.net/simple fares for assistance with determining the correct amount of Stored Value to load.
<ul style="list-style-type: none"> • Add a monthly cap 	<ul style="list-style-type: none"> • Customers will earn toward the fare cap each week, so a monthly cap is not necessary, further simplifying the fare structure. • 4 weekly caps will amount to a month

Removal of Passes and Internal Transfers

Of the 180 comments received on this topic, 0 comments favored the removal of passes and internal transfers. 180 comments raised concerns with this recommendation. With consideration to the written and oral comments received on this item, staff recommends keeping internal transfers. A summary of comments and staff responses are highlighted below:

Summary of Comments

Comments	Staff Responses
<ul style="list-style-type: none"> • Travel costs will increase for infrequent riders and commuters that rely on internal transfers • Small trips that include transfers but don't reach the daily cap become more expensive. • Internal transfers create a seamless, streamlined service. • Potential financial impact of Low-Income and Reduced fare riders. • LIFE customers will run through their rides quicker without internal transfers. 	<ul style="list-style-type: none"> • Given the overwhelming response against the removal of internal transfers, staff has amended the fare proposal to include internal transfers.
<ul style="list-style-type: none"> • Senior/Disabled prefer passes, specifically the 30-day pass 	<ul style="list-style-type: none"> • Senior/Disabled riders will earn toward the fare cap each week, so a monthly cap is not necessary, further simplifying the fare structure.

Proposed Permanent Pricing

Of the 407 comments received on this topic, 5 comments favored the proposed permanent pricing. 402 comments raised concerns with this recommendation. A summary of comments and staff responses are highlighted below:

Summary of comments

Comments	Staff Responses
<ul style="list-style-type: none"> • Concerns of inequity across various groups 	<ul style="list-style-type: none"> • Fare capping corrects inequity by ensuring all customers only pay for rides taken and never overpay. Fare capping also removes the requirement to pay upfront for the cost of a pass, while still earning free rides after the daily and weekly dollar cap has been met. • The proposed fare changes offer one discount price for all reduced fare categories related to age, disability and student status. • The changes to LIFE program and the increased benefits, restores equity, providing more free rides and discounts to those that need it the most, low-income riders. • Recommendations also include the removal of upcharges for the Metro J (Silver) line and Express Bus, creating one flat fare regardless of service level.
<ul style="list-style-type: none"> • Financial Impact on: <ul style="list-style-type: none"> ○ Low-income riders ○ Senior/Disabled ○ LIFE Riders ○ Infrequent/ Casual Riders 	<ul style="list-style-type: none"> • Low Income/LIFE riders-Low Income riders who qualify for the LIFE program will receive 20-Free rides in addition to 2 hours of free transfers for each paid ride. • Senior/Disabled riders- LIFE and Access programs are available for Senior/Disabled customers who qualify • Infrequent/Casual riders- The fare capping model ensures that the more customers ride, the more they will

ATTACHMENT A

	<p>save on costs. This model will incentivize ridership through the ability to earn free rides one a daily and weekly dollar cap is met.</p>
<ul style="list-style-type: none"> • Lower base fare or keep current pricing 	<ul style="list-style-type: none"> • Given the overwhelming response against the increase in fares, staff has amended to maintain the base fare and include internal transfers.
<ul style="list-style-type: none"> • Current post-pandemic economic climate • High increase after relief pricing, 50% off. 	<ul style="list-style-type: none"> • Discount fare programs are being offered and promoted to accommodate the needs of low income riders • Staff has requested that the 50% off promotional pricing be extended until fare capping and fare changes are implemented. Permanent pricing in this fare proposal is more simple and equitable compared to fares pre pandemic. • The proposed pricing introduces a pay as you go system, with no upfront payment for a pass and no need to determine what pass you need ahead of time. Riders will always get the best fare.

LIFE Program Enhancements

Of the 108 comments received on this topic, 2 comments favored the LIFE program enhancements. 106 comments raised concerns with this recommendation. A summary of comments and staff responses are highlighted below:

Summary of comments

Comments	Staff Responses
<ul style="list-style-type: none"> Like the addition of 10 additional rides 	<ul style="list-style-type: none"> Based on TAP usage data, most LIFE riders will pay less with the implementation of fare capping With the inclusion of internal transfers, the additional 10 trips are not needed.
<ul style="list-style-type: none"> LIFE customers will run through their rides quicker without internal transfers. Requests more rides to compensate for loss of internal transfers 	<ul style="list-style-type: none"> Given the overwhelming response against the removal of internal transfers, staff has amended the fare proposal to include internal transfers.

Reduced Fares: Create One Discount Level for All Reduced Fares

Of the 2 comments received on this topic, 0 comments favored creating one discount level for all reduced fares. 2 comments raised concerns with this recommendation. A summary of comments and staff responses are highlighted below:

Summary of comments

Comments	Staff Responses
<ul style="list-style-type: none"> LIFE should have additional discounts after rides are used 	<ul style="list-style-type: none"> For LIFE customers who are also participants in the Reduced Fare program, once the 20 free rides are used, daily and weekly fare capping will be offered.

Senior/Disabled Riders: Create One Fare for All Times of Day

ATTACHMENT A

Of the 5 comments received on this topic, 0 comments favored the creation of one fare for all times of day for senior/disabled riders. 5 comments raised concerns with this recommendation. A summary of comments and staff responses are highlighted below:

Summary of comments

Comments	Staff Responses
<ul style="list-style-type: none"> • \$1 is a large increase from current pricing 	<ul style="list-style-type: none"> • Given the overwhelming response against the increase in fares, staff has amended to maintain the base fare and include internal transfers. • Metro will continue to offer Senior/Disabled fares at 50% off full fares and create simple fare structure to understand. • Riders will no longer have to be aware of their travel times in order to pay the correct fare. • Recommendation also reduces conflicts with operators • To improve fare equity, the proposal focuses on providing discounts based on need. With the benefits offered through LIFE, low-income Senior riders will be able to receive 20 free trips a month.
<ul style="list-style-type: none"> • Financial impact on the senior/disabled community 	<ul style="list-style-type: none"> • Senior/Disabled riders- LIFE and Access programs are available for Senior/Disabled customers who qualify

Lower Fares for Metro J Line (Silver) and Express Bus

Of the 3 comments received on this topic, 3 comments favored lower fares for Metro J Line (Silver) and Express Bus. 0 comments raised concerns with this recommendation. A summary of comments and staff responses are highlighted below:

Summary of comments

Comments	Staff Responses
<ul style="list-style-type: none"> • Agree that this is an improvement. 	<ul style="list-style-type: none"> • The elimination of upcharges on the Metro J (Silver) line and the Express Bus will ensure a more simple and equitable fare structure across all Metro service level.

Increase the Life of the TAP Card; Continue Free Cards for Reduced Fares, TAP app and Apple Wallet

1 comment received on this topic, 0 comments favored the increased life of the TAP card and continuation of free cards for Reduced Fares, TAP app, and Apple Wallet. 1 comment raised concerns with this recommendation. A summary of comments and staff responses are highlighted below:

Summary of comments

Comments	Staff Responses
<ul style="list-style-type: none"> • TAP cards without an expiration would be ideal. 	<ul style="list-style-type: none"> • The life of TAP card increases to 15 years, while the free TAP mobile app incentivizes the shift to mobile cards, resulting in overall reduction of plastic waste

Reject proposal and offer free fares

308 comments received on this topic that called for rejecting proposal and to offer free fares. 249 comments were replicated and stated that Metro should move toward a fareless system. 1 comment stated that Metro should move toward free fares but until that point they agree with fare capping. A summary of comments and staff responses are highlighted below:

Summary of comments

Comments	Staff Responses
<ul style="list-style-type: none"> • What happened to Metro exploring free fares? • Metro should move toward free fares • Objections to fare changes due to the economic aftershocks of the pandemic, including but not limited to the housing crisis and the rising cost of living, and the reasoning that Metro makes 70% of revenue from taxes already. • Metro should be made permanently fareless. • Reject the proposal 	<ul style="list-style-type: none"> • Metro has sought funding to support a fareless system at both the state and federal levels over the last 18 months and have not been successful. • About 25.5% of local sales taxes are dedicated for Metro Transit Operations which funds half of the transit operations budget. • The proposal responds directly to the Board’s direction to permanently reduce the price of full fare passes.

ATTACHMENT B

PROPOSED FARE RESTRUCTURING Fare Capping & Fare Policy Changes

Staff requests Board approval of the following changes to Metro's fare structure and fare policy.

IMPLEMENTATION OF FARE CAPPING

- Discontinue sales of prepaid Day Passes, 7-Day Passes, and 30-Day Passes
- Establish daily and weekly dollar caps for fares paid with TAP stored value: all rides will be free for the rest of the day or week once the dollar cap has been paid
 - Daily dollar caps will be set at 2 to 3 times the base fare
 - Weekly dollar caps will be set at 8 to 12 times the base fare

REMOVAL OF UPCHARGE ON SILVER AND EXPRESS

- Remove the upcharge for Silver Line and Express Bus service
 - Base fare will be the same regardless of the bus or rail line

AUTOMATIC FARE INFLATOR

- Recalculate the base fare every 4 years based on inflation (Consumer Price Index), rounded to the nearest \$0.25.
- Fare changes will be re-evaluated during the budget process, with public hearing or notification to be conducted during Metro's budget process to inform the public about the proposed Automatic Fare Inflator.

EXTEND LIFE OF TAP CARD

- Increase the expiration date on new TAP cards from 10 years to 15 years
- Offer the TAP mobile app free of charge

ATTACHMENT B

PROPOSED PRICING

COLOR KEY
PRICE INCREASE
PRICE DECREASE
NO CHANGE

Rider Category & Fare Product	Adopted Pricing	Proposed Pricing
Regular Fare		
Base Fare (including 2-hour, 1-directional transfers)	\$1.75	\$1.75
Day Pass / Daily Cap	\$7.00	\$5.00
7-Day Pass / Weekly Cap	\$25.00	\$18.00
30-Day Pass	\$100.00	Not Offered - Transition to Fare Capping
Senior/Disabled		
Base Fare - Peak (including 2-hour, 1-directional transfers)	\$0.75	\$0.75
Base Fare - Off-Peak (including 2-hour, 1-directional transfers)	\$0.35	\$0.75
Day Pass / Daily Cap	\$2.50	\$2.50
7-Day Pass / Weekly Cap	\$5.00*	\$6.00
30-Day Pass	\$20.00	Not Offered - Transition to Fare Capping
K-12 Student		
Base Fare (including 2-hour, 1-directional transfers)	\$1.00	\$1.00
Day Pass / Daily Cap	\$7.00	\$2.50
7-Day Pass / Weekly Cap	\$6.00*	\$6.00
30-Day Pass	\$24.00	Not Offered - Transition to Fare Capping
College/Vocational Student		
Base Fare (including 2-hour, 1-directional transfers)	\$1.75	\$1.00
Day Pass / Daily Cap	\$7.00	\$2.50
7-Day Pass / Weekly Cap	\$10.75*	\$6.00
College/Vocational 30-Day Pass	\$43.00	Not Offered - Transition to Fare Capping

*Current adopted fare structure does not include weekly passes for S/D, K-12, or C/V. For comparison purposes, "Adopted Pricing" for these products is shown as the weekly equivalent of the 30-Day Pass price.

**Title VI Proposed Fare Restructuring
Fare Equity Analysis**

**Los Angeles County Metropolitan Transportation Authority
Recipient ID 5566
December 2022**

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1.INTRODUCTION

Title VI of the Civil Rights Act of 1964 is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

Federal Transit Administration (FTA) is responsible for ensuring that recipients of Federal funds follow Federal statutory and administrative requirements. In 2012, FTA issued Circular 4702.1B, which provides recipients of FTA financial assistance with guidance and instructions necessary to carry out the United States Department of Transportation Title VI requirements. As a recipient of federal funds, LA Metro is required to evaluate service and fare changes under Chapter IV of the Title VI Circular.

2. REGULATORY SETTING

2.1 FTA Circular 4702.1B Chapter IV

Title 49 CFR Section 21.5 (b)(2) specifies that a recipient shall not “utilize criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program with respect to individuals of a particular race, color, or national origin.” Section 21.5 (b)(2) requires recipients to “take affirmative action to assure that no person is excluded from participation in or denied the benefits of the program or activity on the grounds of race, color, or national origin.”

Transit providers that operate 50 or more fixed route vehicles in peak service and are located in an urbanized area (UZA) of 200,000 or more in population, are required to meet all requirements of Chapter IV of the Circular (i.e., setting service standards and policies, collecting and reporting data, monitoring transit service, and evaluating fare and service changes).

2.2 Metro Title VI Program Update

Metro’s Board approved Title VI Program Update in compliance with Title 49 CFR Section 21.9 (b) and with the FTA Circular 4702.1B “Title VI Requirements and Guidelines for Federal Transit Administration Recipients,” issued in October 2012. The purpose of the Title VI Program Update is to document the steps Metro has taken and will take to ensure Metro provides services without excluding or discriminating against individuals on the basis of race, color, and national origin.

The Title VI Program Update provides an outline of Metro’s Title VI policies including what constitutes a major service change, the disparate impact, and disproportionate burden policy. The Title VI Program Update also includes the general requirements for

Title VI and the requirements for fixed route transit providers. The latest Title VI Program Update was approved by the Board in September 2022 and submitted to FTA by the due date of October 1, 2022, as outlined in the Title VI Program Update.¹

2.4 Definitions

The following terms are used in this document:

Disparate Impact: Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color or national origin and the policy lacks a substantial legitimate justification, including one or more alternatives that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color or national origin. This policy defines the threshold Metro will utilize when analyzing the impacts to minority populations and/or minority riders. For fare changes, a disparate impact will be deemed to have occurred if the absolute difference between the percentage of minority adversely affected and the overall percentage of minorities is at least five percent (5%) per Metro's Board approved Disparate Impact Policy.

Disproportionate Burden: Disproportionate burden refers to a neutral policy or practice that disproportionately affects low-income populations and/or low-income riders more than non-low-income populations and/or riders. A finding of disproportionate burden for major service and fare changes requires Metro to evaluate alternatives and mitigate burdens where practicable. For fare changes, a disproportionate burden will be deemed to exist if an absolute difference between the percentage of low-income adversely affected by the service change and the overall percentage of low-income persons is at least five percent (5%) per Metro's Board approved Disproportionate Burden Policy.

Low Income: Metro defines low-income riders or populations as anyone making below \$59,550 which represents the median income of a four-person household in Los Angeles County.²

3. METHODOLOGY APPROACH

Metro serves as transportation planner and coordinator, designer, builder and operator for one of the country's largest, most populous counties. More than 10.1 million people live and work within the 1,433-square-mile service area.³ Collectively, Metro operates multiple rail and bus lines which consists of over 50 rail vehicles in a UZA over 200,000 in population. Metro operates its service without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964, as amended.

¹ Los Angeles County Metropolitan Transportation Authority, Title VI Program Update, October 2022

² Los Angeles County Metropolitan Transportation Authority, Title VI Program Update, October 2022

³ Los Angeles County Metropolitan Transportation Authority, Title VI Program Update, October 2022

As Metro serves the core of Los Angeles County’s population, and this analysis focuses on the population falling within the borders of Los Angeles County. County data was used to evaluate Metro’s Service Area for this evaluation. Ridership data was compiled using 2022 Customer Survey race/ethnicity and income demographic data.

For the purpose of this analyses the following demographics were used as the service area minority and low income population shares (Table 3-1):

Table 3-1 Metro Service Area Demographic Breakdown

Metro Service Area				
Total Population	Minority Population	Percent Minority	Low-Income Population	Percent Low-Income
10,105,722	7,428,740	73.5%	2,122,201	20.9%

4. PROPOSED FARE RESTRUCTURING

Overview

Metro staff is proposing a revised fare structure. Because the revised fare structure includes changes in fare pricing, a fare change impact analysis is required. The purpose of this analysis is to determine if the fare changes will create disparate impacts for minority passengers or a disproportionate burden on low income passengers.

Implementation of Fare Capping

The proposed fare restructuring includes implementation of fare capping—an equitable, pay-as-you-go fare payment model that ensures customers only pay for the rides they take and never overpay. Customers would no longer have to pay for the upfront cost of a pass. Instead, they would load stored value onto a TAP card and pay per ride. With each paid ride in a day and week, customers will ride toward a daily and weekly dollar cap, after which they can ride free for the rest of that time period.

With fare capping, the Metro 1-Day, 7-Day, and 30-Day passes are no longer necessary and will not be offered. This will relieve riders of the financial burden of prepaying for a pass while still offering access to earning unlimited free rides.

Public Outreach Summary:

Metro conducted public outreach as listed below, as well as communication with Limited English Proficient (LEP) communities:

- Public Notice Released: 10/12/22
- Virtual Public Hearing: 11/14/22 at 5pm

Marketing campaign to inform Metro Riders of the upcoming Public Hearing on proposed fare capping and fare changes:

- Take one
- Fare capping web ad under rider news
- The Source Post
- Landing Page on Metro.net with fare capping information and FAQ
- Newspaper ads promoting the Public Hearing
- Social media graphics
- Internal factsheet/FAQ
- Email to TAP users, stakeholders, LIFE, Metro email list
- Bus and rail cards
- Internal daily brief email to Metro employees
- Union Station east portal ticker
- Email address for public hearing
- E-blast for public hearing
- LED Banner Message on TVMs

Scheduled Meetings with Service Councils, Advocacy Groups, and other Advisory Groups

- October 10 5pm San Gabriel Valley Service Council
- October 11 10am LIFE Program Administrators Briefing
- October 12 6pm Westside Central Service Council
- October 13 1:30pm TAP Operating Group
- October 13 2pm Gateway Cities Service Council
- October 18 6pm Budget Telephone Town Hall
- October 19 10am General Managers
- October 20 9:30am Streets & Freeway Subcommittee
- October 21 9:30am South Bay Service Council
- November 2 6:30pm San Fernando Valley Service Council
- November 2 9:30am Technical Advisory Committee (TAC)
- November 9 10:45am On the Move Riders Program
- November 9 1:30pm Local Transit Systems Subcommittee (LTSS)
- November 10 10:30am Accessibility Advisory Council (AAC)
- November 10 1:00pm Slate-Z (Advocacy Group)
- November 14 5pm Public Hearing
- November 15 9:30am Bus Operations Subcommittee (BOS)

Notice of Proposed Fare Change has been published in these LA County periodicals, to include the Limited English Proficient (LEP) communities, after October 14:

- Los Angeles Daily News
- Pasadena Star News
- L.A. Watts Times
- La Opinion
- Chinese Daily/World
- Rafu Shimpo (Japanese)
- Korea Times
- Asbarez Armenian Daily News
- Asian Journal Pub, Inc. (Tagalog)
- Panorama (Russian)

Metro's Board Approved Title VI Policies:

- A disparate impact will be deemed to have occurred if the absolute difference between the percentage of minorities adversely affected and the overall percentage of minorities is at least 5%
- A disproportionate burden will be deemed to exist if an absolute difference between the percentage of low-income adversely affected and the overall percentage of low-income is at least 5%

Analysis and Results

Disparate Impact Analysis

Impacts of proposed fare changes to minority populations were analyzed by determining the percentage share of minority usage for each fare product with a proposed pricing change. In accordance with Metro's disparate impact policy described above, this percentage was compared to the overall/systemwide minority ridership as shown in the following table.

Rider Category & Fare Product	Adopted Pricing	Proposed Pricing	Price Increase/ (Decrease)	ANALYSIS OF MINORITY SHARE	
				% Minority	Difference from Overall Minority Share (88.7%)
Proposed Fare Products Decreasing in Cost					
Silver and Express - All Riders					
Zone Upcharge	\$0.75 per trip \$22 monthly	\$0.00	Eliminate Upcharge	90.7%	2.0%
Regular Fare					
Day Pass / Daily Cap	\$7.00	\$5.00	(\$2.00)	90.3%	1.6%
7-Day Pass / Weekly Cap	\$25.00	\$18.00	(\$7.00)	91.8%	3.1%
K-12 Student					
Day Pass / Daily Cap	\$7.00	\$2.50	(\$4.50)	90.3%	1.6%
College/Vocational Student					
Base Fare	\$1.75	\$1.00	(\$0.75)	94.3%	5.6%
Day Pass / Daily Cap	\$7.00	\$2.50	(\$4.50)	90.3%	1.6%
7-Day Pass / Weekly Cap	\$10.75*	\$6.00	(\$4.75)	93.4%	4.7%
Proposed Fare Products Increasing in Cost					
Senior/Disabled					
Base Fare - Off-Peak	\$0.35	\$0.75	\$0.40	78.2%	-10.5%
7-Day Pass / Weekly Cap	\$5.00*	\$6.00	\$1.00	84.6%	-4.1%

*Current adopted fare structure does not include weekly passes for S/D, K-12, or C/V. For comparison purposes, "Adopted Pricing" for these products is shown as the weekly equivalent of the 30-Day Pass price.

The difference between minorities affected exceeds the 5% threshold for two fare products; those differences are bolded in the last column in the table above and analyzed further in the text below:

- **College/Vocational Student Base Fare** – This group is slightly above the 5% threshold. However, the proposed pricing represents a decrease in cost of \$0.75. *Therefore, there is no disparate impact to minority riders in this category because there is no adverse effect to minorities from the proposed changes.*
- **Senior/Disabled Off-Peak Base Fare** – This group is also above the 5% threshold. However, this category is 10.5% **less** minority than overall ridership, meaning that fewer minorities would be affected by the change in comparison with the share of minorities systemwide. *Therefore, increasing the price does not result in a disparate impact to minority ridership.*

Disproportionate Burden Analysis

Impacts of proposed fare changes to low-income populations were analyzed by determining the percentage share of low-income usage for each fare product with a

proposed pricing change. In accordance with Metro’s disproportionate burden policy described above, this percentage was compared to the overall/systemwide low-income ridership as shown in the following table.

Rider Category & Fare Product	Adopted Pricing	Proposed Pricing	Price Increase/ (Decrease)	ANALYSIS OF LOW INCOME SHARE	
				% Low Income	Difference from Overall Low Income (76.2%)
Proposed Fare Products Decreasing in Cost					
Silver and Express - All Riders					
Zone Upcharge	\$0.75 per trip \$22 monthly	\$0.00	Eliminate Upcharge	58.3%	-17.9%
Regular Fare					
Day Pass / Daily Cap	\$7.00	\$5.00	(\$2.00)	80.6%	4.4%
7-Day Pass / Weekly Cap	\$25.00	\$18.00	(\$7.00)	77.9%	1.7%
K-12 Student					
Day Pass / Daily Cap	\$7.00	\$2.50	(\$4.50)	80.6%	4.4%
College/Vocational Student					
Base Fare	\$1.75	\$1.00	(\$0.75)	86.7%	10.5%
Day Pass / Daily Cap	\$7.00	\$2.50	(\$4.50)	80.6%	4.4%
7-Day Pass / Weekly Cap	\$10.75*	\$6.00	(\$4.75)	79.6%	3.4%
Proposed Fare Products Increasing in Cost					
Senior/Disabled					
Base Fare - Off-Peak	\$0.35	\$0.75	\$0.40	78.8%	2.6%
7-Day Pass / Weekly Cap	\$5.00*	\$6.00	\$1.00	82.6%	6.4%

*Current adopted fare structure does not include weekly passes for S/D, K-12, or C/V. For comparison purposes, "Adopted Pricing" for these products is shown as the weekly equivalent of the 30-Day Pass price.

The difference between low-income riders affected exceeds the 5% threshold for three fare products. Those differences are bolded in the last column in the table above and analyzed further in the text below:

- Zone Upcharge – This category exceeds the 5% threshold, with 17.9% fewer low-income riders riding Silver Line and Express Bus than the systemwide average. Therefore, decreasing the cost to these riders by removing the upcharge represents a benefit to current riders that are less low-income than Metro’s overall ridership. However, *given that decreasing the price of these higher-cost services improves affordability of these services for low-income riders, this is not a disproportionate burden to Metro’s low-income ridership.*
- College/Vocational Student Base Fare – This category exceeds the 5% threshold, with more low-income riders using this product than low-income riders systemwide. However, the proposed pricing represents a decrease in cost of \$0.75. Therefore, *there is no disproportionate burden to these riders since the proposed change represents a fare decrease.*
- Senior/Disabled 7-Day Pass / Weekly Cap – This group is slightly above the 5% threshold, with 6.4% more low-income riders than the systemwide low-income ridership. Therefore, *there is a disproportionate burden for low-income Senior/Disabled riders using the Weekly Cap under fare capping.*

Conclusion

The proposed fare changes do not result in a disparate impact to minority riders. However, it does have disproportionate burden to low-income riders, for the Senior/Disabled Weekly Cap, which exceeds the 5% threshold for disproportionate burden.

Staff recommends Board approval pricing changes with the following proposed mitigation efforts to minimize the disproportionate burden for the Senior/Disabled Weekly Cap:

- Implementation of fare capping – Fare capping removes the need for all riders to prepay for a pass, which is a mitigating factor for affordability.
- Expansion of outreach to low-income Senior/Disabled riders – Metro will expand outreach to low-income Senior/Disabled riders to explain the benefits of fare capping and to increase enrollment in LIFE, Metro's regional low-income fare program. Senior/Disabled riders who enroll in LIFE will receive 20 free trips, decreasing overall transportation costs and further mitigating the impact of the modest proposed price increase from \$5 weekly to \$6 weekly.

CEQA Resolution

RESOLUTION IN ACCORDANCE WITH CEQA FINDING THAT THE PURPOSE OF THE FARE RESTRUCTURING PLAN IS TO PAY OPERATING EXPENSES

WHEREAS, Motion 36 “Emergency Relief” by Directors Garcetti, Solis, Hahn, Kuehl, and Butts instructed staff to initiate promotional pricing at 50% off full-price day passes, 7-day passes, and 30-day passes, and to report back on the status of pass sales and recommendations for permanent reductions to the cost of full-price passes

WHEREAS, Metro will implement fare capping– an equitable, pay-as-you-go fare payment model that ensures customers only pay for the rides they take and never overpay

WHEREAS, Additional revenues from fare capping and fare change will be approximately \$101M, which will be used toward operating costs.

WHEREAS, all Metro fare revenues are credited to the Enterprise Fund, an account which is used solely to pay for bus and rail operating costs, including operating employee wages and fringe benefits, fuel and propulsion power, materials and supplies, contract transportation services, professional services for operations, Public Liability/Property Damage and other insurance related to operations, utilities, taxes and overhead allocated to bus and rail operations; and

WHEREAS, the Enterprise Fund is prepared in accordance with all applicable standards of the Government Accounting Standards Board and supported by reports of all operations-related transactions; and

WHEREAS, internal controls, such as authorization, verification, and monitoring, are in place to ensure that fares are used solely to fund bus and rail operations, and Metro’s financial transactions are audited annually by an independent CPA firm.

NOW, THEREFORE, the Metro Board of Directors finds that any future fare structure adopted on this date will be solely used for the purpose of meeting operating expenses, including employee wage rates and fringe benefits, purchasing or leasing supplies, equipment or materials, meeting financial reserve needs and requirements, and obtaining funds for capital projects, necessary to maintain service within existing service areas.

Adopted this _____ day of _____, 2022.

**Board Report**

File #: 2020-0355, **File Type:** Motion / Motion Response**Agenda Number:** 36.

**EXECUTIVE MANAGEMENT COMMITTEE
MAY 21, 2020****Motion by:****DIRECTORS GARCETTI, SOLIS, HAHN, KUEHL, AND BUTTS****Emergency Relief: Full-Price Passes**

The collapse of the pre-COVID economy has left many families in Los Angeles County on the precipice of financial calamity. As economic distress from the COVID-19 emergency grows, Metro should provide emergency relief for transit-dependent Angelenos.

The economic impact of the COVID-19 emergency upon the residents of L.A. County has been swift and severe. The Los Angeles Economic Development Company (LAEDC) forecasts that the L.A. area will lose 1.7 million jobs and reach an unprecedented unemployment rate of 31.7 percent by May 2020.

LAEDC's forecast includes a nearly 70 percent decline in food service jobs and 60 percent decline in retail/sales jobs. Many of these jobs are held by persons of color, who are being disproportionately impacted by the COVID-19 emergency. Altogether, according to a current UCLA study, there are nearly two-thirds of a million low-income residents in L.A. County at high risk of becoming homeless due to the COVID-19 emergency. The households with these residents are concentrated in the most transit-dependent neighborhoods in the County.

At the same time, Metro continues to carry up to 400,000 boardings each weekday. According to Investing in Place, this is the least decline of any major American city. By Federal Transit Administration data, this would make Metro the 11th-busiest pre-COVID transit agency in the U.S. These 400,000 boardings are predominantly essential workers and Angelenos making essential trips, and are mostly female, persons of color, and low-income Angelenos, many of whom are without other mobility options.

L.A. County jurisdictions are working aggressively to lessen the impact of this economic distress. L.A. County, the City of L.A., and many other jurisdictions are providing eviction moratoriums, tax relief, small business support, and many different types of financial assistance, including food, legal, utility, direct cash, and more. All of these strategies are designed to protect struggling families' economic security.

While the Los Angeles region works to relieve this economic distress, Metro's current fare structure presents financial challenges for families who rely on transit or who can no longer afford to travel by automobile. A 30-day pass, for instance, requires \$100 upfront—a significant sacrifice out of reach for families in need.

Additionally, the high upfront cost of these passes means that Angelenos who rely on Metro do not save money if they ride frequently. With a base fare of \$1.75 and a two-hour free transfer window, a customer who takes two separate trips on Metro each day would have to ride 29 days each month to break even on a \$100 30-day pass.

This negligible incentive also extends to Metro's full-price one-day and seven-day passes, which are priced at \$7 and \$25, respectively. A customer would have to take four trips in one day and 15 trips in one week to break even on the cost of these passes. In effect, customers who ride frequently are unable to realize the financial benefits of these passes.

In fact, Metro's groundbreaking Understanding How Women Travel study included similar detail on how Metro's current fare structure penalizes low-income women:

The high up-front cost of a monthly pass is difficult for low-income women, and the potential cost-savings of the pass are uncertain since one would need to ride nearly every day, twice a day, in order to realize a cost savings over pay-per-ride...Payment for Metro services is a critical interaction that every rider must have with the system. By prioritizing a fare structure, payment options, and enforcement strategies that do not penalize women for their unique travel patterns and responsibilities, Metro can help to relieve some of the disproportionate burden.

Reducing the cost of full-price passes would have only a marginal impact on Metro's fare revenue. In February 2019, the last month before Stay-at-Home and Safer-at-Home orders went into effect, Metro sold only about \$2 million in full-price 30-day, seven-day, and one-day passes.

Furthermore, the ratio of Metro's base fare to 30-day pass cost is far out of step with other American transit agencies. Among 81 transit agencies representing the largest metropolitan areas and cities in the United States and California, 70 (86%) of those agencies price their full-price 30-day pass at no more than 40 times the cost of their base fare. Metro's 30-day pass—at 58 times the cost of the base fare—has the highest break-even point of all of these 81 American agencies.

Ultimately, customers should not have to worry about the decision to purchase a pass in the first place. Metro's TAP system has the capability to cap fares once a customer reaches a certain number of trips in any period. This fare capping system—or "Best Fare"—is already provided by several American transit agencies, including in Portland, Miami, Indianapolis, St. Louis, San Jose, and Houston. Under a Best Fare system, customers' fares are automatically capped once the amount they spend in pay-per-ride reaches the price of an equivalent pass. Implementing Best Fare at Metro will take time.

However, given the serious financial challenges burdening many families in L.A. County because of the COVID-19 emergency, Metro should act with urgency to provide relief for customers who rely on transit and ride frequently. Metro's Recovery Task Force is considering a recommendation to eliminate fares during the off-peak period, which would provide direct financial relief for riders. However, more can be done.

Under Federal Transit Administration Circular 4702.1B, Metro may provide promotional fare products for up to six months without a public hearing.

Reducing the cost of full-price passes would provide economic relief for struggling families as Los Angeles County enters the recovery phase of the COVID-19 emergency.

SUBJECT: EMERGENCY RELIEF: FULL-PRICE PASSES

RECOMMENDATION

APPROVE Motion by Directors Garcetti, Solis, Hahn, Kuehl and Butts directing the CEO to:

- A. Provide relief for current frequent riders by initiating the sale of promotional passes at 50% the cost of full-price passes:
 1. Promotional Day Pass: \$3.50
 2. Promotional 7-Day Pass: \$12.50
 3. Promotional 30-Day Pass: \$50.00;
- B. Provide these promotional passes for not less than six months from the date regular boarding practices resume;
- C. In conjunction with the debut of these promotional passes, suspend the sale of full-price passes;
- D. Prepare a marketing plan to engage frequent riders on these fare changes, with particular focus on helping cash-paying frequent riders take advantage of these promotional fare products and transition to cashless, TAP-enabled payments;
- E. Develop recommendations for cost reductions of the Regional EZ Pass (Base and Zones 1 through 15) that meet the same affordability goals as the 50% pass reductions above;
- F. Report to the Executive Management Committee within 120 days after the initiation of the sale of promotional passes with a report on the status of pass sales and recommendations for permanent reductions to the cost of full-price passes that promote affordability by making break-even points more in line with industry standards; and
- G. Report to the Board in 120 days with an implementation plan for a fare capping/best fare system that allows riders to take advantage of pass products without having to put up money upfront.

ATTACHMENT F

ALTERNATIVES CONSIDERED

Based on public feedback and comments, various options were considered in reaching a final recommendation. See below.

Rider Category & Fare Product	Adopted Pricing	Public Hearing	Option 1: Same Base Fare (w/transfers)	Option 2: Public Hearing (w/transfers)	Option 3: Lower caps
Regular Fare					
Base Fare	\$1.75	\$2.00	\$1.75	\$2.00	\$2.00
Day Pass / Daily Cap	\$7.00	\$6.00	\$5.00	\$6.00	\$4.00
7-Day Pass / Weekly Cap	\$25.00	\$20.00	\$18.00	\$20.00	\$16.00
30-Day Pass	\$100.00	Not Offered	Not Offered	Not Offered	Not Offered
30-Day Pass Zone Upcharge	\$22.00	\$0.00	\$0.00	\$0.00	\$0.00
Senior/Disabled					
Base Fare	\$0.75 / \$0.35	\$1.00	\$0.75	\$1.00	\$1.00
Day Pass / Daily Cap	\$2.50	\$3.00	\$2.50	\$3.00	\$2.00
7-Day Pass / Weekly Cap	Not Offered	\$8.00	\$6.00	\$8.00	\$8.00
30-Day Pass	\$20.00	Not Offered	Not Offered	Not Offered	Not Offered
K-12 Student & College/Vocational					
K-12 Base Fare	\$1.00	\$1.00	\$0.75	\$1.00	\$1.00
College/Vocational Base Fare	\$1.75	\$1.00	\$0.75	\$1.00	\$1.00
Day Pass / Daily Cap	Not Offered	\$3.00	\$2.50	\$3.00	\$2.00
7-Day Pass / Weekly Cap	Not Offered	\$8.00	\$6.00	\$8.00	\$8.00
K-12 Student 30-Day Pass	\$24.00	Not Offered	Not Offered	Not Offered	Not Offered
College/Vocational 30-Day Pass	\$43.00				
LIFE FREE Trips	20 FREE	30 FREE	20 FREE	30 FREE	30 FREE
<i>Projected Revenues (\$ in millions)</i>		\$ 174.1	\$ 145.4	\$ 162.1	\$ 160.0



Fare Capping and Fare Proposal

Board Meeting

December 1, 2022

Item #50



Metro



Public Comments >700



PUBLIC HEARING
November 14, 2002

102 attended
77 testimony



630 comments



Service Councils, Advocacy
Groups, Advisory Groups and
stakeholders



Metro

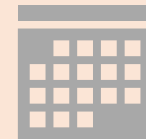
2-hr Transfers



25¢

**Free
Fares**

**Rolling
Weekly cap**



Modified Fare Restructuring Recommendation

Rider Category & Fare Product	Adopted Pricing	Public Hearing	Option 1: Same Base Fare (w/transfers)
Regular Fare			
Base Fare	\$1.75	\$2.00	\$1.75
Day Pass / Daily Cap	\$7.00	\$6.00	\$5.00
7-Day Pass / Weekly Cap	\$25.00	\$20.00	\$18.00
30-Day Pass	\$100.00	Not Offered	Not Offered
30-Day Pass Zone Upcharge	\$22.00	\$0.00	\$0.00
Senior/Disabled			
Base Fare	\$0.75 / \$0.35	\$1.00	\$0.75
Day Pass / Daily Cap	\$2.50	\$3.00	\$2.50
7-Day Pass / Weekly Cap	Not Offered	\$8.00	\$6.00
30-Day Pass	\$20.00	Not Offered	Not Offered
K-12 Student & College/Vocational			
K-12 Base Fare	\$1.00	\$1.00	\$0.75
College/Vocational Base Fare	\$1.75	\$1.00	\$0.75
Day Pass / Daily Cap	Not Offered	\$3.00	\$2.50
7-Day Pass / Weekly Cap	Not Offered	\$8.00	\$6.00
K-12 Student 30-Day Pass	\$24.00	Not Offered	Not Offered
College/Vocational 30-Day Pass	\$43.00		
LIFE FREE Trips	20 FREE	30 FREE	20 FREE
<i>Projected Revenues (\$ in millions)</i>		\$ 174.1	\$ 145.4
<i>Est. Projected Revenues @ full ridership (\$ in millions)</i>		\$ 217.6	\$ 181.8

Based on Public Comment
Final Recommendation:

- Keep Base fare
- Transfers
- 7 Day Rolling Cap

Senior/Disabled Fares

Fare based on time at boarding adds complexity

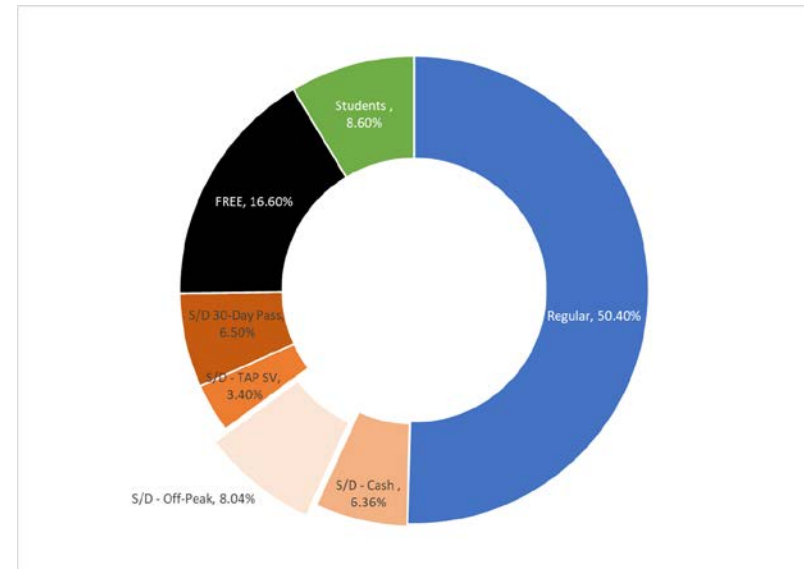
- Riders must be aware of the time to pay correct fare
- Operator conflicts with riders regarding time of day

FTA requires: 50% S/D discount during off-peak

- Metro Peak Fare **57%** off (\$0.75)
- Metro Off-Peak Fare **80%** off (\$0.35)
 - 7pm-6am & 9am-3pm weekdays, weekends, holidays
- \$0.35 OWL (late night fare) since 1995 – **27 years**

Mitigation Strategies

- Fare capping is a mitigation factor for affordability
- Expand outreach/marketing of reduced fare programs to Senior/Disabled communities
 - Access Services - Ride Metro Free
 - LIFE Program – Free 20 trips each month and fare capping
 - Currently, 13.3% of LIFE participants are Senior/Disabled riders
 - About 6.5% of new enrollees are Senior/Disabled riders



Policy Change Elements (A-G)

- A. Implement Fare Capping
- B. Transition Metro Passes to Fare Capping
 - *No upfront payment for passes*
- C. Modified Fare Restructuring
 - *Day/Weekly pricing based on industry standard “multipliers”*
- D. LIFE Program
 - *Free 20-trips every month & fare capping*
- E. Lower Fares on Metro J Line (Silver) and Express Bus
 - *One fare for all Metro services*
- F. Increase life of the TAP card and Continue Free cards for Reduced fares, TAP app and Apple Wallet
- G. Adopt comprehensive fare policy
 - *Consider during budget process, recalculating fares every 4 years based on CPI*

Efforts to convert Cash Paying Riders to TAP

Cash to TAP Conversion Campaign

- Timing: November 2022 – October 2023
- GOAL: Convert cash-paying riders to TAP
- Messaging:
 - The benefits and savings of using a TAP card to ride transit
 - How easy it is to find TAP near you (Ralph's, LA Public Libraries, Continental Currency locations)
- Messages will be updated as research results unfold

Market Research to understand how to convert cash paying riders to TAP

- Timing: September 2022 – March 2023
- GOAL: Understand what would motivate cash paying riders to switch to TAP
 - Understand rider fare payment habits, awareness of LIFE and Reduced Fare Programs, and test fare capping marketing message for seamless transition
- Strategy:
 - Mix of focus groups, in-depth interviews and surveys (online & at high cash paying bus stops)
 - Target: Cash Riders, TAP Riders, Non-English Speakers
 - Meetings & Focus Groups with Bus Operators to gain insight on cash riders



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Phased Marketing Campaigns

Phase 1

Oct

- In-depth research to understand how to convert cash paying riders to TAP starts

Phase 2

Nov- Dec

- TAP Regional Campaign to convert cash payers to TAP begins (update per research results)
- Public Outreach and Presentations to Advocacy & Advisory Groups
- Public Hearing on Proposed Fare Changes on November 14, 2022
- In-Person Surveys & Focus Groups with riders on fare payment habits and test of initial launch messages

Phase 3

Spring 2023

- Extensive outreach to explain benefits of fare capping and how it works to riders
- Reduced fare programs campaign
- Free TAP Card distribution (high cash paying bus stops)

Phase 4:

Summer 2023-
ongoing

- Ongoing fare capping campaign, Reduced Fare programs, and continuing of efforts to convert cash paying riders to TAP

Recommendations

- A. RECEIVE & FILE comments from the public hearing conducted by the Board of Directors on Monday, November 14, 2022 (Attachment A & A1);
- B. ADOPT Option 1 - a modified fare restructuring plan including fare capping, new fare pricing, and fare policy changes – Requires 2/3 majority (Attachment B);
- C. APPROVE the results of the fare equity analysis for the modified fare restructuring plan (Attachment C);
- D. ADOPT resolution in accordance with the California Environmental Quality Act (CEQA) finding that the purpose of the modified fare restructuring plan is to pay operating expenses (Attachment D);
- E. APPROVE the finding that the proposed fare restructuring plan is statutorily exempt from CEQA under Sections 21080(b)(8);
- F. AUTHORIZE the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the fare restructuring plan with the Los Angeles County Clerk; and
- G. AUTHORIZE the Chief Executive Officer to extend the sale of promotional passes at 50% of the cost of full price passes through June 30, 2023, as a continuation of Motion 36: Emergency Relief (Attachment E), or until fare capping is launched, whichever is earlier.

Thank you!





Metro

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

Board Report

File #: 2022-0792, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
DECEMBER 1, 2022**

SUBJECT: MINUTES

RECOMMENDATION

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



October 19, 2022

Chair Ara Najarian
Metro Executive Management Committee
Submitted via email

Re: Item 20 – End of Line Policy & Unhoused Riders Motion

Dear Chair Najarian,

Central City Association represents more than 300 businesses, nonprofit organizations and trade associations. Our mission is to enhance Downtown Los Angeles' (DTLA) vibrancy and increase opportunity in the region. **We are pleased to support Supervisor Hahn's motion to review Metro's end of line policy.**

This policy has significant impacts on DTLA which is the region's center for transit and home to ends of lines at Union Station and other stations such as 7th Street/Metro Center. The end of line policy currently requires any remaining riders to disembark from rail lines at the end of service. While it is known that many late-night Metro riders are using rail cars as shelter, the end of line policy takes effect late at night without a connection to outreach services or housing. This policy often leads to unhoused people exiting Metro trains and sleeping near the stations.

We share Supervisor Hahn's interest in studying the impacts of this policy and exploring opportunities to better meet unhoused riders' needs at the end of Metro service. **As part of the staff report, it may be beneficial to consider existing and future programs to coordinate with, like Metro's Transit Ambassador Pilot Program.** If needed, Transit Ambassadors could also collaborate with CIRCLE teams who will begin providing an unarmed crisis response to people experiencing homelessness in portions of DTLA. It may also be important to consider coordination with The People Concern's E6 teams who provide outreach and services in DTLA.

We appreciate the Metro Board of Directors and CEO Stephanie Wiggins for prioritizing solutions that support unhoused Metro riders and community needs. **We encourage you to support this motion and look forward to partnering with Metro staff to help gather information about community impacts near end stations.**

Sincerely,

Jessica Lall
President & CEO
Central City Association

CC: Supervisor Janice Hahn, Vice Chair
Supervisor Kathryn Barger
Mayor James Butts
Mayor Eric Garcetti
Supervisor Hilda Solis
Gloria Roberts
Stephanie Wiggins, Metro CEO

To: Metro Board of Directors

The residents, property owners, business owners and staff from the Downtown Long Beach area are pleading with the Metro to change your "end of the line" policy, which we believe is adding tremendously to our 62% increase in the homeless population.

This policy has had a serious impact on so many levels and we are at a breaking point. It has become unsafe to walk our streets as the mentally unstable and perpetually unhoused are causing havoc throughout the day. We feel abandoned by the City of Long Beach and completely left out of the equation, left to fend for ourselves when passengers are forcibly removed from your trains each and every night.

Every night, twelve uniformed and armed officers are present on the platform at 1st and Pine to remove everyone from the last four trains, regardless if they were headed to Long Beach or not. What is so dangerous that it takes that many armed officers to do the job, yet as soon as the passengers are off the platform, everyone else is safe? We know this is not the case. We feel it. We live it.

The Metro "honor system" for paid fares is partly to blame as well. Its as if you've turned over the A-line as a mobile homeless shelter and at the end of the night, you simply clean it out and dump everyone on our streets. Long Beach is forced to accept an unfair burden when it comes to this crisis. This policy is adding to this crisis. Why Long Beach every night of the week? Can other cities participate? We can almost guarantee they will be a solid NO.

We understand the removal is to clean and work on trains but we need you to take a creative look at other ways to mitigate the crisis our city and its inhabitants are dealing with on a daily basis. The current policy of free-delivery to Long Beach is unacceptable.

We've ridden the train at those hours to be kicked off with zero assistance to guide anyone to additional transportation options. Officers force them off and then they are left to simply fend for themselves. This is cruel. We talked with some passengers who had no idea what city they were in and had no idea where to go. A homeless woman that stays in Downtown Los Angeles was afraid after being woken up by officers and told to exit into a city she had not chosen or knew anything about. She didn't know where it was safe for her to be, to hide, or to get assistance.

We are hopeful you will conduct an investigation and take another look at this policy to help us get our streets back. We also invite you to join us one evening so you can see first hand what happens after the 12 officers clear the trains.

In the meantime, we have some more immediate changes that can help. There are no restrooms. Work with the city to get them open. No more feces and urine on our streets. Move the 60 bus right next to the platform at those hours so those that did not want to be in Long Beach can get on and head back to other places. Currently it is the furthest location from the train platform, sending people into the neighborhood. You need to have a metro liaison at the station to provide assistance to those displaced by your policy and provide assistance for alternate options. Many don't know about the 60 bus. It's a bit shameful that you kick them off and have no one there to assist. Change the Long Beach stations from the fare 'honor system' and have everyone pay. Chief Bratton in NYC Subway did this in 1993 to help with the ongoing issues way back then. The same applies today.

<https://www.city-journal.org/html/city-journal-interview-victory-subways-12689.html>

October 2022 OPS Comments

From: [REDACTED]
Sent: Monday, October 10, 2022 10:42 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; NextGen <NextGen@metro.net>; CommunityRelations <CommunityRelations@metro.net>
Cc: MetroPlan <MetroP@metro.net>; Lyu, Daniel <LYUD@metro.net>; Roman, Anthony <RomanAn@metro.net>; Ramos, Dolores <RamosD@metro.net>; Litvak, Jody Feerst <Litvakj@metro.net>; Torres, Carl <TORRESC@metro.net>; Greene, Scott <GreeneS@metro.net>; Williams, Alonzo <WilliamsA@metro.net>; Fan, Jingyi <FanJ@metro.net>; MTA - planning 2 <sdea@planning.lacounty.gov>; MTA - planning 3 <kszalay@planning.lacounty.gov>; De Loza-Gutierrez, Lilian <DeLozaGutierrezL@metro.net>; Cortez, Michael <CortezMic@metro.net>
Subject: Feedback on latest Metro changes / NextGen study
Importance: High

Dear Metro Staff,

First off, my apologies for a mass-mailer; I believe, this would be an effective way of communicating the issues. As an L.A. transit rider for 30 years, I would like to comment regarding the NextGen service changes and other issues. For the most part, the latest service changes have been a failure. Lost Rapid service (except for 2-3 remaining routes), truncated and/or completely eliminated lines, reduced service, all of these have significantly dropped the level and quality of Metro service. The ridership is also on a noticeable decline, as a result. Not to mention severely jeopardized public safety on your rail system...

Below are some key factors I would like to point out.

1) METRO-RAIL LINE NAMES

The recently assigned "Letters" to the Metro-Rail lines (e.g. "A Line", "B Line", "K Line", etc.) has caused nothing but complications, misunderstandings, and major confusion. This was totally unnecessary, and should have never been approved. **The letter names are meaningless, and serve no purpose** to passengers in L.A. Remember, we are not New York City (and never will be!), and there is no reason to try to emulate their naming method. Many major subway systems across the world do not assign letters for a reason -- including London, Moscow, Washington DC, etc. Therefore, I strongly urge Metro to officially **reinstate the traditional Line Names** -- back from the assigned Letters. For instance, the line names should be switched back to: the "Crenshaw line", "Expo line", "Red line", "Purple line", "Blue line" etc., etc. If you read the comments on Facebook and other social-media channels, you will see that most people have been against the "Lettered" lines!

2) BUS LINE #4: CONNECTIVITY WITH "UNION STATION"

Unfortunately, the former (and popular!) Rapid line #704 -- that conveniently connected with the Union Station -- was eliminated by Metro; and the remaining line #4 has no connectivity with the Union Station. Where is the logic?? Mind you, the Union Station is located just 500 yards away (!) from Broadway (where line 4 currently runs); therefore Metro can effortlessly create a small deviation -- to ensure connectivity with the Union Station, a major hub! Please connect line 4 directly with the Union

Station. *See attached image "[EXHIBIT A.png](#)", illustrating the proposed deviation. Bus line #4 should stop on Alameda Street, at the west terminus of the Union Station.

3) BUS LINE #212: SERVICE CUTS AND CONNECTIVITY

The line #212 has been one of the few major north-south corridors. The scheduled 10/23 route truncation of the Hollywood segment is unacceptable; so is the lost connectivity with the Red line subway station (for the southbound direction). Metro should look into it, and reestablish the "Hollywood & Highland" to "Hollywood & Vine" segment. Even if you plan to cut the segment between Vine St. and Sycamore Ave., -- you should at least preserve the connectivity with the Red-line subway for the southbound buses! Again, it is imperative to do what is convenient for passengers, not what's strategically easier for Metro bus drivers - to avoid making additional "loops".

4) BUS LINE 222: ALIGNMENT AND CONNECTIVITY

This is a critical regional connector, between Hollywood and the San Fernando Valley. However, Metro staff has been cutting this route back & forth, and recently removed a critical segment, while making a totally unnecessary deviation via Studio City and Universal City. I have contacted your staff numerous times, yet Metro has failed to make any improvements. Hence a further ridership drop. The following changes are essential, to ensure line #222 improved ridership:

- The southern leg should be extended through Hollywood, reaching the "Highland Blvd / Santa Monica Blvd", to also provide connectivity with the Santa Monica Blvd line #4. *See attached images "[EXHIBIT B1.jpg](#)" and "[EXHIBIT B2.jpg](#)" (with a hypothetical bus schedule, between Highland Ave / Santa Monica Blvd and the Burbank airport). You can see a relatively short (yet important) extension -- that would provide much needed connectivity. Please note: line #222 has recently experienced a major loss of ridership -- due to eliminating the "Hollywood & Highland" subway station -- and all stops in between, along Hollywood Blvd;
- The former "Barham Blvd" alignment should be reinstated; the bus should run along Barham Blvd (not deviate to the Universal City station), to provide access to Warner Bros. studios, Universal Studios' east entrance, the New York Film Academy, to the Forest Lawn Drive, and other points of interests along Olive Ave. and Barham.

5) BUS SERVICE ON HOLLYWOOD BLVD:

Due to your latest service cuts and route truncations (including line 212), the service on Hollywood Blvd, between La Brea and Vine St., has now shrunk to a bare minimum. This is shameful! Hollywood Blvd is a **key transit corridor**, and having only one (!) bus line is beyond absurd and inadequate. This is another sad example where Metro has clearly gone too far, with its unfounded route truncations and eliminations. Please note: the Red line subway is not an "*alternative*" to bus service on Hollywood Blvd. Once again: service on both truncated lines 212 and 222 should be reestablished along Hollywood Blvd., both for tourists and workers. Otherwise, purposely turning a one-seat ride to forced transfers -- will most certainly cause the ridership to plummet even further.

6) EXCESSIVE RUN TIMES FOR BUSES

As reported many times before, Metro needs to reevaluate its current timetables system-wide -- and should **significantly reduce the run times**, including on line #2, #4, etc. Oftentimes, a bus ride becomes absurd and nonsensical -- as we have to have to endure abnormally slow speeds, and idling at bus stops. That is one of the reasons why you continue losing ridership. The slow speeds -- combined with unnecessary idling at some stops (due to buses running ahead of schedule) -- are indicative of lousy, slow, and uncompetitive service. This is caused by poor timetable planning by your staff. (Every time I see Metro's statement about "*providing world-class service*" -- this makes me laugh!).

7) DEMISE OF THE 'RAPID' BUS LINES

Cancelling the Rapid lines - was a major mistake. As a result, the bus system has become (sorry to repeat!) very slow, unreliable, and uncompetitive. The Rapid lines were implemented for a reason; they were proven to be very popular, reliable, fast, and successful. And now, we're "back to Square One", with just the clumsy Local buses -- which take forever to get to a destination. Again, just another example of the NextGen study's failures! It's time to rethink this wrong step, and bring back the Rapid lines! (By the way, I just returned from San Jose, and enjoyed riding their Rapid bus lines, which were not eliminated, unlike L.A.. Mind you, Los Angeles is a much larger -- and denser -- city than San Jose, and therefore Rapid lines in L.A. is a "Must"!)

I would appreciate it if Metro would look into each of these key points, and make proper adjustments. This is not only for your riders' benefit, but also for your own success, system reliability, and ultimately - for Metro's reputation. Please don't disregard this email. Time to look at the NextGen study -- and its failures -- at a new angle, and make some wise decisions!

Thank you for your consideration.

Best regards,

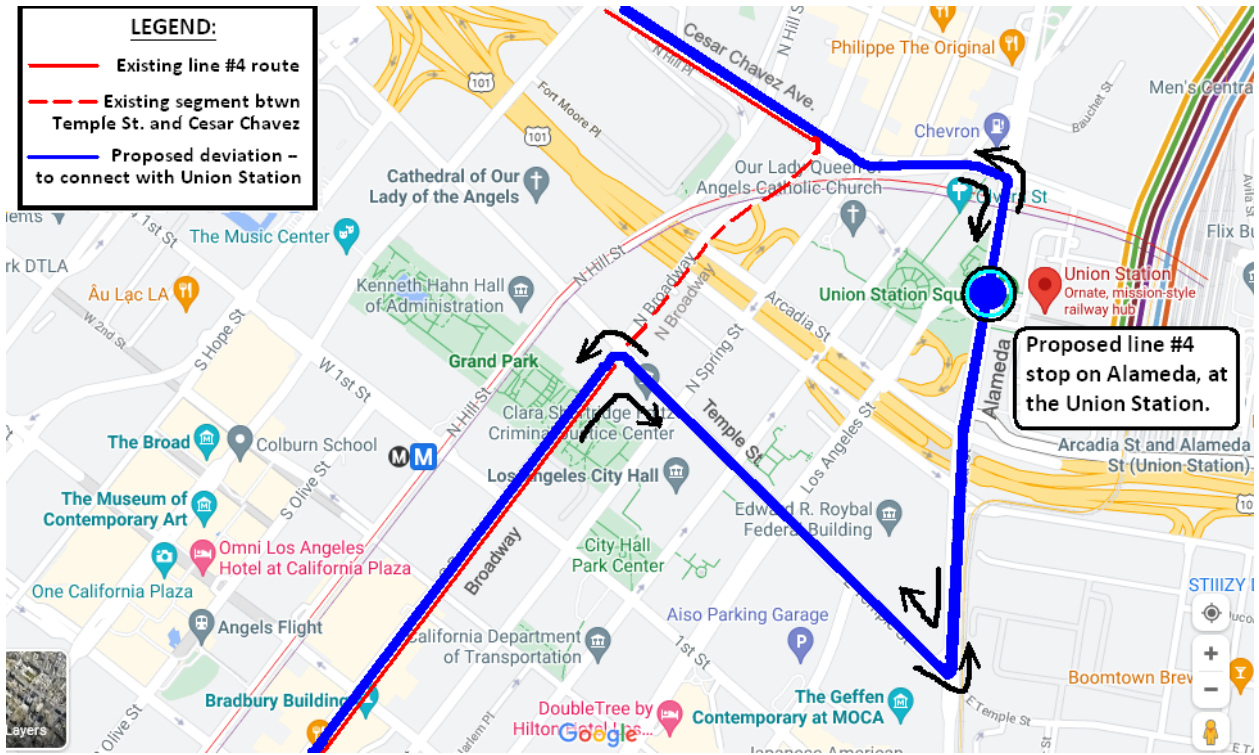
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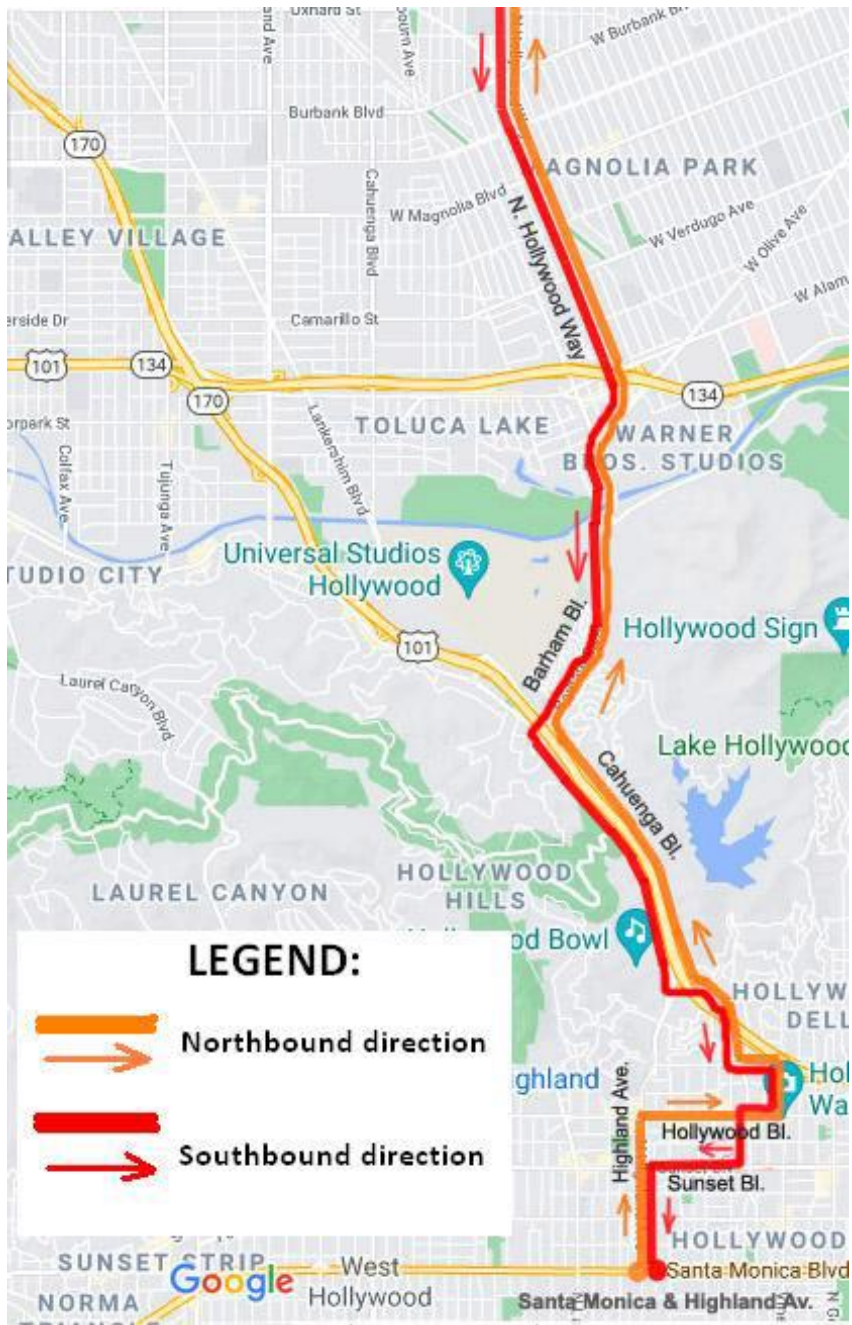
Transit Advocate. Metro Patron
THE TRANSIT COALITION, SO.CATA.
www.ProgrammingAndImaging.com

ATTACHMENTS

LEGEND:

- Existing line #4 route
- - - Existing segment btwn Temple St. and Cesar Chavez
- Proposed deviation - to connect with Union Station





Monday through Friday

Effective Dec 27 2021

222

Northbound Al Norte (Approximate Times / Tiempos Aproximados)

HOLLYWOOD	HOLLYWOOD	HOLLYWOOD HILLS	BURBANK	BURBANK
①	②	③	④	⑤
Highland & Santa Monica	Hollywood & Vine	Cahuenga & Barham	Hollywood Way & Magnolia	Regional Intermodal Transportation Ctr
4:53A	5:03A	5:07A	5:19A	5:26A
5:23	5:32	5:42	5:54	6:01
5:53	6:02	6:07	6:20	6:28
6:13	6:22	6:32	6:45	6:53
6:43	6:50	6:57	7:12	7:21
7:11	7:17	7:22	7:37	7:46
7:31	7:41	7:47	8:02	8:12
8:01	8:07	8:12	8:28	8:38
8:21	8:27	8:37	8:53	9:03
8:41	9:52	9:02	9:19	9:29
9:09	9:17	9:27	9:44	9:54
9:32	9:42	9:52	10:09	10:19
9:57	10:07	10:17	10:34	10:44
10:21	10:32	10:42	10:59	11:09
10:47	10:57	11:07	11:24	11:34
11:16	11:27	11:32	11:49	11:59
11:37	11:47	11:57	12:15P	12:25P
12:00P	12:12P	12:22P	12:40	12:50
12:26	12:37	12:47	1:05	1:15
12:51	1:02	1:12	1:30	1:40
1:16	1:27	1:37	1:55	2:05
1:45	1:57	2:02	2:20	2:30
2:06	2:17	2:27	2:45	2:55
2:34	2:43	2:52	3:11	3:21
2:56	3:07	3:17	3:36	3:46
3:15	3:27	3:42	4:01	4:11
3:45	3:57	4:07	4:27	4:37
4:15	4:22	4:32	4:52	5:02
4:34	4:47	4:57	5:17	5:27
4:57	5:07	5:22	5:42	5:52
5:24	5:37	5:47	6:07	6:17
5:56	6:02	6:12	6:31	6:41
6:15	6:27	6:37	6:56	7:05
6:45	6:52	7:02	7:19	7:28
7:07	7:15	7:27	7:44	7:53
7:34	7:42	7:52	8:07	8:15
7:58	8:17	8:27	8:34	8:42

From: [REDACTED]
Sent: Friday, October 14, 2022 12:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro fares x improvements in the system

Hi - to whom it may concern,

Feedback re: pricing changes: You know what we really need? Price, unless you are going to do free transit, matters a lot less than other key criteria to a public transportation network.

Pagar mas o menos.... al final lo que importa mas es:

#1 - dedicated bus lanes - ie better, faster, more reliable service.

#2 - safety & cleanliness onboard.

Best,

[REDACTED]

From: [REDACTED]
Sent: Tuesday, October 18, 2022 8:42 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

--

Sincerely,

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, October 18, 2022 8:46 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself. As someone who used to rely on the bike program but then moved to an area with no bikes, I beg of you to do better.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Los Angeles, 90008

Sent from my iPhone

From: [REDACTED]
Sent: Tuesday, October 18, 2022 8:47 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Los Angeles Mayor's Office <mayor.garcetti@lacity.org>; mikebonin@lacity.org
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself. Regardless of which revenue/cost model Metro goes with for the future, it must include: 1. A major expansion, based on equity, starting in our most underinvested neighborhoods 2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this) 3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

Santa Monica 90402

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, October 18, 2022 8:47 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this) FIX THIS. This prevents people from seamlessly traveling around LA without a damn car! The first/last mile problem!
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Los Angeles, CA 90013

Sent from my iPad

From: [REDACTED]
Sent: Tuesday, October 18, 2022 8:48 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Los Angeles 90035

From: [REDACTED]
Sent: Tuesday, October 18, 2022 8:50 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

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3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

90025

From: [REDACTED]
Sent: Tuesday, October 18, 2022 8:50 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

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3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

90026

From: [REDACTED]
Sent: Tuesday, October 18, 2022 8:55 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

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1. A major expansion, based on equity, starting in our most underinvested neighborhoods
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3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

Los Angeles 90005

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, October 18, 2022 8:55 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

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3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

Sent from my iPhone

From: [REDACTED]
Sent: Tuesday, October 18, 2022 9:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: NO PRIVATIZATION! PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

I oppose the privatization of the metro bike share program.

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
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3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

Woodland Hills CA

From: [REDACTED]
Sent: Tuesday, October 18, 2022 9:15 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

Los Angeles, CA

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, October 18, 2022 9:16 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]
90039

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, October 18, 2022 9:15 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

Sent from my iPhone

From: [REDACTED]
Sent: Tuesday, October 18, 2022 9:22 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Hi Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

Sherman Oaks 91423

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, October 18, 2022 9:24 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

Los Angeles, 90016

From: [REDACTED]
Sent: Tuesday, October 18, 2022 9:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

Northridge, CA 91325

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, October 18, 2022 9:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

I am originally from Minneapolis where we have a super successful bike share program called nice ride. Everyone likes it and they even have e-bikes now when you want to ride without getting too sweaty.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

And 4. We need more protected bike lanes to save lives and to get more people comfortable with riding a bike in LA. It should not be a death sentence.

Thank you,
[REDACTED]
Hollywood, 90028

From: [REDACTED]
Sent: Tuesday, October 18, 2022 9:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most *underinvested* neighborhoods
2. The ability to **put bike share stations at Metro train and bus stations** (*right now, Metro's employee union blocks this.*)
3. Treating bike share like a **real transportation mode** part of Metro's bus/rail system, not an afterthought.

This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

Los Angeles, 90057

From: [REDACTED]
Sent: Tuesday, October 18, 2022 9:27 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Please keep the Metro Bike Share program publicly funded and please EXPAND the system to all of the Los Angeles Area. I would love to take the bike share and would be a regular rider if Metro treated the program like the third transportation mode it should be. I often use the bikes when I am downtown for fun on the weekends, but my daily commute route isn't in any area that the bike share program currently serves. The bikes could be fulfilling the "last mile" problem of public transportation if the service was offered.

I live near Olive View Hospital in Sylmar and drive to the Sylmar/San Fernando Metrolink Station because the only bus that serves me comes once an hour. At the other end of my commute, I take the 177 bus from the Del Mar Station on the Gold Line to JPL. However, the bus has been unreliable and often has a 30+ minute wait. I'd rather use a Metro Bike Share at both the beginning and end of my commute, but neither Sylmar nor Pasadena are serviced by the bike share program.

Please expand and invest properly in our bike share program, and keep it publicly funded as our transportation network should be!

Thank you,

[REDACTED]

Sylmar, 91342

From: [REDACTED]
Sent: Tuesday, October 18, 2022 9:26 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system-- this includes a contiguous network of safe bike lanes, either protected on main streets or on side streets with synchronized lights at main cross streets.

Thank you,

[REDACTED]

Los Angeles, 90019

From: [REDACTED]
Sent: Tuesday, October 18, 2022 9:33 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

Glendale, CA 91201

From: [REDACTED]
Sent: Tuesday, October 18, 2022 9:55 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

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3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Los Angeles, 90026

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, October 18, 2022 10:11 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

My name is Alfredo Tlaseca, I'm 26 and daily user of Metro as my primary form of transportation.

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

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3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Los Angeles 90037

Sent from my iPhone

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, October 18, 2022 10:28 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]
Palms, Los Angeles 90034

From: [REDACTED]
Sent: Tuesday, October 18, 2022 10:31 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

LA, 90046 (hub of tourism @ sunset av and crescent heights = no bike share pickup points available)

From: [REDACTED]
Sent: Tuesday, October 18, 2022 10:48 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

Santa Monica, 90403

From: [REDACTED]
Sent: Wednesday, October 19, 2022 9:57 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE - make it a real transportation mode

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you.

[REDACTED]

[REDACTED]

323-868-7007

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, October 18, 2022 11:53 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

Sent from my iPhone

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, October 18, 2022 11:55 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Los Angeles, 90015

Sent from my iPhone

From: [REDACTED]
Sent: Wednesday, October 19, 2022 12:40 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public comment for Item 40 / Metro Bike Share

For Operations, Safety, and Customer Experience Committee meeting on 10/20/2022.

Dear Operations, Safety and Customer Experience Committee,

Please put metro bikes in equity focus communities (EFC), especially around existing Metro stations. For example, there is only one metro bike station east of the LA river. The sole Metro bike station currently east of the river on 1st & Utah doesn't serve the Boyle Heights community that well since there is nowhere else to dock it in the neighborhood. Metro's own EFC map shows that most of the EFCs are still without metro bikes. So please expand metro bikes to EFCs. It's amazing that we are doing the Universal Basic Mobility Pilot Program in South LA, but there is only metro bike stations around the USC campus. The vast majority of the pilot program area doesn't have metro bikes.

[REDACTED]
Los Angeles, 90039

From: [REDACTED]
Sent: Wednesday, October 19, 2022 12:42 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

Los Angeles, 90010

From: [REDACTED]
Sent: Wednesday, October 19, 2022 1:02 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system without taking away other necessary multimodal investments.

Thank you,

[REDACTED]
Pico Rivera 90660

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, October 19, 2022 4:13 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
West Hollywood, 90046

Sent from my iPhone

From: [REDACTED]
Sent: Wednesday, October 19, 2022 5:40 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

I am a very big believer that we need to continue evolving our transportation system and bikes need to be a key part of it. We need to reduce congestion, we have the perfect weather to be a bike city ... and riding a bike is a great way to really experience the city.

Metro needs to treat its bike share program with the same weight and focus that you all think about busses and trains ... but that's not the case now. Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

355 S Lucerne Blvd

Los Angeles CA

From: [REDACTED]
Sent: Wednesday, October 19, 2022 6:03 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, October 19, 2022 6:27 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Los Angeles 90292

From: [REDACTED]
Sent: Wednesday, October 19, 2022 6:52 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Studio City, 91604

--

www.loiskeller.com

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, October 19, 2022 7:33 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]
Los Angeles, 90026

From: [REDACTED]
Sent: Wednesday, October 19, 2022 7:46 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Santa Monica, 90403

From: [REDACTED]
Sent: Wednesday, October 19, 2022 7:54 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

As a car-free-by-choice Angeleno I am both an avid Metro user and cyclist.

I understand that Metro is considering making changes to its bike share program. Up until now, Metro has treated its own bike share program like a supplement or adjunct to transportation modes like buses and trains, rather than a mode unto itself. As a result, we've been slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but to help LA become a more bike-friendly environment in general!

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. And perhaps most importantly-- treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought! This means real funding and integration into the rest of the Metro system.

Thank you,

[REDACTED]

Los Angeles, CA 90013

(917) 512 9521

From: [REDACTED]
Sent: Wednesday, October 19, 2022 8:17 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

Los Angeles 90019

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, October 19, 2022 8:25 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Los Angeles 90029

From: [REDACTED]
Sent: Wednesday, October 19, 2022 8:40 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program, and I hope they'd take this opportunity to finally treat it like a real transportation mode. If Metro did this, bike share has the potential to not just help with first/last mile to buses and trains and make that part of our system more accessible, but also to be a transportation mode in and of itself. There are so many trips in my neighborhood where biking makes the most sense, either because it's faster, more convenient, or just flat out because, all other things being equal, it's a more fun way to get my chores done.

While I would personally prefer public ownership of Metro Bikes to continue (because I have seen what privatized bike share looks like in other cities like San Francisco, where Lyft has continued to jack up the prices without any accountability), I am most in favor of doing whatever it takes to make this service a fully functional part of our transportation network. No matter what revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system. **This also means maintaining a fare structure that keeps it accessible to all users.** Public transportation is a public service, and Metro Bike Share must be a part of that.

Thank you,
[REDACTED]
Los Angeles, 90029

From: [REDACTED]
Sent: Wednesday, October 19, 2022 8:53 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Los Angeles, CA 90026

From: [REDACTED]
Sent: Wednesday, October 19, 2022 8:58 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: ITEM 40 - PUBLIC COMMENT for METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

As a weekly user of the Metro Bike, please invest more money, resources and time in program.

Thank you,
Michael Yanow
Los Angeles, 90064

--

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

“the impossible is a human invention.” - Philippe Petit

From: [REDACTED]
Sent: Wednesday, October 19, 2022 9:00 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Valinda 91744

From: [REDACTED]
Sent: Wednesday, October 19, 2022 9:01 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

My name is Edward Gonzales. I'm an engineer from La Crescenta that tries to use Metro services where they are available (which in my area, is unfortunately very limited at the moment). I am aware that Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

La Crescenta, 91214

From: [REDACTED]
Sent: Wednesday, October 19, 2022 9:03 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

I do not support the agenda item to make Metro bike share a Privately owned and publicly managed system for the following reasons:

- Public ownership will keep station location selection in the hands of people ensuring equity is prioritized over the profit of a private contractor.
- Public ownership will allow Metro to provide jobs to the community to manage the program.
- Bicycles are assets and should be owned by the public just as buses and trains are owned by Metro.
- The privately owned model will diminish the maintenance of bikes because the contractor will want to reduce maintenance costs and staff costs. This diminished quality of service will result in lower ridership over the course of the contract.
- The privately owned model diminishes the legitimacy of biking as a form of transportation. We need public ownership to solidify biking as the future of the first/last mile problem in LA county.

In conclusion, Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Metro bike share must focus on the following moving forward:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Montebello, 90640

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, October 19, 2022 9:16 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Los Angeles, 90027

Sent from my iPhone

From: [REDACTED]
Sent: Wednesday, October 19, 2022 9:17 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
North Hollywood, CA 91606

.....
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, October 19, 2022 9:36 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

Los Angeles 90065

From: [REDACTED]
Sent: Wednesday, October 19, 2022 9:58 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

From: [REDACTED]
Sent: Wednesday, October 19, 2022 10:05 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Los Angeles, CA 90036

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, October 19, 2022 10:10 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Los Angeles 90005

Sent from my iPhone

From: [REDACTED]
Sent: Wednesday, October 19, 2022 10:12 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

From: [REDACTED]
Sent: Wednesday, October 19, 2022 10:15 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Board [Clerk@metro.net](mailto:BoardClerk@metro.net)

bcc cta@streetsforall.org

I am low income LA resident without a car, and I benefit greatly taking the LA Metro E line train and other metro train lines regularly. Of course to get to my destination from the metro train line, there is usually a slow bus ride or no good bus ride to where I really have to get to, so I have to bring a bicycle to try to finish my trip almost two miles or more with hard hills on my cheap heavy bike. That is why AFFORDABLE and PRACTICAL bike share with E-bikes at metro stations would be fantastic for when I am not strong or healthy enough to do such a hard bike ride (or long walk) to finish my trip to my destination.

Streets for All tells us that they are concerned about Metro privatizing ride share, and other bike matters at metro stations. IF Streets for All is worried, I am worried.

I know Streets for All is working to make use of bicycles for transportation more affordable and common and practical and safe for LA residents like me. If Metro privatizes or otherwise does not hear Streets for All's ideas to help us LA residents use our bikes for part of our transportation, that is a big concern. **Please listen to and work with Streets for All to fund and integrate bike ride share into the Metro system in a way that will make it more affordable and practical for residents like me.**

From: [REDACTED]
Sent: Wednesday, October 19, 2022 10:28 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment: Metro Bike Share (Item #40)

Dear Operations, Safety and Customer Experience Committee,

As someone who would like to see better public health outcomes in our communities + diversification in our modes of transportation in Los Angeles, **I am writing to ask Metro to treat its own bike share program as a key part of its network and strategy. I would like to see Metro's bike share program expand rapidly and become an integral part of transportation for the people of our communities.**

I understand Metro is currently looking to make changes to its bike share program. Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A **major expansion, based on equity**, starting in our most underinvested neighborhoods
2. The **ability to put bike share stations at Metro train and bus stations** (right now, Metro's employee union blocks this)
3. **Treating bike share like a real transportation mode part of Metro's bus/rail system**, not an afterthought. This means real funding and integration into the rest of the system.

Thank you for your time and consideration.

Sincerely,

[REDACTED]

Resident of Los Angeles, Zip: 91214

From: [REDACTED]
Sent: Wednesday, October 19, 2022 10:34 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear honorable Metro folks,

I have been a long-time annual subscriber to the Metro bike share program, and it has truly changed my life and the way I live in this city. It's an incredible program already, and I've convinced so many of my friends to join. But it also has a deep untapped potential to be so much more, especially as we expand transit and bicycle infrastructure in Los Angeles. Bike share has been left out of the conversation so many times, despite being such a great system. With even just a bit of expansion and inclusion, I strongly believe Metro bike share could help transform Los Angeles into the worldclass city it deserves to be.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion to create a strong non-car travel network, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this).
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

[REDACTED]

Los Angeles, CA 90012

From: [REDACTED]

Sent: Wednesday, October 19, 2022 10:36 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item 40, Operations, Safety and Customer Experience Committee, Metro Bike Share

Dear Committee Members,

Metro Bike Share has a valuable role to play for Metro customers and for meeting the mobility goals of our region. But the program needs to be thoroughly integrated into the system and consistently funded at the level needed to assure its success.

First, Metro bike share needs to be at Metro stations! This is an obvious requirement and standard practice for all successful bike share programs.

Second, Metro bike share must be available where the need is greatest, in our underserved communities. Of course this is also where Metro ridership is high, so we need to take advantage of the synergy between these two modes.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, October 19, 2022 10:41 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]
Woodland Hills, 91364

From: [REDACTED]
Sent: Wednesday, October 19, 2022 10:46 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Los Angeles, CA 90029

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, October 19, 2022 10:52 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

I urge you to not privatize your bike share program, but rather to expand it into a truly ubiquitous, public transportation system.

Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

As Metro goes forward, the bike share program must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[YOUR NAME]
[YOUR CITY AND ZIP CODE]

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, October 19, 2022 11:03 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]
Monterey Park, 91755

From: [REDACTED]
Sent: Wednesday, October 19, 2022 11:08 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

As Metro is considering making changes to the bike share program, I've learned that bike share is not being administered and funded as a real transportation mode, like buses and trains. Bike share has been slow to expand, but expansion is essential for it to be useful. If there were more stations with better locations and high availability, bike share could be more desirable than buses and trains for not having to follow a schedule.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Los Angeles, 90025

From: [REDACTED]
Sent: Wednesday, October 19, 2022 11:10 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

Los Angeles, 90026

From: [REDACTED]
Sent: Wednesday, October 19, 2022 11:34 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety, and Customer Experience Committee,

Give our Metro Bike Share program the attention, treatment, and funding that transit riders, bicyclists, pedestrians, citizens like me need.

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program a neglected child as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself. It is sad and disappointing that the Metro's employee union is opposing having bike share stations/hubs at transit stops but always remember that Metro exists to serve customers above all else. If we continue to uphold car culture over sustainable modes of mobility, Metro employees, transit users, bicyclists, humanity, non-human lives, the planet and climate will all suffer.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

WARNING: we are in a climate emergency, biodiversity crisis, megadrought/rapid aridification of SoCal, environmental justice epidemic, severe housing shortage, systemic racism, inequities etc. Metro is not doing nearly enough at the required pace and scale to transform mobility in order to help mitigate those crises.

Thank you,

[REDACTED]

Los Angeles, CA 90024

From: [REDACTED]
Sent: Wednesday, October 19, 2022 11:34 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

90027

--

[REDACTED]

From: [REDACTED]
Sent: Wednesday, October 19, 2022 11:41 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

Los Angeles, 90063

From: [REDACTED]
Sent: Wednesday, October 19, 2022 11:52 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

I'm a resident of South Pasadena, and despite often visiting DTLA and other parts of our region I've never taken a Metro bike. Why? From my experience, bike share stations are poorly integrated into the transportation system overall and to popular destinations, so it's never made sense to me. Shared bikes are a natural connector and can even act as a replacement for other modes of transit, for example when headways are too long.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

South Pasadena 91030

From: [REDACTED]
Sent: Wednesday, October 19, 2022 11:55 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]
Los Angeles, 90066

From: [REDACTED] >

Sent: Wednesday, October 19, 2022 12:27 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro Bike Share is one of the most cost-effective investments available to the Board. Light rail and BRT expansion--which I support--require utility relocation, eminent domain, and endless lawsuit rebuttals (see: San Dimas Gold Line parking structure).

I live a block and a half from a Bike Share station and started using it during the pandemic because Metro's bus service along Vermont Ave was dreadful. I encourage you to ride a Metro bus for yourself if you haven't already done so--thank you to Supervisor Hahn for making herself available for this last week.

I now use Bike Share to get to the gym and a food distribution event, each two miles from me. It's much easier than dealing with the hassle of transferring buses that are slow, overcrowded, and unreliable.

I would use Bike Share even more if you added stations, PROTECTED bike lanes, and electric bikes to the fleet. My neighborhood, East Hollywood, has a smattering of stations: Vermont/ Beverly, Vermont/Maubert, Vermont/ Santa Monica, Sunset/ Normandie, and Melrose/ Edgemont. This is not a true network.

I hope you will expand the Bike Share network in East Hollywood, Hollywood, Koreatown, Pico-Union, MacArthur Park, and Mid-City. I would like to use Bike Share to get to the Home Depot on Sunset, the Food4Less on 6th and Bonnie Brae, Vermont/Venice, Vermont/3rd supermarkets, and the Costco/ my dentist in Atwater Village.

Likewise, I hope new Bike Share kiosks will offer more shading. This would keep the bike seats dry when it rains and less hot during heatwaves.

I oppose the Metro employee union's attempts to keep Bike Share away from bus and train stations. I am a proud union member myself, but this is counterproductive. Us Metro users should have more options, not fewer.

As it stands, we do not have a reliable network of Metro bus lines, train lines, or Bike Share stations. The train lines extend deep into low-ridership single-family neighborhoods without establishing a network in high-density renter areas with ridership potential. The bus lines suffer declining ridership due to LA City Council's manifest unwillingness to implement their own Mobility 2035 plan, as well as due to their lack of oversight of the contract to add benches and shade at busy bus stops. This week, I repeatedly got caught in traffic caused by utility work along Vermont Ave between 3rd and 6th Streets. Where is the BRT service Metro advertised on Measure M?

Metro should invest in Bike Share. When I go to the supermarket, I come home on the bus--biking home with bags of groceries isn't practical. I skip waiting for buses and transferring, and don't have to deal with the open air drug use and sales that occur daily at Vermont/Beverly and MacArthur Park stations, to name two. I'd go back to taking the subway if Metro implemented safety improvements to get to/from the subway stations above such as complete streets interventions, and offered trains more than once every 15 minutes during the day.

I also vastly prefer Bike Share to the bus and Metro after 7 PM, when bus and rail service is once every 20 minutes or less.

I used to use my own bike for these daily tasks, but gave up after experiencing my 3rd bike theft in three years in 2020. I miss having a bike, but there's no point spending hundreds of dollars to "gift" it to someone else. In the meantime, I use Bike Share and would use it more if I had a network of slow streets and protected bike lanes to use.

What percent of the City of LA's speed hump applications came from renter neighborhoods like mine? We account for the majority of collision deaths and injuries, yet I suspect most of the noise for speed bumps comes from single-family neighborhoods that already have amenities like trees and green space.

Thank you for your consideration of how to improve and expand BikeShare.

Sincerely,

■

From: [REDACTED]
Sent: Wednesday, October 19, 2022 12:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)(why??)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.
4. Funding good bike infrastructure to promote the growth and use of Metro Bike Share (or other bikes in general)

Thank you,

[REDACTED]

San Pedro, 90731

PS: If you like further resources regarding great bike infrastructure, take a look at this: <https://www.youtube.com/watch?v=F4kmDxcfR48> and dozens of urbanist channels that will help us break free of car dependence.

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, October 19, 2022 1:54 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

IF YOU BUILD IT (properly funded) THEY WILL COME (and use it)

Thank you,

[REDACTED]

Sherman Oaks, 91423

From: [REDACTED]
Sent: Wednesday, October 19, 2022 1:32 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

Los Angeles, CA 90034

From: [REDACTED]
Sent: Wednesday, October 19, 2022 1:37 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,
[REDACTED]
Los Angeles 90012

From: [REDACTED]
Sent: Wednesday, October 19, 2022 1:38 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT ITEM 40 / METRO BIKE SHARE

Dear Operations, Safety and Customer Experience Committee,

Metro is currently considering making changes to its bike share program. Metro has often treated its own bike share program like the odd man out as opposed to a real transportation mode, like buses and trains. As a result, Metro has been incredibly slow to expand the program into something truly useful. If treated like a third transportation mode, along with bus and rail, bike share has the potential to not just help with first/last mile to buses and trains, but also to be a transportation mode in and of itself.

Regardless of which revenue/cost model Metro goes with for the future, it must include:

1. A major expansion, based on equity, starting in our most underinvested neighborhoods
2. The ability to put bike share stations at Metro train and bus stations (right now, Metro's employee union blocks this)
3. Treating bike share like a real transportation mode part of Metro's bus/rail system, not an afterthought. This means real funding and integration into the rest of the system.

Thank you,

[REDACTED]

Los Angeles 90026



October 7, 2022

Ms. Holly Rockwell,
Senior Executive Officer – Community Mobility Planning
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012-2952
RockwellH@metro.net

Via Electronic Mail

Re: Extension of DEIR Comment Period – Los Angeles Aerial Rapid Transit Project

Dear Ms. Rockwell,

On behalf of The California Endowment (“TCE”), we respectfully request clarification regarding the deadline for the Draft Environmental Impact Report (“DEIR”) comment period for the Los Angeles Aerial Rapid Transit (“LA ART”) gondola project (“Project” or “Gondola Project”). Additionally, for the below stated reasons, we seek a reasonable extension of 45 days over the minimum statutory comment period, so that the length of the comment period will be no fewer than 90 days.

1. PREVIOUS EXTENSIONS HAVE BEEN GRANTED

There is precedent for such an extension for CEQA projects in Los Angeles.

- In 2016, the City of Los Angeles extended the comment period for an additional 45 days for the South Los Angeles and Southeast Los Angeles Community Plan updates. (<https://planning.lacity.org/eir/SouthAndSoutheastLA/FEIR/files/1.0%20Introduction.pdf>.)
- This year, the Los Angeles Bureau of Engineering extended the comment period to 72 days for review of the Los Angeles Zoo Vision Plan. (<https://eng.lacity.org/about-us/divisions/environmental-management/projects/los-angeles-zoo-vision-plan>.)

A similarly complex project like the Gondola Project clearly warrants an extension.

2. THE PUBLIC HAS NOT BEEN PROVIDED ADEQUATE INFORMATION

Even though the Project application was submitted four years ago, and the Notice of Preparation was released two years ago, publicly available information regarding the Project has been sparse. Community members remain unclear regarding the details of the Project and its impacts.

We expect that a project like the Gondola Project—which is expected to cost over \$100 million to build and will require construction of large structures in areas like the LA State Historic Park, Union Station, and along Alameda Street—will need to involve numerous complex technical studies. We also expect that complex technical greenhouse gas and transportation studies will be required to support LA ART’s claims of zero emissions and community benefits relating to traffic. Nevertheless, the public has been provided little to no information regarding these and other potential impacts to their community.

Furthermore, prior to the September 15, 2022, Metro Executive Management Committee Meeting, LA ART promised “updated project information, including construction and operation costs and funding and financing plan” on or before September 30, 2022. (September 15, 2022, Los Angeles Metropolitan Transportation Authority Executive Management Committee Board Report). To date, that information has not been made publicly available. Without this information, how can stakeholders be expected to be able to fully evaluate the Project, or community members be sufficiently informed to understand the impact the Project will have on their day-to-day lives?

3. **A 45-DAY EXTENSION IS REQUIRED TO ENSURE MEANINGFUL PUBLIC PARTICIPATION**

The notice sent out via email to stakeholders on September 28, 2022, stated that the DEIR will be released on October 17, 2022, for public comment, but did not specify the length of the comment period. The minimum 45-day comment period for this DEIR is far too short, prevents meaningful public engagement and comment, and will likely significantly limit the participation of those who require language assistance.

While we cannot know what issues the DEIR will focus on, we expect the DEIR to be voluminous given the complex and technical nature of the Project. For example, the Notice of Preparation was non-specific in stating the potentially significant impacts. It generally states that the Project will “address all environmental topics listed in Appendix G of the CEQA Guidelines,” and presents a list of all twenty topics, including aesthetics, agriculture and forestry resources, air quality, biological resources, cultural and historic resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, wildfire. (October 1, 2020, Notice of Preparation; Cal. Code Regs., tit. 14, § 15082 (a)(1)(C).)

As was previously mentioned, despite promises to the contrary, the public has yet to receive detailed information regarding the multitude of complex studies that will likely be needed for such a major undertaking as this multi-million-dollar Gondola Project. It would be unfair after repeatedly asking for this information for the last several years to give the public just 45 days to digest complex technical studies and attempt to understand their long-term implications. The public needs sufficient time to analyze such studies. Simply put, an extension of the comment

period is warranted given the historic and continuing lack of information provided to the public about the Gondola Project.

Furthermore, public comment regarding the Project has already been stifled and it appears as if it will continue to be limited moving forward. On September 15, 2022, the Los Angeles Metropolitan Transportation Authority (“Metro”) Executive Management Committee held a public meeting, during which the Project was presented. During the conduct of that meeting, public comment was limited due to a multitude of issues with providing interpretation services for members of the public who required language assistance and Metro cut off over 40 members of the public who were in the queue to provide oral commentary.¹ With regard to the DEIR comment period, Board Director, Supervisor Hilda Solis forcefully expressed the community’s need for more comprehensive community commentary on the Project not just following the release of DEIR, but prior thereto. Likewise, Metro Board Director, Supervisor Janice Hahn, raised concerns regarding the Gondola’s impact on Metro’s current Free Dodger Express Bus system used by residents throughout the County. Metro has since posted “Community Information Sessions” on its website to “share details on the project”, however, not one of the four sessions – two held just the week prior to the release of the DEIR and two the week after – allows for live oral public comment.

The comment period is also occurring while the COVID pandemic is still making meetings and public accessibility difficult. According to the latest CDC data, community transmission of COVID-19 in Los Angeles County is “substantial.” (https://covid.cdc.gov/covid-data-tracker/#county-view?list_select_state=California&data-type=CommunityLevels&list_select_county=6037&null=Risk [select data type “Community Transmission”].) It is well-documented that the COVID pandemic has heavily impacted lower income communities and communities of color, like the communities surrounding the Project site. Additional variants and a surge in COVID cases are expected this fall and winter. (<https://www.latimes.com/california/story/2022-10-01/new-coronavirus-subvariants-a-worry-for-winter-covid-wave>.) Community members are only recently receiving updated booster vaccinations. Frequent COVID infections require isolation and rest, and much time is required to devote to taking care of health issues and recovering from COVID and Long COVID, so expecting public attention and review of the DEIR during this period is unreasonable. A 45-day extension would be reasonable and help to ease the impacts of the COVID pandemic on community engagement.

Lastly, it is unreasonable to expect public comments on such an extensive document in a 45-day period that straddles important family holidays including Thanksgiving (on November 24, 2022) and December holiday season. TCE’s requested 45-day comment period extension would conclude the comment period after the winter holiday season and allow the public to have sufficient time to meaningfully review, assess, and respond to the DEIR.

¹ Metro referred those who were unable to voice their concerns during the conduct of the meeting with an option to email their comments. Following the email option being stated as the sole option to provide comment, this failure to account for the potential lack of accessibility for all members of the community was noted.

Please confirm that you have received this request, and we hope that you will respond favorably. Given the above-mentioned factors that are impeding the public's review, a 45-day extension of the minimum comment period is clearly justified in this instance. Public participation, a key component and pillar of CEQA, will be substantially improved with additional time and thus an extension would be much appreciated.

Thank you for your consideration of this request.

Sincerely,



Martha I. Jimenez
EVP / General Counsel/Secretary

CC:
Ms. Stephanie Wiggins, Metro Chief Executive Officer
Metro Executive Committee:
Chair Ara J. Najarian
Vice Chair Janice Hahn
Director Katherine Barger
Director James Butts
Director Eric Garcetti
Director Hilda Solis
Director Gloria Roberts



1000 Broadway, Suite 480
Oakland, CA 94607
www.latinoutdoors.org
*fiscally sponsored by
Community Initiatives*

October 10, 2022

Ms. Holly Rockwell,
Senior Executive Officer – Community Mobility Planning
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012-2952
RockwellH@metro.net

Re: Extension of Draft Environmental Impact Report Comment Period – Los Angeles Aerial Rapid Transit Project

Dear Ms. Rockwell,

On behalf of Latino Outdoors, I am writing to request that the public comment period for the Los Angeles Aerial Rapid Transit (LA ART) Draft Environmental Impact Report (DEIR) be no less than 90-days.

From LA Metro's communication shared on September 28, 2022, there is no clarity on how long the public comment period will last or how community members are expected to participate. The two meetings scheduled after the DEIR is released clearly state that no public comment will be taken. It is imperative that the community be given an opportunity to meaningfully participate in the CEQA process by providing a total of 90-days to comment and a clear pathway to engage.

To date, our communities have been shut out of this process, with little to no details being shared. The few details provided by LA ART are wholly insufficient to understand the complexities of a project that will greatly impact surrounding communities.

Frankly, we deserve better. We must be heard and provided with a chance to meaningfully participate in the CEQA process. From our experience, we know that DEIR's like this one are lengthy, complex documents with technical information that will require significant time to review and analyze. The South Los Angeles, Southeast Los Angeles Community Plan and the LA Zoo Vision Plan were extended beyond 45-days for the same reason – to allow sufficient time for public review and comment.

The LA ART DEIR has been delayed numerous times, and if you proceed with a 45-day comment period, what message does that send to our communities? Releasing the DEIR but not extending public comment period during the holiday season when it is challenging for community members to participate is simply unreasonable. There is no need to rush through this important public review process.

Finally, extending the public comment period is critical for transparency and fairness. Councilmember-elect Eunisses Hernandez, who has voiced concerns and will represent the communities most impacted by this project, deserves the chance to review and analyze the DEIR.

Please do the right thing by extending the comment period to a total of 90-days.

Sincerely,

A handwritten signature in black ink that reads "Richard A. Rojas Sr." in a cursive style.

Richard A. Rojas Sr.
Advisory Board - Immediate Past-Chairperson

CC: Ms. Stephanie Wiggins, Metro Chief Executive Officer
Metro Executive Committee:
Chair Ara J. Najarian
Vice Chair Janice Hahn
Director Katherine Barger
Director James Butts
Director Eric Garcetti
Director Hilda Solis
Director Gloria Roberts



October 11, 2022

The Honorable Ara J. Najarian
Chair, Metro
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

RE: Concerns Regarding Metro's Potential Partnership in Los Angeles County Land Bank Program

Dear Chair Najarian:

On behalf of the Los Angeles County Division of the League of California Cities (Division), and the California Contract Cities Association (CCCA), collectively representing every city in Los Angeles County, we write to express strong concerns regarding Metro's partnership in Los Angeles County's proposal to establish a land bank pilot program that would undermine local land use and zoning regulations and exempt property taxes while the county or Metro "holds" land for future use. We are disappointed that neither Metro Board nor the Board of Supervisors have engaged with the county's 88 incorporated cities in the development of this potentially expansive program.

As described in the June 23, 2022 Metro Board Agenda report, the proposed county land bank program would allow for the acquisition and retention of property to potentially build affordable housing and serve as an anti-displacement mechanism in areas where large infrastructure projects are planned. While discussions currently center around a pilot program, the Los Angeles County Chief Executive Office's June 3, 2022 report to the Board of Supervisors cites an interest to expand the program countywide, without designation of unincorporated or incorporated areas. Addressing our local housing crisis is a priority for cities throughout the county. However, we do not think that a land bank program, developed by the county in partnership with Metro, without city input, is appropriate for the following reasons:

The land bank program undermines state-certified housing elements. Cities under the Southern California Association of Governments have certified or are in the process of certifying their state-mandated Housing Elements to meet all income levels under the Regional Housing Needs Assessment (RHNA). The state-mandated process entails years of planning, community outreach and financial resources to identify sites suitable for housing units. In that process, cities may identify sites for mixed use development with retail-commercial, office, and residential uses to help generate the long-term revenue required to offset the cost of infrastructure improvements. Without dialogue from cities, the county's land bank program would undermine this state/city planning process designed to zone and plan for all housing needs, including affordable developments.

Implementing the land bank program in incorporated cities is an encroachment of local land use authority and zoning adopted by local elected officials. Our organizations are concerned that, under a countywide land bank program, the county and/or Metro will hold and develop land without regard to a city's local zoning ordinances and regulations. It is paramount to city residents that their city leaders make land use decisions based on their input and on the unique needs of their community. Mayors and

council members are elected to listen, respond, and work with their community members in developing land-use and other community priorities. Many of the areas that the county and Metro have identified sensitive to gentrification because of large incoming infrastructure projects already have specific plans adopted by the locally elected city council. These local plans provide much-needed housing for both current residents and new residents through mixed-use developments that can generate tax revenues to sustain open space, parks, public works, and other essential community infrastructure and services. The county and Metro's plan to hold land for an indeterminate time and develop it, without regard for existing city land use laws and planning, is a severe overreach. It overrules local land-use decision making, cripples cities' ability to implement their prepared plans and threatens future funding for local services.

The land bank program would compete with and unnecessarily duplicate the work of the Los Angeles County Affordable Housing Solutions Agency (LACAHS) recently created under SB 679. Governor Newsom just signed SB 679 (Kamlager, 2022) to create LACAHS, a new countywide affordable housing agency to preserve, protect, and build affordable housing. LACAHS will have the authority to fund housing and preservation through bonds and other long-term revenue sources. The legislation to create the agency was developed and supported by months of stakeholder dialogue, including cities. The new agency's governance structure and regional funding allocation formulas can achieve the same goals as the proposed land bank program but with the structure and capacity to both purchase land and develop it. It is foreseeable that the county's land bank program could compete for the same funding and land as LACAHS. This proposed program is an unnecessary duplication of resources and adds another layer of regulation in the land use area that is already heavily regulated by the state and now by LACAHS.

The land bank program would deprive cities of essential property tax income that financially support community services. As described in the June 23, 2022 CEO's report, the proposed county land bank program would allow for the acquisition and retention of property tax free by the county. The report further recommended that the county's tax free status should be extended to private parties: "the land bank should be structured in a way that allows nonprofit affordable housing developers or Community Land Trusts to 'deposit' land into the land bank to hold properties (tax free) for future development (by the donating organization) as affordable housing." However, the report fails to address how cities are to recoup this proposed loss of property tax-based city income needed for community services.

We understand the dire need for affordable housing in Los Angeles County. Cities are responding and continue to plan, zone, and promote opportunities for the construction of housing projects to meet that need. Additionally, state legislation continuously propels cities and the county to reexamine current land-use functions. The implementation of major housing bills, like SB 9 (Atkins, 2021) and most recently AB 2011 (Wicks, 2022) and SB 6 (Caballero, 2022), will drastically transform the supply, affordability, and landscape of housing throughout the county. These statewide laws, along with the reasons stated above, make the creation of a countywide land program unnecessary. Nevertheless, we understand that the county, like cities, also has its own land use authority and must find opportunities to create and fund affordable housing in its unincorporated areas. We believe the land bank program, working with partners like Metro, may be most suitable for the unincorporated areas in each Supervisor's jurisdiction, or in cities that chose to participate.

While we have concerns with the program as currently presented, we certainly recognize the need for cities, the county, and Metro to work together to address housing production and affordability in the region. We would look forward to working collaboratively with both entities in that effort. If you have

questions or feedback, please contact Kristine Guerrero with the Division at kguerrero@calcities.org, or Jorge Morales with CCCA at jorge@contractcities.org.

Sincerely,



Andrew Chou
Mayor Pro Tem, Diamond Bar
President
Los Angeles County Division, League of
California Cities



Jeff Wood
Council Member, Lakewood
President
California Contract Cities Association

CC: Jacquelyn Dupont-Walker, Metro 1st Vice Chair
Mike Bonin, Metro Board Member
Fernando Dutra, Metro Board Member
James Butts, Metro Board Member
Eric Garcetti, Metro Board Member
Paul Krekorian, Metro Board Member
Tim Sandoval, Metro Board Member
Hilda L. Solis, Metro Board Member
Sheila Kuehl, Metro Board Member
Janice Hahn, Metro Board Member
Kathryn Barger, Metro Board Member
Los Angeles County Cities



OFFICE OF THE MAYOR

September 29, 2022

Metro Board
One Gateway Plaza
Los Angeles, CA 90012

Re: State Route (SR)-710 Early Action Projects in City of Pasadena

Honorable Chair Solis and Members of the Board:

At our meeting of September 19, 2022, the City Council reviewed a list of projects that the Pasadena Department of Transportation is proposing to be included in the City's State Route (SR) 710 Measure R Mobility Improvement Project (MIP) funding request to the Los Angeles Metropolitan Transportation Authority (Metro), in lieu of the Metro L Line grade separation at California Boulevard. After receiving public comments, the City Council unanimously approved a motion to authorize the Mayor to submit to Metro the attached project list.

On behalf of the City, we applaud Metro Board's decision to clarify the eligible uses for SR 710 North Mobility Improvement funding through the February 24, 2002 Board action on Agenda item 35. This action clarifies the types of pedestrian, bicycle and transit infrastructure improvements that are eligible for Measure R MIP funding both as standalone projects and as components to larger projects.

Nineteen projects have been identified with twelve proposed as priority projects to be carried out in-lieu of the Metro L Line California Boulevard Grade Separation Project, to significantly improve mobility in the region and enhance various modes of transportation. Project descriptions for all nineteen projects can be found in Attachment A, with our twelve priority projects listed below in Table 1. The projects were chosen with the goal of improving safety for all road uses, including motorists, pedestrians, and

cyclists. Consistent with the purpose of the SR 710 Measure R MIP program, the proposed projects effectively and efficiently accommodate regional and local north south travel demands in the study area while providing bus infrastructure improvements, bikeway improvements and pedestrian improvements. Measure R MIP funding criteria requires that funding be used towards capital infrastructure enhancements consistent with the purpose and need of the 710 N Project, while providing multimodal capacity enhancements to allow for connectivity to the regional network.

While all nineteen projects provide important enhancements to the multimodal transportation network, adjacent to the SR 710, Table 1 below prioritizes the top twelve priority projects in order of importance. I respectfully ask that the Board take into consideration our prioritized list in making its determination.

Table 2: SR 710 Measure R Mobility Improvement Projects - Top 12 Priority List

Project	Preliminary Cost Estimate
Pasadena Ave and St John Ave Roadway Network (Walnut St to Columbia St)	\$75.1M
Avenue 64 Complete Street Program	\$1.5M
Transit Operations and Maintenance Facility	\$62.4M
Columbia St (from Orange Grove Blvd to Fair Oaks Ave)	\$9.9M
Orange Grove Blvd at Colorado Blvd and Orange Grove Blvd at Holly St	\$4.5M
San Rafael Ave (between Linda Vista Ave and Colorado Blvd)	\$4.8M
Metro L Line At-Grade Crossing Enhancements	\$2.5M
Continental Crosswalks	\$6.8M
Orange Grove Mobility Improvement Program	\$5.4M
Greenways (Bike Boulevards)	\$12M
SR 710/SR 134/I-210 Ramp Modifications	\$150M +
Arroyo Link	\$45-65M

The City of Pasadena looks forward to working with Metro staff in a collaborative process to implement these projects in an effective manner, thereby reducing traffic congestion in the SR-710 corridor and enhancing mobility for all users.

Metro Board
September 29, 2022
Page 3 of 3

If you have any questions or comments, please feel free to contact Mrs. Laura Rubio-Cornejo, Director of Transportation at lcornejo@cityofpasadena.net or at (626) 744-6450.

Sincerely,

A handwritten signature in blue ink that reads "Victor M. Gordo". The signature is stylized and cursive.

VICTOR M. GORDO
Mayor

VG: js

cc: Stephanie Wiggins, Metro CEO
Ernesto Chaves, Metro Deputy Executive Officer, Complete Streets & Highways Group
Michelle Smith, Metro Project Manager, Complete Streets & Highways Group
Miguel Márquez, City Manager
Laura Rubio-Cornejo, Director of Transportation

Attachment A:

List of Projects Proposed for Measure R – Mobility Improvement Project (MIP) Funding in lieu of the Metro L Line California Boulevard Grade Separation Project. September 20, 2022.

Attachment A:
**List of Projects Proposed for Measure R – Mobility Improvement
Project (MIP) Funding in lieu of the Metro L Line California
Boulevard Grade Separation Project
September 20, 2022**

MULTI-MODAL MOBILITY IMPROVEMENTS

A number of complete streets projects are proposed to: improve safety for pedestrians and bicyclists by reducing auto speeds; enhance efficiency to accommodate regional and local travel demands; reduce the impacts of regional traffic diverted to local residential streets from adjacent freeways; and work toward encouraging non-auto travel throughout the City and the northern segment of the State Route (SR) 710 North corridor.

Pasadena Avenue and St John Avenue Roadway Network (Walnut Street to Columbia St)

Pasadena Avenue and St John Avenue are the primary access routes to the SR 710 northern stub in the City of Pasadena. They connect to three sets of Interstate 210 (I-210) and SR 134 on- and off-ramps north of California Boulevard. The purpose of this project is to provide near-term multimodal improvements to enhance safety along this 1.8-mile corridor, while maintaining the number of vehicular travel lanes. This project includes the cross-street connections that create the roadway network.

On June 29, 2022, the California Transportation Commission approved the relinquishment of the SR 710 transportation corridor from Union Street to Columbia Street to the City of Pasadena. The City of Pasadena officially took ownership of this transportation facility of August 15, 2022. While the long term vision for this area requires a significant multi-year planning process to determine land use, transportation network and utility infrastructure, this relinquishment allows the City to implement near term multi-modal mobility improvements along the corridor. Consistent with the documented purpose of the Measure R Mobility Improvement Project (MIP) funding parameters, this project creates a much-needed protected bicycle network along St John Avenue and Pasadena Avenue without reducing the number to travel lanes, and with only a very limited reduction of on-street parking along this 1.8-mile corridor.

A key premise in developing the project enhancements for this corridor is that near-term projects shall not preclude future changes to land-use, roadway networks, or other community development concepts that could be considered as part of the larger scale future long-term planning effort for this area.

This comprehensive multi-modal project provides for the installation of Class II bike lanes, Class IV protected bike lanes, sidewalk construction (with appropriate street trees and lighting), traffic signal modifications and other related construction for the following streets and the intersections connecting this street network:

- Pasadena Avenue from Walnut Street to Columbia Street
- St John Avenue from Walnut Street to Del Mar Boulevard and from California Street to the Pasadena Avenue wishbone/fork
- Union Street, Colorado Boulevard, Green Street, Del Mar Boulevard, California Boulevard and Bellefontaine Street, as they connect to Pasadena Avenue and St John Avenue

The preliminary cost estimate for this project is approximately \$75.1 million.

Columbia St (from Orange Grove Boulevard to Fair Oaks Avenue)

As a corollary to the St John Avenue/Pasadena Avenue project, the City is also requesting funding for multimodal improvement of Columbia Street from Orange Grove Boulevard to Fair Oaks Avenue. The purpose of this project is to enhance safety of the corridor for all modes of travel while maintaining the existing roadway capacity for motorists. This project consists of the following elements:

- Modifications to the intersection of Orange Grove Boulevard and Columbia Street to reduce the radius of the sweeping right turns, modify the traffic signal to provide vehicle and bicycle detection, add accessible pedestrian push buttons and modify the signal operations to enhance safety.
- Enhance the safety of the split (dog-legged) intersections of Columbia Street/Pasadena Avenue and Columbia Street/Fremont Avenue through roadway striping and traffic signal modifications.
- Installation of fiber optic communication infrastructure between Pasadena Avenue and Orange Grove Boulevard to support the signal modifications at the intersection of Orange Grove Boulevard and Columbia Street
- Implement a bike lane along Columbia Street to compliment the proposed Pasadena Avenue bike network to the north.

Since this project is adjacent to the City of South Pasadena, the City will continue to coordinate any potential improvements with the City of South Pasadena.

The preliminary cost estimate for this project is approximately \$9.9 million.

Orange Grove Mobility Improvement Program

Immediately to the west of the Pasadena Ave/St John Ave corridor, Orange Grove Boulevard carries a significant amount of traffic between, Colorado Boulevard and Columbia Street, along this SR 710 parallel route. The purpose of this project is to provide multimodal safety enhancements and mobility enhancements to intersections along the Orange Grove Boulevard. These include upgrades to traffic signals, installation of fiber optic communication and associated hardware along the corridor to allow for signal coordination to address motorist speed, and the replacement of a free right run slip lane with a standard right turn pocket at Orange Grove Boulevard and California Boulevard.

This project does not include improvements to the intersections of Orange Grove Boulevard/Colorado Blvd or Orange Grove Boulevard/Columbia Street. Those intersections are listed as separate projects.

The preliminary cost estimate for this project is approximately \$5.4 million.

San Rafael Avenue (between Linda Vista Avenue and Colorado Boulevard)

The SR-134 on- and off-ramps at San Rafael Ave are immediately west of the SR 710 connector ramps, and create three closely spaced signalized intersections. This project provides for modifications to the traffic signals at the three signalized intersections on San Rafael Ave between Linda Vista Avenue and Colorado Boulevard. Mobility improvements include the upgrade of traffic signal controllers, installation of vehicle detection, installation of a CCTV camera and the installation of fiber optic communication and associated infrastructure from

Colorado Boulevard to Linda Vista Ave. A component of the work is the relocation of the traffic signal cabinet, and the communications cabinets from the south side of Colorado Blvd to the north side of Colorado Blvd at San Rafael Ave, and the widening of that south sidewalk to provide an ADA compliant pedestrian path. Since these three intersections include freeway off-ramp facilities, the City will continue to coordinate any potential improvements with Caltrans.

The preliminary cost estimate for this project is approximately \$4.8 million.

Avenue 64 Complete Street Program

Improvements to Avenue 64 have been identified based on feedback obtained through a community process. While a portion of the speed reduction and pedestrian safety enhancements along the south end of this corridor are underway through the installation of a traffic circle at the intersection of Avenue 64 and Burleigh Drive, current economic conditions and supply chain constraints have significantly increased the cost of materials for construction. Also, an additional intersection to the north end of this corridor has been identified for pedestrian safety enhancements. This project would provide supplemental funding to allow for the construction of the Avenue 64 traffic circle at Burleigh Drive and would provide for the installation of curb extensions at the intersection of Avenue 64 and Glenullen Drive.

The preliminary cost estimate for this project is approximately \$1.5 million.

Continental Crosswalk Implementation

In order to enhance pedestrian safety at crosswalks throughout Pasadena, the City has identified the continental crosswalk layout as the standard for new installations. In addition, the City has developed an implementation plan to replace existing marked crosswalks with continental crosswalks citywide. The City is requesting funds to replace all existing marked crosswalks within the SR 710 northern stub corridor to continental crosswalks. This project area includes approximately 140 intersections with marked crosswalks, west of Lake Avenue and south of the I-210 freeway.

The preliminary cost estimate for this project is approximately \$6.8 million.

The Arroyo Link

One project that continues to garner attention due to the historic nature of prior trails leading from Arroyo Boulevard into the central business district is the Arroyo Link. The Arroyo Link would be a multi-modal path connecting from the intersection of Arroyo Blvd and Drive to the intersection of Orange Grove Boulevard, potentially connecting the bike facilities currently in construction on Union Street (a protected cycle track) to the existing Arroyo Seco Path. The project also includes a missing pedestrian link between the residential neighborhood on South Arroyo Boulevard to the Rose Bowl and other destinations within the Arroyo, including Brookside Park, Kidspace Children's Museum and the Rose Bowl Aquatics Center. With the completion of the Arroyo Seco Path to the Los Angeles River Path, the Arroyo Link could provide a key connection in the regional bicycle network to Old Pasadena, Pasadena Civic Center, Pasadena City College and the Rose Bowl.

This project has not yet been designed, and detailed cost estimates have not yet been developed. Project cost estimates currently reflect a planning level, rough order of magnitude cost. This project would include a new sidewalk from the intersection of Arroyo Blvd at Arroyo

Drive to the intersection of Arroyo Blvd at Seco Street (a distance of approximately 0.8-miles), providing a much needed pedestrian connection from Arroyo Blvd south of the SR 134 freeway to the Rose Bowl, Brookside Park, the Kidspace Museum and the Rose Bowl Aquatic Center. While most of the project would utilize city streets, a 1000-ft section of new, off-street path would be required for a zig-zag path between Orange Grove Boulevard and the Arroyo Seco Path. This project presents significant design challenges to be addressed, including topography and existing infrastructural constraints (primarily access across Colorado Boulevard at the Colorado Street Bridge and existing shoulder slope and geometry along Arroyo Boulevard, north of Arroyo Drive). New bridges and/or under-crossings would likely be required as well as a significant length of retaining walls.

The City anticipates the initial outreach, feasibility study and concept design to cost \$250,000. Once a concept is developed, the project costs could be separated into two phases with the zig-zag path and connection to Orange Grove Blvd at Colorado Blvd costing up to \$10 million as a Phase 1 project implementation, and the Arroyo Blvd multimodal connection to the Rose Bowl ranging between \$35 million and \$55 million as a Phase 2 project implementation. The phases could be constructed simultaneously or sequentially. The cost estimates, which total \$45 million to \$65 million, are contingent on the path selected and the type and number bridges affected.

TRAFFIC SIGNAL AND INTELLIGENT TRANSPORTATION SYSTEMS PROJECTS

The City has implemented Adaptive Traffic Control System (ATCS) signal technology on several major corridors that parallel the SR 710 to reduce delay and enhance safety. As a complement to this, the City is requesting funding for Traffic Signal and Intelligent Transportation System (ITS) projects traffic signal upgrades and fiber communication, data collection and data analytics capability for motorists, bicyclists and pedestrians, and controller upgrades to provide high-resolution data.

Orange Grove Boulevard at Colorado Boulevard and Orange Grove Boulevard at Holly St

The SR 134 on- and off-ramps at the Orange Grove Boulevard/Colorado Boulevard intersection and Orange Grove Boulevard/Holly St intersection carry a significant amount of traffic within the SR 710 northern stub area. The City has been working closely with Caltrans to identify potential safety concerns at these two adjacent intersections and potential safety and mobility enhancements. This project will address those concerns through upgrades to the traffic signal operations and associated roadway channelization and signage to separate vehicular movements in an effort to reduce collisions involving weaving and turning movements. A potential implementation includes separating the eastbound SR 134 off-ramp traffic from the eastbound Colorado Boulevard traffic as they approach Orange Grove Boulevard. This would require additional traffic signal hardware and upgraded traffic signal controllers, cabinets, vehicle detection and communication infrastructure to manage the split approach operation. In addition, the intersection of Orange Grove Boulevard and Holly Street could be equipped with protected permissive left turn green arrows for north/south traffic. Since these two intersections include freeway off-ramp facilities, the City will continue to coordinate any potential improvements with Caltrans.

The preliminary cost estimate for this project is approximately \$4.5 million.

Metro L Line At-grade Crossing Enhancements

This project would provide for enhanced performance monitoring, data collection and analytics at intersections adjacent to the at-grade Metro L Line crossings of Glenarm Street, California Boulevard and Del Mar Boulevard to monitor and reduce intersection delay. Currently, the L Line operates at six-minute headways in peak periods, resulting in a train crossing these intersections every three minutes during the time of day with the highest vehicular and pedestrian volumes. The City of Pasadena has been actively working on enhancements to reduce delay, including the implementation of Adaptive Traffic Control System (ATCS) along the corridors crossing and adjacent to the Metro L Line alignment.

This project would allow for greater reduction in delay through the implementation of a performance monitoring system that collects vehicular, bicyclist and pedestrian data and uses advanced analytics to report on performance measures and provide an analysis tool for making informed decisions. In addition, this project provides for the implementation of advanced video analytics to identify inherent risk based on near-miss occurrences. The project would provide for the installation of hardware at up to 15 signalized intersections, associated communication infrastructure and central system hardware and software to implement a performance monitoring system.

This project has preliminary been estimated to have a cost of \$2.5 million.

Holly Street, from Fair Oaks Avenue to Marengo Avenue

This project would provide for traffic signal upgrades and needed fiber optic communication and associated hardware at four intersections on Holly Street, between Fair Oaks Avenue and Marengo Ave. These upgrades would allow for the development of improved coordination plans, improved traffic flow, reducing delay for roadway users while simultaneously providing the ability to manage traffic speeds. This corridor provides a vital link between the central business district, the civic center and multifamily residential housing to the SR 710 northern stub, as well as the SR 134 and I-210 on-ramps in this area.

This project has preliminary been estimated to have a cost of \$1.4 million.

Pedestrian and Bicyclist Automated Data Collection

As the City of Pasadena continues to pursue the complete streets policies identified in the Mobility Element of its General Plan, the ability to collect, analyze and process pedestrian and bicyclist data takes on a more important role. This project provides for the installation of multimodal count stations that would collect motorist, pedestrian and bicyclist counts at 36 locations within a half-mile of the six L Line stations in Pasadena. The project would create an extensive database of multimodal traveler information, and would provide the analysis tools to report out on performance measures and make informed decisions based on advanced analytics.

This project has preliminary been estimated to have a cost of \$2.5 million.

High-Resolution Traffic Signal Data

While the City is currently updating some corridors to ATCS, the vast majority of the signalized intersections in the City continue to be controlled by hardware and software unable to collect high-resolution vehicle arrival data. This project would allow the City to upgrade traffic signal controllers citywide to collect such high-resolution data. The ability to collect and analyze high-resolution data would allow for the development of improved coordination plans, reducing delay for roadway users while simultaneously providing the ability to manage traffic speeds. In addition, high-resolution data would provide a foundation for arterial performance monitoring and reporting.

This project would provide for traffic signal controller upgrades at up to 280 intersections, the upgrade of up to 110 traffic signal cabinets. In addition, this project provides for the use of cost-effective network communication hardware to allow for IP communication over existing copper infrastructure where the cost to install fiber optic communication cable would be prohibitive.

This project has preliminary been estimated to have a capital cost of \$12.5 million.

I-210 Connected Corridors Expansion

A pilot for the California Department of Transportation's Connected Corridors program of integrated corridor management (ICM) measures is already underway in the I-210 corridor east of SR-134. This program includes measures such as:

- Integration of freeway ramp meters and arterial signal systems
- Arterial signal coordination
- Traffic re-routing due to incidents or events
- Traveler communication (via changeable message signs, 511, radio, social networks, mobile app) of traffic conditions, transit services, parking, alternate route/trip/mode options
- System coordination/communication between Caltrans (freeway operator) and local jurisdictions (arterial operators)

The I-210/SR 134 interchange has experienced a number of long-term closures resulting from collisions on the connector ramps. Additional funding would allow this innovative program to be expanded to the I-210 segment north of SR 134, facilitating the management of traffic resulting from the closure of the connector ramps at this interchange. Since the Connected Corridors project involves multiple jurisdictions, this project expansion would require continued coordination with Caltrans and Metro.

The estimated cost of providing these improvements is approximately \$5 million.

PASADENA TRANSIT SYSTEM EXPANSION FOR SR 710 CORRIDOR

A primary component of increasing multimodal access and mobility is the implementation of transit services. The City has evaluated the SR 710 corridor and identified potential route options that would serve north/south travel along the SR 710 northern stub project area and into northwest Pasadena. These route options are proposed based on a variety of demographic factors and potential transit ridership considerations. While funding for operations of the transit system is not being requested through Measure R MIP funds, three capital projects are required to implement a service expansion. The three capital projects are described below.

Transit Operations and Maintenance Facility

An expansion of transit service in Pasadena will require the construction of a new Transit Operations and Maintenance Facility. Not only is the City's current operations and maintenance facility already at capacity, but the facility is leased, and that lease will expire in three years. The City has already initiated the design and environmental clearance of a new Transit Operations and Maintenance Facility. However, funding for the facility has not been secured. Without a new facility, the City would not be able to provide an expanded transit service option for the SR 710 area. This new facility will have the ability to fuel/charge a future fleet of zero emission buses.

Construction of a new facility on City-owned property to accommodate these needs would cost an estimated \$62.4 million.

Zero Emission Buses (11) and Charging Infrastructure

Eleven new zero emission buses would be required to provide system expansion to serve the SR 710 Norther Stub project area. In order to comply with the State's mandate and the City's goals of reducing emissions, the vehicles are required to be zero emission buses. This requires charging infrastructure to serve this additional fleet.

The estimated cost of purchasing 11 zero emission buses and the necessary charging infrastructure for those 11 buses is \$12 million.

Bus Stop Enhancements

The transit system expansion for the SR 710 Norther Stub area would provide up to 24 new bus stops serving this area. All new bus stops along this corridor will require improvements to bus to provide accessibility for all users, and amenities to provide a space for passengers to wait for the bus. In addition, a number of existing bus stops within the SR 710 corridor area would be improved through this project. This includes items such as bus benches, bus shelters, ADA compliant landings, lighting, security features and shade structures as appropriate.

The estimated cost of the bus stop enhancements is \$3.6 million.

BICYCLE TRANSPORTATION ACTION PLAN PROJECTS

The City completed an updated Bicycle Transportation Action Plan in 2015. While some of its recommended projects are underway, others remain unfunded. These projects allow for the implementation of a comprehensive bike network, to provide residents and visitors an alternate mode to travel throughout the City. Two projects with regional significance due to their proximity to Metro L Line stations and ability to provide bicycle network connectivity are included below.

Greenways (Bike Boulevards)

Through the 2015 Bicycle Transportation Action Plan, the City identified various potential Greenways, also referred to as Bike Boulevards. The plan proposed Greenways as an enhanced set of calm, low traffic corridors with targeted traffic calming and gap crossing improvements such as narrower curbs and traffic signals. The four north/south Greenways

selected included Wilson Avenue, El Molino Avenue, Sierra Bonita Avenue, and Craig Avenue. These four north/south corridors serve similar functions in that they provide ideal bicycle friendly connections across the 210 freeway. Three of the four Greenways are within ¼-mile of a Metro L Line station, and all four connect to the stations through an existing bicycle network. These Greenways provide a bicycle network connection to Lake Station and Hill Station, and they will also provide future connectivity to the Memorial Park Station and the Del Mar Station, once the construction of the Union Street Protected Bike Lane and the Cordova Street Roadway Configuration projects is completed.

A robust community outreach phase targeting the residents and businesses along the Greenway alignment has been initiated for two greenways; however, other Greenways within the plan will still require additional community discussion and project refinement.

The estimated cost to implement the four north-south greenways is \$12 million.

SR 710/SR 134/I-210 RAMP MODIFICATIONS

The relinquishment of the SR 710 northern stub from Caltrans to the City of Pasadena provides an opportunity to re-envision the land use, transportation network and utility infrastructure for this area. This community led planning effort to define the future use of the SR 710 northern stub will take a significant multi-year planning process. It is anticipated that this planning effort and environmental clearance would cost up to \$5 million to complete.

Any modifications to the freeway on- and off-ramps, as well as any modifications to the freeway-to-freeway connector ramps would require close coordination with Caltrans. An initial technical feasibility analysis and a subsequent supplemental traffic analysis confirmed that removing and/or relocating ramps is technically feasible and would not impact the safety or operations of the freeway system.

The I-210 stub between Union Street and California Boulevard, while less than one mile long, currently features two pairs of on- and off-ramps: north of California, and just north of Del Mar. The northbound on-ramps at Del Mar and north of California (between Bellevue and Waverly Drives) are less than 800 feet apart. In addition, the I-210 and SR 134 both have freeway connector ramps into the SR 710 ditch that would need to be removed or relocated to allow for the re-envisioning of the SR 710 stub.

Removal and/or relocation of the ramps would effectively shift north-south regional traffic (particularly southbound traffic) away from St. John and Pasadena avenues, relatively narrow residential streets, to Walnut Street, Del Mar Boulevard, Fair Oaks Avenue and Arroyo Parkway, broad commercial arteries that are designed to accommodate such traffic. This would be consistent with the City of South Pasadena's accompanying effort to shift regional traffic from Fremont Avenue to Fair Oaks Ave, and would enable multimodal improvements to Pasadena Avenue and St John Avenue.

Cost estimates have not been developed for this project, but costs for removal or relocation of four freeway on/off ramps and up to five freeway-to-freeway connector ramps within an active interchange, along with associated changes to roadway striping, signals and signage, could reasonably be expected to exceed \$150 million.

MOBILITY HUBS

Consistent with recommendations of the SR 710 Working Group (recommendations that were based on previous concepts developed by the City of Pasadena), the City is requesting funding for “mobility hub” first/last mile access improvements at L Line stations and the future Metro North Hollywood to Pasadena Bus Rapid Transit Line. Mobility hubs are activity centers that bring together transit, micro-transit and shared mobility to maximize first mile last mile connectivity through place-making strategies. Because Metro Rail station sites in Pasadena are generally constrained, and the future North Hollywood to Pasadena BRT line is still in preliminary design, further analysis would need to be conducted of space requirements for different potential elements, as well as other factors including costs and benefits.

At this time, the anticipated cost for mobility hub implementation is estimated to be \$24 million.

SR 710 MEASURE R MOBILITY IMPROVEMENT PROJECT FUNDING ESTIMATES

Project	Preliminary Cost Estimate
Multi Modal Mobility Improvements	
Pasadena Ave and St John Ave Roadway Network (Walnut St to Columbia St)	\$75.1M
Columbia St (from Orange Grove Blvd to Fair Oaks Ave)	\$9.9M
Orange Grove Mobility Improvement Program	\$5.4M
San Rafael Ave (between Linda Vista Ave and Colorado Blvd)	\$4.8M
Avenue 64 Complete Street Program	\$1.5M
Continental Crosswalks	\$6.8M
Arroyo Link	\$45-65M
Traffic Signals and Intelligent Transportation System Projects	
Orange Grove Blvd at Colorado Blvd and Orange Grove Blvd at Holly St	\$4.5M
Metro L Line At-Grade Crossing Enhancements	\$2.5M
Holly St, from Fair Oaks Ave to Marengo Ave	\$1.4M
Pedestrian and Bicyclist Automated Data Collection	\$2.5M
High-Resolution Traffic Signal Data	\$12.5M
I-210 Connected Corridors Expansion	\$5M
Pasadena Transit System Expansion for the SR 710 Corridor	
Transit Operations and Maintenance Facility	\$62.4M
Zero Emission Buses (11) and Charging Infrastructure	\$12M
Bus Stop Enhancements	\$3.6M
Bicycle Transportation Action Plan Projects	
Greenways (Bike Boulevards)	\$12M
SR 710/SR 134/I-210 Ramp Modifications	\$150M +
Mobility Hubs	\$24M

PERMANENT SELECT
COMMITTEE ON INTELLIGENCE
CHAIRMAN

APPROPRIATIONS COMMITTEE
EX-OFFICIO MEMBER

WEB ADDRESS AT:
www.house.gov/schiff

FACEBOOK:
www.facebook.com/repadam Schiff



ADAM B. SCHIFF

October 17, 2022

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Email: Schiff.constituent@mail.house.gov

DISTRICT OFFICE:
5500 HOLLYWOOD BOULEVARD
LOS ANGELES, CA 90028
(323) 315-5555
(BY APPOINTMENT ONLY)

Stephanie Wiggins, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

RE: Support for the Metro Gold Line Foothill Light Rail Extension TIRCP Application

Dear Ms. Wiggins:

I write in support of the Gold Line Foothill Extension application for the upcoming cycle of the Transit and Intercity Rail Capital Program (TIRCP) grant program to help secure the remaining funds needed to complete the Pomona to Montclair segment of the Gold Line Foothill Extension project.

The remaining segment of the Gold Line Foothill Extension will add miles of light rail service to our region's transit network, providing a reliable and efficient source of transportation for residents of the greater Los Angeles region and alleviating traffic in one of the state's most congested traffic areas. As we work to find solutions to solve our traffic congestion dilemma, this project is also a critical part of our fight to reduce pollution.

Communities along the corridor have been eagerly awaiting the completion the Gold Line Foothill Extension and this project will play an integral role in the economic development of the area, providing new opportunities to live and work near transit. This project will address existing and future traffic congestion by providing a cost effective and time effective alternative travel option for millions of commuters: residents, students, workers, and tourists. The extension will improve mobility, reduce greenhouse gas emissions, create new connectivity and corridor safety, and benefit numerous disadvantaged communities. The Gold Line Foothill Extension is a project I am pleased to support and believe it will tremendously benefit the residents of the greater Los Angeles area.

Thank you in advance for your consideration of the application.

Sincerely,

A handwritten signature in black ink that reads "Adam B. Schiff".

ADAM B. SCHIFF
Member of Congress

October 2022 Other Comments

From: [REDACTED]
Sent: Monday, October 10, 2022 12:46 PM
To: Rockwell, Holly <RockwellH@metro.net>
Cc: Board Clerk <BoardClerk@metro.net>
Subject: Extend Public Comment Period for LA ART project Draft Environmental Impact Report

To: Holly Rockwell (RockwellH@metro.net)
CC: boardclerk@metro.net

Subject: Extend Public Comment Period for LA ART project Draft Environmental Impact Report

Dear Ms. Rockwell,

I'm writing to request a 45-day extension of the public comment period for the Los Angeles Aerial Rapid Transit Draft Environmental Impact Report so that the total comment period would be 90 days.

The community deserves to be heard and provided the opportunity to meaningfully participate in the CEQA process. We know that draft environmental impact reports like this one will likely be long and complex, requiring time to review and analyze the full details of this project.

LA ART and METRO have failed to provide opportunities for our community members to ask questions, raise concerns, and provide meaningful input. We have not received information on important details of the project and will need sufficient time to review and understand it. A 45-day extension to ensure proper community engagement is not only the right thing to do, it's necessary for a public comment period that would fall squarely during the holiday season when COVID-19 is likely to spike, thereby limiting the ability for proper outreach and education efforts.

Please do the right thing in extending the comment period by 45-days to give our neighborhoods an opportunity to review and participate after the holiday season.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, October 11, 2022 11:43 AM

To: Rockwell, Holly <RockwellH@metro.net>

Cc: Board Clerk <BoardClerk@metro.net>

Subject: Extend Public Comment Period for LA ART project Draft Environmental Impact Report

Dear Ms. Rockwell,

I'm writing to request a 45-day extension of the public comment period for the Los Angeles Aerial Rapid Transit Draft Environmental Impact Report so that the total comment period would be 90 days.

The community deserves to be heard and provided the opportunity to meaningfully participate in the CEQA process. We know that draft environmental impact reports like this one will likely be long and complex, requiring time to review and analyze the full details of this project.

LA ART and METRO have failed to provide opportunities for our community members to ask questions, raise concerns, and provide meaningful input. We have not received information on important details of the project and will need sufficient time to review and understand it. A 45-day extension to ensure proper community engagement is not only the right thing to do, it's necessary for a public comment period that would fall squarely during the holiday season when COVID-19 is likely to spike, thereby limiting the ability for proper outreach and education efforts.

Please do the right thing in extending the comment period by 45-days to give our neighborhoods an opportunity to review and participate after the holiday season.

Sincerely,

[REDACTED]
resident of Chinatown/Solano Canyo

From: [REDACTED]
Sent: Thursday, October 13, 2022 12:38 PM
To: Rockwell, Holly <RockwellH@metro.net>; Board Clerk <BoardClerk@metro.net>
Subject: Extension of Draft Environmental Impact Report Comment Period – Los Angeles Aerial Rapid Transit Project

October 13, 2022

Ms. Holly Rockwell,
Senior Executive Officer – Community Mobility Planning
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012-2952
RockwellH@metro.net

Re: Extension of Draft Environmental Impact Report Comment Period – Los Angeles Aerial Rapid Transit Project

Dear Ms. Rockwell,

On behalf of Clockshop, I'm writing to request that the public comment period for the Los Angeles Aerial Rapid Transit Draft Environmental Impact Report (DEIR) be no less than 90-days.

From METRO's communication shared on September 28, 2022, there is no clarity on how long the public comment period will last or how community members are expected to participate. The two meetings scheduled after the DEIR is released clearly state that no public comment will be taken. It is imperative that the community be given an opportunity to meaningfully participate in the CEQA process by providing a total of 90-days to comment and a clear pathway to engage.

To date, our communities have been shut out of this process, with little to no details being shared. The few details provided by LA ART are wholly insufficient to understand the complexities of a project that will greatly impact surrounding communities.

Frankly, we deserve better. We must be heard and provided with a chance to meaningfully participate in the CEQA process. From our experience, we know that DEIR's like this one are lengthy, complex documents with technical information that will require significant time to review and analyze. It is our understanding that similar environmental review processes such as the South Los Angeles and Southeast Los Angeles Community Plan and the LA Zoo Vision Plan have also been extended beyond 45-days.

The DEIR has been delayed numerous times, and if you proceed with a 45-day comment period, what message does that send to our communities? You can delay the release of the DEIR but not extend a public comment period that will be held during the holiday season when it is challenging for community members to participate. There is no need to rush through this process at this stage.

Finally, extending the public comment period is critical for transparency and fairness. Councilmember-elect Eunisses Hernandez, who has voiced concerns and will represent the communities most impacted by this project, deserves the chance to review and analyze the DEIR.

Please do the right thing by extending the comment period to a total of 90-days.

Sincerely,

Sue Bell Yank

CC: Ms. Stephanie Wiggins, Metro Chief Executive Officer
Metro Executive Committee:
Chair Ara J. Najarian
Vice Chair Janice Hahn
Director Katherine Barger
Director James Butts
Director Eric Garcetti
Director Hilda Solis
Director Gloria Roberts

--



[Redacted Name]

Executive Director

she | her | hers



P: 213-915-4311

[@clockshopla](mailto:clockshopla@clockshop.org)

clockshop.org

From: [REDACTED]

Sent: Friday, October 14, 2022 9:08 AM

To: Rockwell, Holly <RockwellH@metro.net>

Cc: Board Clerk <BoardClerk@metro.net>

Subject: Extend Public Comment Period for LA ART project Draft Environmental Impact Report

Dear Ms. Rockwell,

I'm writing on behalf of the California State Park Rangers Association (CSPRA) to request a 45-day extension of the public comment period for the Los Angeles Aerial Rapid Transit Draft Environmental Impact Report so that the total comment period would be 90 days.

As this project will impact the Los Angeles State Historic Park, the public deserves to be heard and provided the opportunity to meaningfully participate in the CEQA process. We know that draft environmental impact reports like this one will likely be long and complex, requiring time to review and analyze the full details of this project. We have not received information on important details of the project and will need sufficient time to review and understand it.

A 45-day extension to ensure proper community engagement is necessary for a public comment period that would fall squarely during the holiday season when COVID-19 is likely to spike, thereby limiting the ability for proper outreach and education efforts.

Please extend the comment period by 45-days to give our organization and other interested parties an opportunity to review and participate after the holiday season.

Sincerely,

[REDACTED]



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

www.cspra.com

From: [REDACTED]

Sent: Sunday, October 16, 2022 7:04 PM

To: Rockwell, Holly <RockwellH@metro.net>

Cc: Board Clerk <BoardClerk@metro.net>

Subject: Extend Public Comment Period for LA ART project Draft Environmental Impact Report

Dear Ms. Rockwell,

I'm writing to request a 45-day extension of the public comment period for the Los Angeles Aerial Rapid Transit Draft Environmental Impact Report so that the total comment period would be 90 days.

The community deserves to be heard and provided the opportunity to meaningfully participate in the CEQA process. We know that draft environmental impact reports like this one will likely be long and complex, requiring time to review and analyze the full details of this project.

LA ART and METRO have failed to provide opportunities for our community members to ask questions, raise concerns, and provide meaningful input. We have not received information on important details of the project and will need sufficient time to review and understand it.

A 45-day extension to ensure proper community engagement is not only the right thing to do, it's necessary for a public comment period that would fall squarely during the holiday season when COVID-19 is likely to spike, thereby limiting the ability for proper outreach and education efforts.

Please do the right thing in extending the comment period by 45-days to give our neighborhoods an opportunity to review and participate after the holiday season.

Sincerely,

[REDACTED]

LASHP Promotora

October 2022 RBM Public Comments

From: [REDACTED]
Sent: Monday, October 24, 2022 10:11 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: October 27 2022 BOD Meeting, Public Comment: Agenda Item #22

Item #22, Item Needs More Consideration

While reading the Item 22, Board Report #40, I read this very interesting quote: "Task Force found that a fareless system would grow ridership and help the region meet its mobility, congestion reduction, and sustainability goals more effectively than almost any other LA Metro initiative." (page 1).

LA Metro should continue to offer fareless bus & rail service like it did during the 2020 pandemic. If LA Metro hopes to have car drivers switch from driving to using public transportation, it needs a strong reason. Those reasons are not going to be faster time, reliability, or saving the environment (unfortunately).

LA Metro strongest reason should be its cost. No one having to pay for gas, or maybe even making monthly payments to a car. But unfortunately, once TAP cards and fares are involved, it makes people less willing to use public transportation because it becomes too inconvenient/complicated. Don't let this bug be the feature!

Please, eliminate fares and have a real Fareless System. Thank you for your time.

From: [REDACTED]
Sent: Wednesday, October 26, 2022 4:11 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: CONCERNS on Item #22 - FARELESS SYSTEM INITIATIVE AND LOW-INCOME FARE IS EASY (LIFE)

Dear Metro Directors:

I am writing to ask you to **commit to achieving universal fareless transit**. During the first two years of the pandemic, buses were free for all riders—relieving many of their second-highest living expense, after rent.

Fareless transit is economic justice. The pandemic is not over, and many LA residents remain burdened by rent and other debts. If we do not start working towards universal fareless transit, not only will Metro add onto the economic burdens community members already endure, Metro will also be forcing riders to overpay for public transportation. The majority (70%) of Metro's funding comes from local sales taxes. LA County residents, including me, already pay for public transit.

Fareless transit is racial justice and makes sense. For every dollar collected in fare, Metro spends nearly 90 cents on policing its buses and trains. Instead of adding to transit riders' already burdensome cost of living and instead of maintaining an expensive and unjust fare collection and enforcement system, Metro should be universally and permanently fareless for everyone.

Thank you.

--

[REDACTED] (she/her/ella)
Organizadora de Coaliciones y Recursos / Coalitions and Resourcing Organizer
Colectivo Poder Comunitario / Community Power Collective



Twitter: [@CPCollectivo](#) | [Facebook](#) | [Instagram](#)

From: [REDACTED]
Sent: Wednesday, October 26, 2022 4:58 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Patricia Sanders <patricias@strategies360.com>
Subject: Public Comment, Item 40: Item needs more consideration

Dear LA Metro Board Members and Staff:

I am sharing these written comments with regard to Item 40: Metro Bikeshare. My name is Colin Hughes and I am the Senior Policy Manager for Lyft, the largest bikeshare provider in North America. Lyft systems include: Citi Bike in New York, Capital Bikeshare in DC, and Bay Wheels in San Francisco among many others. In Los Angeles we also operate dockless e-bikes and e-scooters. Lyft is very excited to participate in this upcoming RFP and to be a partner in the future of bikeshare in Los Angeles County. I want to thank LA Metro staff and the board for their efforts to put together the proposed plan.

We believe that item 40 needs more consideration. Lyft has shared feedback with LA Metro via its bikeshare stakeholder summit and survey. During those conversations we advocated for a system modeled after Washington DC: a regional, station-based system where the public sector owns the equipment and pays the operator an operating fee to deliver this service. In our considerable experience, this is the most successful way to operate a large, regional system of varying densities, while also ensuring a strong station footprint and high quality equipment.

Given that the current recommendation being considered today includes no upfront funding for the large capital equipment investment required for a regional system across Los Angeles County, we wanted to suggest smaller modifications for consideration.

1. If the region is not interested in owning all of the program equipment, we would encourage you to consider partial ownership of stations only. A strong station network will be critical to the success of this program and the upfront investment required would be a significant hurdle for any operator. Modifying the RFP to contemplate regional station ownership would ensure the system is station-based, that the equipment is high-quality, and that stations are located equitably throughout the city. Stations, by design, prevent theft, reduce sidewalk clutter, and stations can be leveraged for larger electrification efforts as a real public asset.
2. Alternatively, LA Metro could also fund only the initial equipment but no replacement equipment. This would address the underlying concerns around theft but would not place the large upfront hurdle for operators that would likely undercut the system design and equipment quality.

We would also stress the importance of a 10-year contract term for any station-based system to ensure the system has time to grow its ridership and the operator to recoup their investment. Such is the case with Mexico City and Barcelona - both used as examples in the staff report and both Lyft station-based systems that have 10-year contract terms. Also, it is important that as LA County ramps up for the 2028 Olympics, we have a sustainable and thriving bike program steadily in place – and a 10 year program would provide the best opportunity for that.

Thank you for considering our feedback, we are very excited to see LA Metro taking these steps to advance bikeshare and sustainable mobility in the County.

Best Regards,

[REDACTED] Senior Policy Manager, New Mobility, Lyft [REDACTED] | he/him/his





MINUTES

Thursday, October 27, 2022

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Ara J. Najarian, Chair

Jacquelyn Dupont-Walker, 1st Vice Chair

Janice Hahn, 2nd Vice Chair

Kathryn Barger

Mike Bonin

James Butts

Fernando Dutra

Eric Garcetti

Paul Krekorian

Sheila Kuehl

Holly J. Mitchell

Tim Sandoval

Hilda Solis

Mark Archuleta, non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:00 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items 2, 5, 6, 7, 8, 9, 12, 13, 15, 17, 18, 25, 30, 31, 32, 40, and 42.

Consent Calendar items were approved by one vote except item 25 which was held by a Director for discussion and/or separate action.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	Y	A	Y	A	Y	Y	A	Y	Y	Y	Y	Y

2. **SUBJECT: MINUTES**

2022-0747

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held September 22, 2022.

3. **SUBJECT: REMARKS BY THE CHAIR**

2022-0745

RECEIVED remarks by the Chair.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
P	P	P	P	P	P	P	P	P	P	P	P	P

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER**

2022-0746

RECEIVED report by the Chief Executive Officer.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
P	P	P	P	P	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	HJM = H.J. Mitchell	
JB = J. Butts	JH = J. Hahn	AJN = A.J. 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: FIRST/LAST MILE PROJECT PRIORITIZATION

2022-0265

AUTHORIZED ON CONSENT CALENDAR:

- A. RECEIVING AND FILING First/Last Mile (FLM) Project Prioritization Methodology; and
- B. ADOPTING Prioritized Project Lists for previously adopted FLM plans for the following plans:
 - 1. Aviation/96th Street Station, adopted June 27, 2019 (File #2019-0170)
 - 2. East San Fernando Valley, adopted December 3, 2020 (File #2019-0431)
 - 3. Gold Line Foothill Extension 2B, adopted June 27, 2019 (File #2019-0170)
 - 4. Purple Line Extension Sections 2 & 3, adopted May 28, 2020 (File #2020-0111)

6. SUBJECT: TRANSPORTATION DEMAND MANAGEMENT MASTER PLAN AND PROGRAM CONTRACT

2022-0465

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute a five-year firm fixed price Contract No. PS88917000 to UrbanTrans Consultants, Inc., to develop a new regional Transportation Demand Management Master Plan and Program in the amount of \$1,463,580, subject to resolution of all properly submitted protest(s) if any.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	Y	A/C	Y	A/C	Y	C	A	Y	Y	Y	Y	Y

7. SUBJECT: MARIACHI PLAZA L LINE (GOLD) STATION JOINT DEVELOPMENT

2022-0574

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute an amendment to the Exclusive Negotiation Agreement and Planning Document (ENA) with East Los Angeles Community Corporation (Developer or ELACC) to extend the term for one year, with an option to extend the term for an additional year, for the joint development of Metro-owned property at Mariachi Plaza in Boyle Heights with up to 60 units of affordable housing, ancillary ground floor community space and a community garden (Project).

8. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION **2022-0633**

APPROVED ON CONSENT CALENDAR:

- A. programming an additional \$966,589 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51);
- B. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
 - 1. Amend Measure M MSP funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 - 2. Administratively extend funding agreement lapse dates for Measure M MSP funding agreements to meet environmental, design, right-of-way, and construction time frames; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

9. SUBJECT: STATE ACTIVE TRANSPORTATION PROGRAM **2022-0646**

APPROVED ON CONSENT CALENDAR the ATP Point Assignment Method Planning Supplement.

10.1 SUBJECT: RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR - SEGMENT B MOTION **2022-0750**

APPROVE Motion by Director Dutra and Hahn that the following are included as possible funding sources for the Rail to River Active Transportation Corridor, Segment B: "Reconnecting Communities/Highway to Boulevards Program" at the state level, and "Reconnecting Communities Program" and "Neighborhood Access and Equity Grant Program" at the federal level. Report back in April 2023 with more details on the eligible uses of these funds; agency responsible for managing the funding source next funding cycle including due date for grant applications; evaluation criteria used; and examples of local projects that have been funded by the source.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

12. SUBJECT: MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SELECTION **2022-0688**

APPROVED ON CONSENT CALENDAR Paul Rajmaira, the recommended nominee for the Measure M Independent Taxpayer Oversight Committee for area of expertise E, management of large-scale construction projects.

13. SUBJECT: AUDIT SERVICES BENCH **2022-0641**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD eight (8) task order-based bench Contract Nos. PS86611000 through PS86611007, for Audit Support Services to the firms listed below, for a total not-to-exceed amount of \$7,142,240 for the initial three-year base term, plus \$2,476,605 for the first, one-year option and \$2,526,140 for the second, one-year option for a total not-to-exceed cumulative amount of \$12,144,985, effective January 1, 2023, subject to resolution of protest(s), if any; and

Discipline 1: Staff Augmentation

1. BCA Watson Rice, LLP
2. Qiu Accountancy Corporation
3. Simpson and Simpson, LLP
4. TAP Financials, LLP
5. The Lopez Group, LLP

Discipline 2: Subject Matter Expertise

1. BCA Watson Rice, LLP
2. Qiu Accountancy Corporation
3. Simpson and Simpson, LLP
4. Talson Solutions, LLC
5. TAP International, Inc.
6. The Lopez Group, LLP
7. Vasquez & Company, LLP

B. EXECUTE or DELEGATE the execution of Task Orders under these contracts within the approved not-to-exceed cumulative value of \$12,144,985.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	Y	A	Y	A	Y	Y	A	Y	C	Y	Y	Y

15. SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM 2022-0667

APPROVED ON CONSENT CALENDAR the Resolution to:

- A. AUTHORIZE the Chief Executive Officer (CEO) or designee to claim \$36,485,158 in fiscal year (FY) 2022-23 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program;
- B. APPROVE the regional SGR Project List for FY22-23; and
- C. CERTIFY that Metro will comply with all conditions and requirements set forth in the SGR Certification and Assurances document and applicable statutes, regulations, and guidelines.

17. SUBJECT: ACQUISITION OF COMPUTER HARDWARE, SOFTWARE AND SERVICES 2022-0614

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to continue to utilize the National Association of State Procurement Officials (NASPO) cooperative purchase program to purchase computer and network equipment, peripherals, and related software and services, at an increase of \$30,000,000 in total expenditure limit, increasing the total expenditure limit from \$30M to \$60M through January 2025. This request is not for a budget increase but is a request for an increase to the cooperative agreement expenditure limit.

18. SUBJECT: LA METRO TREE POLICY 2022-0535

ADOPTED ON CONSENT CALENDAR Metro Tree Policy.

20. SUBJECT: END OF LINE POLICY AND UNHOUSED RIDERS MOTION 2022-0734

APPROVED Motion by Directors Hahn, Najarian, Solis, Barger, Dutra, and Krekorian that the Chief Executive Officer:

- A. Evaluate Metro's end of the line policy and its impacts on communities that have a station that is the end of a Metro rail line;
- B. Conduct a thorough evaluation of the unhoused populations exiting trains at night and boarding trains in the morning at the ends of rail lines, to better understand the impact of the end of line policy and to inform future resource deployment;

(continued on next page)

(Item 20 – continued from previous page)

- C. Coordinate with the Los Angeles Homeless Services Authority (LAHSA) for its annual Point-In-Time Count, to determine the numbers of unhoused riders on Metro’s bus and rail system; and
- D. Report back on the above three directives no later than January 2023 with recommendations for what we can do differently.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

22. SUBJECT: FARELESS SYSTEM INITIATIVE AND LOW-INCOME FARE IS EASY 2022-0679

RECEIVED AND FILED status updates on Fareless System Initiative (FSI) and Low-Income Fare Is Easy (LIFE) Programs.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
P	A	P	P	P	P	P	P	P	P	P	P	P

23. SUBJECT: STATE AND FEDERAL REPORT 2022-0689

RECEIVED AND FILED October 2022 State and Federal Legislative Report.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
P	A	P	P	P	P	A	A	P	P	P	P	A

25. SUBJECT: SEPULVEDA TRANSIT CORRIDOR PROJECT 2022-0529

AUTHORIZED the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE Contract No. AE82658000 to Anser Advisory Management, LLC for Program Management/Pre-Development Agreement (PDA) Oversight Services for the Sepulveda Transit Corridor Project in the amount of \$26,221,895 for the four-year base term, and \$14,440,545 for the two-year option term, for a total contract value of \$40,662,440, subject to resolution of protest(s), if any; and
- B. APPROVE Contract Modification Authority in the amount of 10% of the contract award value and authorize the CEO to execute individual Contract Modifications within the Board-approved Contract Modification Authority.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	C	C	Y	C	Y	C	Y	Y	C	Y	Y	Y

**30. SUBJECT: PURCHASE THIRTY-THREE METRO TRANSIT SECURITY 2022-0423
HYBRID SUVs**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed price contract under IFB No. OP87524 with Elite Auto Network Corporation, the lowest responsive and responsible bidder for thirty-three hybrid Metro Transit Security SUVs for a firm fixed price of \$2,340,195.31, inclusive of sales tax.

31. SUBJECT: ETHERNET SWITCH 2022-0543

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a one-year Indefinite Delivery/ Indefinite Quantity (IDIQ) Contract No. MA89960000 to Peacock Systems, the lowest responsive and responsible bidder for Ethernet Switches in the total contract amount of \$2,868,135.69, inclusive of sales tax, subject to resolution of any properly submitted protest(s), if any.

32. SUBJECT: ELECTRIC VEHICLE CHARGER CONTRACT 2022-0638

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 6 to Contract No. OP55097000 with Axxera Inc. for the Electric Vehicle Charging Stations and Services contract to extend the Period of Performance by 24 months through December 1, 2024, and increase the Not-to-Exceed Total Contract Price by \$250,000, from \$699,718.72 to \$949,718.72.

40. SUBJECT: METRO BIKE SHARE PROGRAM 2022-0680

APPROVED ON CONSENT CALENDAR the updated Metro Bike Share (MBS) operational model of Privately-Owned and Publicly Managed to improve overall performance and support a more sustainable regional bike share program.

**42. SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA 2022-0748
TELECONFERENCE IN COMPLIANCE WITH AB 361
WHILE UNDER A STATE OF EMERGENCY AND WHILE
STATE AND LOCAL OFFICIALS CONTINUE TO PROMOTE
SOCIAL DISTANCING**

APPROVED ON CONSENT CALENDAR 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:

(continued on next page)

(Item 42 – continued from previous page)

- 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.

43. SUBJECT: CLOSED SESSION

2022-0751

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

1. Victoria Concha v. LACMTA, Case No. 20STCV34876

APPROVED settlement in the amount of \$320,000.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	A	Y	Y	A	A	A	A	Y	Y	Y	Y	A

2. Joy White v. LACMTA, Case No. 20STCV24941

APPROVED settlement in the amount of \$250,000.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	A	Y	Y	A	A	A	A	Y	Y	Y	Y	A

3. Robert Wiseman v. LACMTA, Case No. 19STCV03889

APPROVED settlement in the amount of \$700,000.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	A	Y	Y	Y	A	A	A	Y	Y	Y	Y	A

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

Significant Exposure to Litigation (One Case)

NO REPORT.

(continued on next page)

(Item 43 – continued from previous page)

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

AUTHORIZED initiation of litigation.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	A	Y	Y	Y	A	A	A	Y	Y	Y	Y	A

D. Conference Regarding Potential Threats to Public Services or Facilities -
Government Code Section 54957

Consultation with MTA's Deputy Chief Executive Officer Sharon Gookin and MTA's Deputy Chief Information Technology Officer Bryan Sastokas, or designees and related security representatives.

CARRIED OVER to a sequent meeting.

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

Title: Chief Executive Officer

NO REPORT.

ADJOURNED AT 2:54 P.M.

Prepared by: Jessica Vasquez Gamez
Administrative Analyst, Board Administration



Collette Langston, Board Clerk



Board Report

File #: 2022-0781, File Type: Plan

Agenda Number: 7.

**2028 OLYMPICS COMMITTEE
NOVEMBER 16, 2022**

SUBJECT: 2028 GAMES MOBILITY CONCEPT PLAN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the 2028 Games Mobility Concept Plan - 2022 Prioritized Mobility Concept Plan Project List (Attachment A).

ISSUE

The 2028 Games Mobility Concept Plan (MCP) outlines mobility strategies, including capital and operating improvements, to support the transportation infrastructure needed to enhance mobility for the Games and beyond. To be updated annually; Board approval is requested of the Prioritized project list.

BACKGROUND

At its December 3, 2020 meeting, the Board approved Motion 42 by Directors Garcetti, Solis, Hahn, Kuehl, Butts, and Garcia, which directed staff to work with regional partners to develop a regional investment plan to include a federal engagement strategy and funding proposal to implement transportation improvements that would provide permanent, long-term benefits to the people of Los Angeles County (Attachment B).

In January 2022, the Board received a progress report on the MCP, including a draft initial project list (“the initial project list”) for stakeholder review and input (Legistar #2021-0730). Metro’s 2028 Games Task Force (“the Task Force”) developed the initial project list of over 200 projects starting with the projects listed in Motion 42 (including 28 by ‘28) and building on: 1) LA28’s core transport goals; 2) the draft 2028 Games Transport Funding Parameters; 3) a review of existing plans/programs as well as operational, capacity and safety needs to reveal areas of opportunity for enhancing mobility leading up to and during the Games and; 4) best practices from other World Games events.

Outreach and Agency Coordination

Since the last Board update on the MCP, staff augmented and refined the Draft Initial Project List presented to the Board in January 2022 as a result of an extensive agency stakeholder outreach process to create the Comprehensive Project List, covering over 300 projects. Staff received input from Metro Service Councils, Councils of Governments, venue cities, Games Mobility Executives (GME) partner agencies, municipal operators, and other organizations.

In addition to the outreach efforts summarized above, staff gathered input from municipal operators at the first annual Transit Operators Leadership Summit, hosted by the CEO on September 8, 2022. The Summit brought together the County’s regional transit agencies to identify how to work better together to tackle transit challenges and capitalize on new opportunities for collaboration, including the 2028 Games and other major events.

The CEO hosted two national-level roundtables during the 2022 APTA Conference, one with Original Equipment Manufacturers (OEMs) and another with Transit agencies, to begin early engagement and

to share perspectives on how to achieve the goals and fulfill the extraordinary transportation needs for the 2028 Games (e.g., additional buses and operators).

These two roundtables and the Leadership Summit proved extremely valuable to better understand the challenges and possibilities, as well as lessons learned from prior experiences on delivering vehicles for Olympic Games or similar events.

LA28 Coordination

Through the development of the MCP, Metro has taken up a lead mobility partner role in planning for Games and as the aggregator of GME projects/priorities. Staff continues to meet with the LA28 (local organizing committee) mobility team on a regular basis to ensure Metro's internal planning efforts align with LA28's plans for the Games including over a dozen workshops to understand the needs and update the project list. Staff will continue to coordinate with LA28.

Technical Analysis

Staff made significant progress on the technical analysis, including further development and refinement of project scopes and cost estimates. These efforts have culminated in a seven-step process, described in the "discussion" section below, to evaluate the Comprehensive Project List and determine a prioritized list that is presented in this update on the MCP.

DISCUSSION

The Comprehensive Project List includes capital and operational improvements, such as bus stops, bus lanes, transfer centers, mobility hubs, communications and security equipment, and system reliability investments; state-of-good-repair and maintenance work; and optimized customer experience improvements, such as wayfinding, digital information, and payment technology. The prioritized project list is a living list which staff will update regularly to reflect funding status and delivery capacity to complete these projects before the Games. As the leader for aggregating the project list for the GME, Metro included projects from Caltrans, Metrolink, the City of Los Angeles, and other cities in Los Angeles County. The Task Force, comprising various departments and disciplines across Metro, supported the project evaluation and prioritization described below through dozens of workshops and meetings and close coordination with LA28 and Metro's mobility partners.

Step 1 - Build Comprehensive Project List

The Comprehensive Project List (Attachment C) was the starting point to evaluate and prepare the prioritized project list.

Step 2 - Can the Project be Complete by 2028?

After looking at project timelines and risk factors, staff screened out projects that either could not be delivered/constructed by 2028 or projects that were not operationally feasible by 2028, even if they were fully funded. Generally, screened-out projects were large-scale, complex transit corridor projects that would take at least six years to construct.

Step 3 - Score Projects

Next, the Task Force scored and evaluated all projects on the Comprehensive Project List that passed Step 2. The Task Force held workshops and scored projects to determine their value based on three criteria:

1. Project provides permanent/legacy benefits after the Games, per Motion 42;
2. Project provides potential benefits during the Games; and
3. Project serves the needs of and enhances the quality of life for disadvantaged communities.

Staff used metrics derived from Metro's Vision 2028 to score Criterion 1. LA28's transportation strategy was the basis for Criterion 2. Metro's Equity Platform and discussions with Metro's Office of Equity and Race staff informed the scoring for Criterion 3. The Task Force used both qualitative and quantitative scoring to measure how well each project met the

criteria.

After scoring the projects based on the criteria, staff applied a multiplicative scale of a project's magnitude and impact. Staff based the scale on whether a project was regional or local, permanent or temporary, what size sports park the project connected to, and population size of the impacted Equity Focus Communities. Further, the goals/metrics considered how the project might benefit EFCs such as targeted hiring, improved accessibility to areas with high park/open space availability, and enhanced transit connectivity to the transit system.

Step 4 - Identify Top-Scoring Projects

The Task Force identified 50 projects that received high scores in Step 3. These projects total approximately \$10.7 billion with a funding gap of \$9.5 billion. These 50 projects include a mix of small and large multimodal projects ranging in estimated cost from \$5 million to \$1.5 billion. This set of projects includes a mix of capital, operational and core expandable Metro program initiatives such as Transportation Demand Management. Several of these projects are "must-have" projects, such as the Games Route Network. After scoring, we had our first iteration of the 2022 Prioritized MCP Project List.

Step 5 - Probability of New Funding

Using our first iteration of the 2022 Prioritized MCP Project List from Step 4, the Task Force evaluated each project's potential to receive funding at the federal or state levels. This evaluation considered whether a project could demonstrate a strong case for funding. Key considerations for alignment with federal and state priorities included:

- Disadvantaged communities-Does the project benefit disadvantaged communities, in line with the Biden Harris Justice40 initiative?
- Partnerships and leverage-Are state and local partners committed to the project, and does the project have dedicated matching funds?
- Safety-Does the project improve safety for all users of the transportation system?
- Climate resilience-Does the project include resiliency or climate change mitigation features?

Other considerations for alignment with federal and state funding opportunities included readiness using the project's current phase of delivery (such as whether it was undergoing environmental clearance or final design), local hiring policies, prior and planned community engagement, the project's potential to support more inclusive housing policies, and whether the project incorporates innovative elements.

A project's funding gap and consistency with local priorities were other critical considerations. Projects with a large funding gap scored lower than projects with funding requests under \$10M.

Finally, the Task Force scored projects on how eligible they might be for state and/or federal funding programs. The more options a project had for funding through an established program, the higher the project scored. Projects that are temporary in nature or ineligible for existing funding received lower scores. These projects may match with other funding pots tied explicitly to Games delivery. At the end of Step 5, we had a ranked list of projects tied to potential funding opportunities.

Step 6 - Probability of On-Time Delivery

In Step 2, we considered if a project would be complete by summer 2028 if all funding were in place and delivery went smoothly. For this step, we used the following factors:

- Funding-Is funding in place or can new funding be secured?
- Status-How far along is the project?
- Duration-How long will it take to deliver?

- Difficulty-What is the technical degree of difficulty and overall complexity?

Step 7 - 2022 Prioritized MCP Project List

Moving through Steps 1 to 6, we identified and prioritized 50 projects for the Mobility Concept Plan Project List. This list includes the highest-scoring projects based on the three criteria from Step 3, probability of funding from Step 5, and probability of on-time delivery in Step 6. Refer to Attachment A for the 2022 Prioritized MCP Project List and maps of 2022 Prioritized MCP Projects by mode. This evaluation helps Metro use limited resources wisely and reduce Metro’s funding burden while also ensuring each key project can serve the Games.

The MCP’s Prioritized Project List is a “living document” in that it will change based on Metro’s and the GME’s ability to secure funding. The 2022 Prioritized MCP Project List consists of a broad range of multimodal projects (for example, active transportation, bus, congestion management, rail, and systemwide), and aligns with MCP goals. The project list has a diverse mix of project types: 58% capital projects, 28% operations-related improvements, and 14% expansion of existing Metro programs. Projects on this list have either no funding or partial funding.

The total cost of the 2022 Prioritized MCP Project List is approximately \$10.9 billion, with an estimated rough order-of-magnitude project values ranging from \$5 million to \$1.5 billion and a total funding gap of \$9.7 billion. Several of the largest projects on the project list are delivered by others (e.g., Inglewood Transit Connector, Metrolink’s SCORE program and Supplemental Games Readiness Network Improvements). Roughly half of the projects would be solely led by Metro and about another quarter of the projects would be co-led by Metro and other agencies. As a funding partner for Metrolink and Access Services, Inc., Metro will also be responsible for a portion of operational and capital maintenance subsidies associated with projects on this list. A mix of projects and programs will help ensure a range of needs are met systemwide, since customer experience needs also vary in magnitude and cost.

Complementing the 2022 Prioritized MCP Project List is a list of 24 fully-funded projects that are on track for 2028, totaling approximately \$17 billion. Projects on the fully-funded list are current projects planned or constructed by Metro. These 24 projects will join the 2022 Prioritized MCP Project List on the road toward the Games.

Comparison to the Draft Initial Project List and 28x28 List

The Draft Initial Project List presented to the Board of Directors in January 2022 was a starting point for the evaluation and identified Tier 1 projects representing the highest-scoring projects related to the three criteria. After refinement and stakeholder feedback on the project list and evaluation process described above, the 2022 Prioritized MCP Project List generally remained consistent. The following are the Tier 1 projects from the Draft Initial Project List that did not make the 2022 Prioritized Project List and the justification.

Draft Initial Project List #	Project Name	Reasons
6	Metro Bike Share Expansion	Duplicate project currently included in Metro Rail and Bus Games Mobility Hubs.
7	Protected Bike Lanes/Cycle Tracks Parallel to Games Route Network	Duplicate project currently included in Transit to Venue User Access Enhancements.
67	Congestion Pricing Study	Scored low in all three criteria. Study will proceed and may return to the list if it meets milestones.
72	Mega Event Customer Experience Analysis	Converted project into a recommendation in the MCP report.
74	Games Route Network Enabling Treatments and Spots Improvements	Duplicate project currently included in Games Route Network Design and Implementation.
75	Regional Incident Management Program and Tools	Duplicate project currently included in Arterial Network Traffic Signal Analytics.
76	Regional Traffic Management Network & Information Exchange	Duplicate project currently included in Arterial Network Traffic Signal Analytics.

185	Big Data Procurement	Converted project into a recommendation in the MCP report.
190	Metro Rail/BRT/Bus Mobile Wayfinding Application	Scored low in all three criteria.
196	Transit Integrated Network Study	Scored low in all three criteria.

Eight projects previously on Tiers 2 or 3 are now on the prioritized list based on the evaluation described above. These include:

- Atlantic Blvd. Bus Only Lanes & Transit Signal Priority
- Bus Terminal and Layover Improvements (county-wide)
- Venice Blvd. Bus Only Lanes & Transit Signal Priority
- I-710 ICM
- I-405 ICM
- Centinela Grade Separation
- Metrolink San Bernardino Line - Lone Hill to White, double track and station improvements
- Foothill Gold Line Extension to Montclair

Staff reviewed the 28x28 projects to finalize the transition to the MCP list based on current conditions. The 28x28 framing allowed Metro to accelerate project delivery timelines for ambitious capital projects. This focus within the agency benefitted many of the projects on the list through advancement of innovative thinking related to procurement and execution strategies. Specific positive outcomes which are linked to this leadership initiative included:

- Providing a greater focus on needs related to project advocacy and issue resolution, particularly for the four large pillar projects;
- Early assessment of financial forecasts and constructability of the projects, including taking steps to advance engineering components early to inform the scope in a way that will minimize future risks; and
- Advancement of expedited project delivery options, including alternative delivery models.

Changes to projects from the 28x28 list:

- I-405 South Bay Curve: Included in the list as the I-405 ICM project focused on Intelligent Transportation System interventions.
- I-710 South Corridor Early Action: Included in the list as the I-710 ICM project focused on Intelligent Transportation System interventions.
- Washington Wye: Included as a set of initial operational improvements, street closures, and turn-movement restrictions
- West Santa Ana Branch: Project completion later than 2028
- Sepulveda Transit Corridor: Project completion later than 2028
- South Bay Light Rail Extension: Project completion later than 2028
- I-10 Express Lanes I-605 to San Bernardino Line: Project completion later than 2028
- Gold Line East Side Extension: Project completion later than 2028
- East San Fernando Valley: Project completion later than 2028
- Sepulveda Pass Express Lanes: Project completion later than 2028

MCP Report

Upon approval of the 2022 Prioritized MCP Project List, the MCP Report will come before the next Ad-Hoc Committee meeting in March 2023. The report will provide Metro and our partners with a near-term road map, guiding project collaboration, delivery, and implementation to achieve the MCP’s diverse set of objectives while improving and better integrating our multimodal transportation systems for more equitable mobility. The MCP outlines Metro’s vision, the context of the Games, discusses case studies of other major events, technical analysis and needs assessment, the Prioritized Project List, and next steps. The MCP will be a living document; staff will continually update the plan as projects progress, and better information is available, and funding materializes.

DETERMINATION OF SAFETY IMPACT

The proposed actions have no adverse impact on the safety of Metro's patrons, employees, or users of Metro facilities.

FINANCIAL IMPACT

Adoption of the MCP would have a positive financial impact on the agency as the MCP outlines the funding plan for prioritized projects to support the Games while providing permanent benefits. The 2022 Prioritized MCP Project List will enable Metro to seek and secure state and federal funding. Any Board direction provided on the information presented in this MCP could result in financial and/or schedule impacts.

Impact to Budget

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

EQUITY PLATFORM

The MCP evaluates projects based on their potential equity benefits, and how they will both serve the needs of and enhance the quality of life for Equity Focus Communities (EFCs). All MCP projects, strategies, and initiatives were considered based on their ability to support this goal. Ninety-two percent of the projects in the Prioritized Project list are in EFCs. The following were the equity metrics considered in the scoring to evaluate how well a project met Criteria #3 - Serves the Needs of and Enhances Quality of Life for Disadvantaged Communities:

- Improves multimodal mobility
- Improves air quality/reduces greenhouse gas emissions
- Reduces traffic congestion
- Improves access to community amenities
- Provides quality infrastructure
- Provides job creation/workforce development

Metro is committed to transparent, multilingual communication with stakeholders to build consensus and trust moving forward, with a further goal of strengthening broad community support for needed improvements. Metro's well-regarded outreach and engagement strategies help foster good will and credibility for the agency. We are committed to providing world-class service for the Games and the Mobility Concept Plan.

In spring 2022, Metro began outreach to explain the Mobility Concept Plan to our partner agencies. This included briefing LA28, Games Mobility Executives (GME), and their staff. Outreach expanded, with support from LA28, to Metro Service Councils, local Councils of Government, Advisory Committees and future venue cities. This first round of outreach was successful in sharing Metro's MCP vision with our transit partners and helped curate the MCP Project List. Each individual capital project on the list requires its own public outreach as it proceeds.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Draft MCP supports the following Metro strategic goals:

- Goal 1-Provide high-quality mobility options that enable people to spend less time traveling
- Goal 2-Deliver outstanding trip experiences for all users of the transportation system
- Goal 4-Transform Los Angeles County through regional collaboration and national leadership by providing a roadmap and strategy to deliver permanent transit and transit-supportive projects and programs that can help serve the Games.

NEXT STEPS

Upon board adoption, staff will embark on the following next steps:

- Review the project list with the GME and participate in the development of a GME-endorsed short list that uses the 2022 Prioritized MCP Project List as a basis
- Seek and secure federal funding
- Prepare an implementation plan for the 2022 Prioritized MCP Project List
- Provide annual updates on the MCP development.

Additionally, the staff will present an updated 28 by 2028 list at the next Ad Hoc meeting.

ATTACHMENTS

Attachment A - 2022 Prioritized MCP Project List

Attachment B - Motion 42: 2028 Mobility Concept Plan

Attachment C - Comprehensive Project List

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Stephanie N. Wiggins
Chief Executive Officer

2022

Prioritized MCP

Project List

This 2022 Prioritized MCP Project List distills our ambitions and is a living list. By creating a diverse portfolio of projects now, we can start seeking state and federal funding as soon as possible. We're aiming high through these projects; they are a carefully selected mix of large, small, capital, and operations, and they address many travel modes.

Completing projects on this list will depend on what kind of funding we receive, how our partners want to work together, and what the future holds for the region. Over the next 6 years, this living list will likely be refined and modified to reflect what we learn, what we hear, and what we can accomplish in time for the Games.

UNFUNDED AND PARTIALLY FUNDED PROJECTS BY MODE

MAP ID	PROJECT NAME	MODE/TYPE	ROUGH ORDER OF MAGNITUDE COST	PROJECT LEAD
1	Access Services EV Fleet & Charging Infrastructure	Bus	\$40,000,000	Access Services
2	Atlantic Boulevard Bus Only Lanes & TSP	Bus	\$150,000,000	Metro
3	Broadway Bus Only Lanes & TSP	Bus	\$250,000,000	Metro, LADOT
4	Bus Terminal and Layover Improvements	Bus	\$175,000,000	Metro
5	Camera Bus Lane Enforcement	Bus	\$20,000,000	Metro, Local Cities
6	Games Route Network Bus Only Lanes & TSP	Bus	\$600,000,000	Metro, Caltrans, Local Cities
7	Local Municipal Operators Call for Projects	Bus	\$65,000,000	Metro
8	Sports Park Metro Zero-Emission Bus Fleet	Bus	\$275,000,000	Metro
9	Supplemental Transit System	Bus	\$500,000,000	Metro, LA28
10	Venice Boulevard Bus Only Lanes & TSP	Bus	\$150,000,000	Metro, LADOT
11	Vermont Bus Rapid Transit	Bus	\$425,000,000	Metro

UNFUNDED AND PARTIALLY FUNDED PROJECTS BY MODE (CONTINUED)

MAP ID	PROJECT NAME	MODE/TYPE	ROUGH ORDER OF MAGNITUDE COST	PROJECT LEAD
1	Arterial Network Traffic Signal Analytics	Congestion Management	\$20,000,000	Metro, LADOT, Local Cities
2	ATSAC/LARTMC Integration and Operations Enhancements	Congestion Management	\$150,000,000	LADOT, Caltrans
3	Centinela Grade Separation Project	Congestion Management	\$225,000,000	Metro
4	Countywide Transportation Demand Management Campaign	Congestion Management	\$60,000,000	Metro
5	Freight Transportation Demand Management	Congestion Management	\$25,000,000	Metro
6	Games Route Network Design and Implementation	Congestion Management	\$85,000,000	Metro, LA28, Caltrans, Local Cities
7	I-10 Santa Monica Freeway Integrated Corridor Management	Congestion Management	\$9,000,000	Metro, Caltrans
8	I-405 Integrated Corridor Management	Congestion Management	\$57,000,000	Metro, Caltrans
9	I-710 Integrated Corridor Management	Congestion Management	\$35,000,000	Metro, Caltrans
1	Inglewood Transit Connector	First-Last Mile/Active Transportation	\$1,400,000,000	Local Cities
2	LA River Path	First-Last Mile/Active Transportation	\$525,000,000	Metro
3	Los Angeles Universities Mobility Hubs	First-Last Mile/Active Transportation	\$30,000,000	Metro
4	Metro Micro Expansion	First-Last Mile/Active Transportation	\$30,000,000	Metro
5	Open Streets to Uplift Arts, Culture, and Recreation	First-Last Mile/Active Transportation	\$10,000,000	Metro, Local Cities
6	Rail and Bus Games Mobility Hubs	First-Last Mile/Active Transportation	\$100,000,000	Metro, LA28, Local Cities
7	Transit to Venue Ped/Bike Access Enhancements	First-Last Mile/Active Transportation	\$75,000,000	LADOT, Local Cities

UNFUNDED AND PARTIALLY FUNDED PROJECTS BY MODE (CONTINUED)

MAP ID	PROJECT NAME	MODE/TYPE	ROUGH ORDER OF MAGNITUDE COST	PROJECT LEAD
1	7th/Metro Center Station Upgrades	Rail	\$25,000,000	Metro
2	Arcadia Power Substation Upgrade	Rail	\$20,000,000	Metro
3	C/K Lines Station Platform Extensions and Reliability Upgrades	Rail	\$250,000,000	Metro
4	Elevator and Escalator Improvements	Rail	\$55,000,000	Metro
5	Foothill Gold Line Extension Phase 2B (Montclair)	Rail	\$120,000,000	Construction Authority
6	L Line (Pasadena) System and Reliability Upgrades	Rail	\$85,000,000	Metro
7	Light Rail Speed and Operational Improvements	Rail	\$300,000,000	Metro, LADOT, Local Cities
8	Pico Station Second Platform	Rail	\$40,000,000	Metro
9	Union Station Improvements	Rail	\$25,000,000	Metro
10	Washington Wye Junction/Flower Street Operational Improvements	Rail	\$150,000,000	Metro, LADOT
1	Lone Hill to White Double Track (San Bernardino Line)	Regional Rail	\$135,000,000	Metro
2	Regional Rail Games Park-and-Ride Facilities	Regional Rail	\$35,000,000	Metro, Metrolink, Local Cities
3	SCORE (Package 1: Fleet and Additional Track Capacity)	Regional Rail	\$1,560,000,000	Metrolink
4	Supplemental Games Readiness Network Improvements (Package 2)	Regional Rail	\$540,000,000	Metrolink
5	Supplemental Games Readiness Network Improvements (Package 3)	Regional Rail	\$1,210,000,000	Metrolink
1	Customer Information System Integration/Technology	Systemwide	\$9,000,000	Metro, Metrolink
2	Cybersecurity and Data Security	Systemwide	\$75,000,000	Metro
3	Emergency Security Operations Center	Systemwide	\$230,000,000	Metro
4	Games Sports Park Stations State-of-Good-Repair Improvements	Systemwide	\$500,000,000	Metro
5	Metro Clean Program	Systemwide	\$50,000,000	Metro
6	Multilingual Blue Shirts/ Ambassadors Expansion Program	Systemwide	\$5,000,000	Metro
7	Universal Basic Mobility Expansion	Systemwide	\$40,000,000	Metro
8	Universal Fare and Ticketing Integration	Systemwide	\$30,000,000	Metro, LA28



BUS

The prioritized bus projects focus on prioritizing bus riders by implementing early action bus rapid transit improvements such as bus-only lanes, all-door boarding, and NextGen improvements. Corridors for bus-only lanes include LA28’s GRN, Broadway, and Atlantic, Sepulveda, and Venice Boulevards. The bus-only lane corridors would be supported by camera bus lane enforcement, and bus terminal and layover improvements that provide fast, frequent, and reliable bus service. Other bus projects include zero-emission fleet and charging infrastructure to support the region’s effort to address climate change through electrification of Metro, local municipal transit operators, and Access Services’ fleets and vehicles.

11 PROJECTS

\$2.7B COST

25% OF TOTAL MCP COST



CONGESTION MANAGEMENT, GOODS AND FREIGHT MOVEMENT

The prioritized congestion management and goods/freight movements projects focus on technology and infrastructure that enhance use of existing rights-of-way to move people and goods more efficiently throughout the region. Several of these projects are integrated corridor management projects along I-10, I-405, and I-710 to improve traffic by integrating various networks together so partner agencies can manage the transportation corridor as a unified system. This set of projects also include integrating best practices from other World Games to manage traffic congestion, such as regional communications and marketing campaigns, freight policies, curb space management, and traffic analytics for real-time information.

9 PROJECTS

\$0.6B COST

6% OF TOTAL MCP COST



FIRST-LAST MILE/ACTIVE TRANSPORTATION

The prioritized active transportation and first-last mile projects are a diverse mix of strategies to get people walking and rolling. This set of projects includes two major programs. The first program is focused on pedestrianizing our streets between Games venues and transit stations and stops. The second program is focused on implementing mobility hubs across the region to connect people from their homes or accommodations to public transit and directly to Games venues. This set of projects also includes two major corridor projects: an active transportation path and a people mover connecting the K Line to Games venues at Inglewood.

7 PROJECTS

\$2.2B COST

20% OF TOTAL MCP COST



METRO RAIL

The prioritized rail projects focus on state-of-good-repair enhancements, operational enhancements, and reliability. This set of projects includes adding station platform extensions and power capacity to support three-car train operations. These projects emphasize improved speed and reliability by implementing transit signal priority along at-grade portions of Metro light rail transit lines, including the Washington Wye and at Flower Street. Improvements at major stations such as Union Station, 7th/Metro Center, and Pico Station to support increased demand and improve customer experience, accessibility, and wayfinding.

10 PROJECTS

\$1B COST

9% OF TOTAL MCP COST



REGIONAL RAIL

The prioritized regional rail projects are focused on Metrolink’s SCORE Program. Metrolink’s SCORE Program will upgrade the regional rail system, creating an efficient and sustainable alternative mode of travel for Southern California in time for the 2028 Games. Through the SCORE Program, the region gets more safety improvements and improved rail service for better multimodal connections. The SCORE program will be complemented by regional park-and-ride facilities to encourage long-term mode shift.

5 PROJECTS

\$3.5B COST

32% OF TOTAL MCP COST



SYSTEMWIDE

The prioritized systemwide projects focus on customer experience and system reliability through safety and security. Customer experience projects in this set include a more robust cleaning program at stations, bus stops, and vehicles, an improved ticketing experience that offers universal fare integration among transit agencies, and expanding the transit ambassador program to help an increased amount of visitors during the 2028 Games. Safety and security projects like addressing cybersecurity and creating an emergency security operations center will improve reliability and system resiliency during disruptions. Other systemwide projects in this set support equitable mobility such as expanding the universal basic mobility program and state-of-good-repair improvements in EFCs.

8 PROJECTS

\$0.9B COST

8% OF TOTAL MCP COST



FULLY FUNDED/CONSTRUCTION PROJECTS COMPLETE BY 2028 GAMES

In addition to the Mobility Concept Plan Project List's unfunded and partially funded project list, Metro is already at work on a major capital program, with many projects on track to be delivered by 2028. Over 20 projects totaling an estimated \$17B are planned to be completed by 2028. Many of these projects will significantly contribute to improved mobility during the Games. Some of the most significant projects on this list include:

FULLY FUNDED PROJECTS TO BE COMPLETED BY 2028 GAMES

PROJECT NAME	MODE/TYPE	COST	ANTICIPATED COMPLETION YEAR
G Line Improvements	Bus	\$380,000,000	2026
J Line Electrification Project	Bus	\$128,000,000	2026-2028
NoHo to Pasadena BRT	Bus	\$335,000,000	2026-2027
North SFV Transit Corridor	Bus	\$225,000,000	2024
I-105 ExpressLanes (Segment 1)	Congestion Management	\$250,000,000	2027-2028
I-105 Integrated Corridor Management (ICM) project	Congestion Management	\$25,000,000	2028
I-605 Hot Spots Projects	Congestion Management	\$74,500,000	2026
Socal 511 Regional Trip Planning	Congestion Management	\$700,000	2024-2028
SR-91 Improvements	Congestion Management	\$70,000,000	2026
Eastside Access Improvements	First-Last Mile/Active Transportation	\$35,000,000	2023
LA Union Station Forecourt and Esplanade Improvements	First-Last Mile/Active Transportation	\$35,000,000	2026
Metro Active Transportation (MAT) Approved Program	First-Last Mile/Active Transportation	\$66,500,000	2024-2028
Rail to Rail ATC Segment A	First-Last Mile/Active Transportation	\$140,000,000	2025
I-5 North County Enhancements	Goods/Freight Movement	\$702,000,000	2026
SR-57/SR-60 Interchange Improvements	Goods/Freight Movement	\$750,000,000	2027
Airport Metro Connector	Rail	\$924,000,000	2025
Division 20 Portal Widening and Turnback Facility	Rail	\$938,500,000	2025
Foothill Gold Line Extension Phase 2B (Pomona)	Rail	\$877,500,000	2025
Regional Connector	Rail	\$1,773,000,000	2023
Westside Purple Line Extension Section 1	Rail	\$3,129,000,000	2024
Westside Purple Line Extension Section 2	Rail	\$2,470,000,000	2025
Westside Purple Line Extension Section 3	Rail	\$3,224,000,000	2026-2028
Antelope Valley Line Improvements	Regional Rail	\$235,000,000	2028
Rosecrans/Marquardt Grade Separation	Regional Rail	\$175,000,000	2024

Metro



Board Report

File #: 2020-0815, **File Type:** Motion / Motion Response

Agenda Number: 42.

**REGULAR BOARD MEETING
DECEMBER 3, 2020**

Motion by:

DIRECTORS GARCETTI, SOLIS, HAHN, KUEHL, BUTTS, AND GARCIA

2028 Mobility Concept Plan

Los Angeles County is currently investing billions in infrastructure for lasting mobility and equity benefits. The 2028 Olympic and Paralympic Games present a once-in-a-lifetime opportunity to leverage that investment for the long-term benefit of our community.

By some measures, the 2028 games will be the largest transportation event ever held. Altogether, over eight million ticketholders, 10,500 athletes, and 30,000 broadcasters and media will attend. The Downtown Sports Park area alone, including Exposition Park and Staples Center, is expected to see daily attendance of up to 360,000 people.

These eight million ticketholders will need to travel between lodging, venues, and other activity centers across all of L.A. County. The largest venues will be in Downtown L.A., Long Beach, Inglewood, Carson, and the San Fernando Valley. The Games Plan also includes other venues and activity centers in Westwood, Santa Monica, Burbank, Pasadena, and San Dimas. An unprecedented effort of planning and coordination between jurisdictions will be required to manage travel between these sites.

Mobility investments to help serve Los Angeles in 2028 could follow two possible paths. In the first path, venues and activity centers are connected with temporary facilities. After the games conclude, L.A. no permanent facilities would remain.

In the second path, venues and activity centers are tied together with permanent facilities that connect and benefit Angelenos for the future. Residents and visitors will continue to benefit from these facilities long after the games, leaving a lasting legacy that serves all Angelenos.

According to the LA28 organizing committee, it is clear that no new permanent infrastructure is needed to host the Olympic and Paralympic Games. L.A. could successfully host the games tomorrow without new infrastructure, recognizing that the games will still rely on a carefully-planned route network of mobility corridors to efficiently link spectators, athletes, and media to venues and

other activity centers. Through its Mobility Working Group, the organizing committee has already initiated planning efforts for this route network in collaboration with the City of Los Angeles, Metro, Caltrans, and Metrolink, with more agencies to be incorporated as detailed planning advances.

With LA28 advancing its mobility planning, the time has come for Metro to take the opportunity to integrate its larger vision and plans into LA28's work. Otherwise, Metro risks not being able to take full advantage of the games planning for lasting and equitable infrastructure and mode shift for all Angelenos.

Metro also has a role to play as a convener across county lines. The 2028 Olympic and Paralympic Games are expected to have venues in at least three Southern California counties. Given the huge number of expected spectators and participants, multi-county coordination will be required to ensure efficient travel. A spectator living in the Inland Empire or an athlete's family staying in Orange County should be able to take advantage of an improved Metrolink system or integrated ExpressLanes network, for example.

The top priority for Metro's LA28-related investments will remain *28 by '28*, particularly four pillar projects. In addition, preparing a mobility concept plan of potential permanent projects and programs now means that Metro can ensure LA28-related mobility investments are planned, scoped, and implemented for lasting mobility and equity benefits for all Angelenos.

SUBJECT: 2028 MOBILITY CONCEPT PLAN

RECOMMENDATION

APPROVE Motion by Directors Garcetti, Solis, Hahn, Kuehl, Butts, and Garcia that the Board direct the CEO to:

- A. In consultation with LA28, the cities of Los Angeles, Inglewood, Carson, and Long Beach, Caltrans, Metrolink, and other relevant jurisdictions, prepare a mobility concept plan of permanent transit and transit-supportive projects and programs that can help serve the 2028 Olympic and Paralympic Games, including but not limited to:
1. Core Transportation Modes
 - i. *28 by '28* projects;
 - ii. NextGen bus-only lanes and bus priority infrastructure (e.g., ATMS);
 - iii. Metro Rail service optimization and reliability improvements (e.g., Flower St. Wye, Centinela Grade Separation);
 - iv. Zero Emission Buses and charging infrastructure;
 - v. Regional rail improvements;
 - vi. Regionally-significant active transportation corridors and connections;
 2. First-Last Mile Connectivity
 - i. Station and bus stop area sidewalk and bicycle improvements;
 - ii. Slow streets, open streets, and other local activations;
 - iii. Partnerships on street furniture and shade/tree cover detailed in the Customer

- Experience Plan;
 - iv. Microtransit and micromobility;
3. Additional Projects and Programs
- i. Transportation Demand Management;
 - ii. Congestion Pricing;
 - iii. ExpressLanes;
 - iv. Inglewood Transit Connector to L.A. Stadium;
 - v. Fare capping and regional fare integration;
 - vi. Connected Corridors, RIITS, and other innovative regional traffic management solutions;
 - vii. Logistics and goods movement, including policy and technology solutions to improve last-mile delivery;
- B. Identify an interdisciplinary Metro task force to pursue the above mobility concept plan and integrate that plan into LA28's ongoing studies and the Mobility Working Group's overall 2028 Mobility Strategy;
- C. Develop, with LA28, an Olympic Games-related federal engagement strategy and funding priority proposal, including 28 by '28 projects and projects/programs identified under the above mobility concept plan;
- D. Initiate conversations with other Southern California county transportation agencies on regional transportation priorities and cross-county investments in support of the 2028 Olympic and Paralympic Games, such as federal advocacy, Metrolink, and ExpressLanes;
- E. Report on all the above to the Executive Management Committee at the March 2021 Board cycle; and
- F. Report bi-annually to the Board thereafter on the mobility concept plan, LA28 Mobility Working Group status, funding advocacy, and any other relevant LA28 preparedness efforts.

Comprehensive MCP Project List

(Note: Some projects have been renamed, bundled, or re-scoped)

MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Active Transportation/ First-Last Mile	A Line Station FLM Improvements and Mobility Hubs	Walking, biking, and mobility infrastructure within 1/2 mile radius of Artesia, Downtown Long Beach, Grand/LATTC, and Pico stations.	Draft Initial Project List	Bundled
Active Transportation/ First-Last Mile	E Line FLM Improvements and Mobility Hubs	Walking, biking, and mobility infrastructure within 1/2 mile radius of Santa Monica, Culver City, Crenshaw, Vermont, and USC stations.	Draft Initial Project List	Bundled
Active Transportation/ First-Last Mile	Inglewood Transit Connector	Fully elevated, automated, fixed transit system with three stations connecting Metro K Line to Inglewood's new activity centers.	Draft Initial Project List	
Active Transportation/ First-Last Mile	K Line Station FLM Improvements and Mobility Hubs	Walking, biking, and mobility infrastructure within 1/2 mile radius of Fairview Heights, Downtown Inglewood, and Aviation/96th stations.	Draft Initial Project List	Bundled
Active Transportation/ First-Last Mile	Metro Active Transportation (MAT) Approved Projects	Corridor projects include Avalon-MLK-Gage, Randolph, Redondo Beach, 1st-Riggin-Potrero Grade, Huntington-Main/Fremont. FLM projects include Hollywood/ Highland, Hollywood/Vine, East LA Civic Center, LAX/Aviation, Olympic/26th, Western/Slauson, Sepulveda, Downtown Long Beach, and Santa Monica/La Brea.	Draft Initial Project List	
Active Transportation/ First-Last Mile	Metro Bike Share Expansion/ Subsidy / TAP Enhancements	Expansion of the Metro Bike Share systems/locations near venues and along the Games Route Network. Increased subsidy for 500,000 bike share rides. Develop free transfers and improved security for cash payments for bike share trips.	Draft Initial Project List	
Active Transportation/ First-Last Mile	Protected Bike Lanes/Cycle Tracks Parallel to GRN	Installation of Class IV bike routes/paths that parallel the Games Route Network to promote biking to the venues.	Draft Initial Project List	

ATTACHMENT C – Comprehensive MCP Project List

MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Active Transportation/ First-Last Mile	Stations/Venues Wayfinding and Circulation Improvements	Improved signage and communications system for navigation between mobility options and venues.	Draft Initial Project List	
Active Transportation/ First-Last Mile	Countywide Safe Routes to School Program	Establish a countywide Safe Routes to School Program aimed at bringing safety improvements to streets connecting to the highest need schools.	Draft Initial Project List	
Active Transportation/ First-Last Mile	Countywide Vision Zero Program	Establish a countywide Vision Zero program aimed at reducing the occurrence and severity of collisions, prioritizing highest need areas.	Draft Initial Project List	
Active Transportation/ First-Last Mile	D Line Station FLM Improvements and Mobility Hubs	Walking, biking, and mobility infrastructure within 1/2 mile radius of Westwood/VA and Westwood UCLA stations.	Draft Initial Project List	Bundled
Active Transportation/ First-Last Mile	Eastside Access Improvements	Project includes crosswalk improvements at 23 intersections, new bike lanes, sidewalk widening, and tree planting along 5 miles of city streets.	Draft Initial Project List	
Active Transportation/ First-Last Mile	Metro Bike Hub Improvements	Enhancements to amenities and bike parking, and increased staffing at bike hubs. Implement Bike Hubs at key locations near Games venues.	Draft Initial Project List	Bundled
Active Transportation/ First-Last Mile	Figueroa Street Open Street	Open and car-free streets to create non-motorized mobility options between USC, LA Live, and Grand Park.	Draft Initial Project List	Bundled
Active Transportation/ First-Last Mile	G Line Station FLM Improvements and Mobility Hubs	Walking, biking, and mobility infrastructure within 1/2 mile radius of Balboa, Woodley, and Sepulveda stations.	Draft Initial Project List	Bundled
Active Transportation/ First-Last Mile	J Line Harbor Gateway Transit Center Mobility Hub/Park & Ride	Walking, biking, and mobility infrastructure with park and ride between Harbor Gateway Transit Center and South Bay Sports Park.	Draft Initial Project List	Bundled
Active Transportation/ First-Last Mile	L Line Station FLM Improvements and Mobility Hubs	Walking, biking, and mobility infrastructure within 1/2 mile radius of San Dimas, La Verne, and Memorial Park stations.	Draft Initial Project List	Bundled
Active Transportation/ First-Last Mile	LA River Path	Proposed walking/bicycling path to close an existing 8-mile gap in the active transportation network along the LA River.	Draft Initial Project List	
Active Transportation/ First-Last Mile	LA Union Station Forecourt and Esplanade Improvements	Reconstruct Alameda and Los Angeles Streets along the frontage of Union Station with widened sidewalks for pedestrian and bike paths.	Draft Initial Project List	

ATTACHMENT C – Comprehensive MCP Project List

MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Active Transportation/ First-Last Mile	Metro Active Transportation (MAT) Waitlist Projects	Waitlisted projects include Florence, Van Nuys/Vanowen, Fountain (Hayworth-Harper), San Monica-Greenacre, Fairfax, Santa Monica-Poinsettia, and Santa Monica-Hayworth.	Draft Initial Project List	
Active Transportation/ First-Last Mile	Metro Bike Share Subsidy	Increased subsidy for 500,000 bike share rides.	Draft Initial Project List	Bundled
Active Transportation/ First-Last Mile	Metro Bike Share TAP Enhancements	Develop free transfers and improved security for cash payments for bike share trips.	Draft Initial Project List	Bundled
Active Transportation/ First-Last Mile	Metro Micro Expansion	Expansion of existing Metro Micro program to the Games venues.	Draft Initial Project List	
Active Transportation/ First-Last Mile	Rail to River ATC - Segment B	Proposed walking/bicycling path between the A Line Slauson Station to the LA River.	Draft Initial Project List	
Active Transportation/ First-Last Mile	Bicycle Valet	Free and safe bicycle parking for events to encourage and enable cycling to events where parking for bikes is scarce, non-existent, and prone to theft.	Draft Initial Project List	
Active Transportation/ First-Last Mile	I-710 LA River Bike Path	Proposed walking/bicycling path along the LA River, specifically along I-710, which connects Maywood to Long Beach.	Draft Initial Project List	
Active Transportation/ First-Last Mile	LA River SFV Greenway	Proposed walking/bicycling path along the LA River in the San Fernando Valley.	Draft Initial Project List	
Active Transportation/ First-Last Mile	Metro Bike Hub Expansion	Implement Bike Hubs at key locations near Games venues.	Draft Initial Project List	Bundled
Active Transportation/ First-Last Mile	Ocean Boulevard Open Street	Open and car-free streets to create non-motorized mobility options between Long Beach Civic Center and Long Beach Pier.	Draft Initial Project List	Bundled
Active Transportation/ First-Last Mile	Transit to Parks CBO Outreach and Partnership	Partnering with CBOs to increase awareness among park-poor communities of transit connections to the Games venues that are park facilities.	Draft Initial Project List	
Active Transportation/ First-Last Mile	Universal Station Mobility Hub	Dedicated mobility hub to provide residents additional options for accessing the B Line, bus lines, and other transit service	Draft Initial Project List	

ATTACHMENT C – Comprehensive MCP Project List

MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Active Transportation/ First-Last Mile	Holly Garage Mobility Hub	Holly's proximity to the Memorial Park Station makes it an ideal candidate to be a mobility hub for the games. I'd like to find a way to add secure bike parking, potentially micromobility parking/storage, and to serve as a location for TNC pick-up and drop off (potentially on Arroyo adjacent to the garage).	Agency	
Active Transportation/ First-Last Mile	Bike Lanes to the Bowl	Stripe bike lanes from Memorial Park Station to the Rose Bowl and back. Provide a dedicated and properly signed path to the Rose Bowl from the Memorial Park L Station and back. Would likely need a shuttle stop nearby in case the uphill ride back is not feasible.	Agency	
Active Transportation/ First-Last Mile	ArroyoLink	Multimodal connection between Arroyo Blvd/the Rose Bowl to Colorado Blvd providing a key connection between the pedestrian and bicyclist activity in the Rose Bowl area to Old Pasadena, and the transit network of the Metro L line, the proposed North Hollywood to Pasadena BRT, the existing Metro Rapid bus and the numerous local and regional bus transit lines served by Metro, Pasadena Transit and Foothill Transit. This project includes a new pedestrian and bike path along Arroyo Blvd, south of the Rose Bowl and between Arroyo Blvd to Colorado Blvd/ Orange Grove Blvd, which begins near the intersection of Arroyo Blvd and Arroyo Drive. The ArroyoLink also provides an opportunity to connect the Arroyo Seco Bike path (which currently extends as far north as South Pasadena) into Pasadena.	Agency	
Active Transportation/ First-Last Mile	East San Fernando Valley First Last Mile (ESFV FLM)	Walking, biking, and mobility infrastructure within 1/2 mile radius of the ESFV rail corridor	Agency	
Active Transportation/ First-Last Mile	Rail to River Segment A	Proposed walking/bicycling path between the Crenshaw Line and A Line Slauson Station.	Agency	
Active Transportation/ First-Last Mile	Car Free Streets	Open street or car free street projects around venues to support spectators, revelers, and local businesses near games venues.	Agency	Bundled

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MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Active Transportation/ First-Last Mile	Stress Free Connections	Targeted investments along neighborhood streets to support regional access to destinations. The network of local streets offers a ‘stress-free’ travel experience for people walking, biking, and rolling.	Agency	
Active Transportation/ First-Last Mile	Active transportation & Vision Zero	Support transportation via zero emissions and active modes	Agency	
Active Transportation/ First-Last Mile	Aerial Rapid Transit	Proposed project to connect Los Angeles Union Station to the Dodger Stadium via an aerial gondola system in Downtown Los Angeles	Agency	
Active Transportation/ First-Last Mile	Open Streets Program	Figueroa btw USC and 7th/Metro, Expo Blvd btw Vermont and Flower, MLK Blvd btw Vermont and Figueroa, Ocean Ave btw Wilshire and Pico, Flower btw Pico and 11th, Ocean Blvd btw Pacific and Shoreline, Balboa Blvd btw Burbank and Victory	Task Force	
Active Transportation/ First-Last Mile	Toro Hub	Mobility hub at the campus of Cal State Dominguez Hill	Task Force	Bundled
Active Transportation/ First-Last Mile	Transit Venue Ped/Bike Access Enhancements	Walking, biking, and active transportation street improvements on critical access streets, within the 1/4 mile radius of 10 venues: Long Beach Pier; Dignity Park; Sepulveda Basin, UCLA; LA Live; Grand Park; Dedeaux Field; USC; The Forum; and Downtown Long Beach.	Task Force	
Active Transportation/ First-Last Mile	Cabrillo Mole Intermodal Ferry Passenger Terminal	The Cabrillo Mole is a multimodal transportation hub used by cross-channel carrier passengers traveling between the mainland and Avalon and as a gathering place for residents and visitors.	Task Force	
Active Transportation/ First-Last Mile	BlueLA Expansion	Car sharing with new, fully-electric vehicles for everyday needs	Task Force	
Active Transportation/ First-Last Mile	USC Expo Park Pedestrian Bridges	Two Pedestrian bridges over Expo Blvd connecting USC and Expo Park and the E Line stations	Task Force	

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MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Active Transportation/ First-Last Mile	Los Angeles Universities Mobility Hubs	New mobility hubs at the universities in Los Angeles will support the 2028 Games and students before and after the Games. This includes mobility hubs at UCLA to support the Athletes Villages, at USC to support the Media Village, at Cal State Long Beach to support park-and-ride to the Long Beach Sports Park, and at Cal State Northridge to support park-and-ride to the Valley Sports Park.	Task Force	
Bus	Broadway Bus Only Lane & TSP (NexGen Improvements)	This project provides improved speed, reliability, and frequency	Draft Initial Project List	
Bus	Bus Headway/ Frequency Management Program	Dynamic scheduling wherein the rider can expect a bus on a given line or corridor at a regular interval as opposed to arrivals at specific published scheduled times. Assume this would apply to Metro's top 20 corridors in terms of ridership.	Draft Initial Project List	Converted to recommendation
Bus	NextGen Bus Priority Enhancements and Improvements along GRN	Speed up service along key bus routes on Games Route Network by creating bus-only lanes, bulb-outs, and transit signal priority, including bus stop amenities like lighting, real-time info, and shelter/shade canopies.	Draft Initial Project List	
Bus	Connecting C Line and Metrolink Norwalk Station	New express bus service between the C Line Norwalk Station and Metrolink Norwalk Station to close the existing transit gap.	Draft Initial Project List	Bundled
Bus	G Line Improvements	Upgrade the G Line with two grade separations, better signal priority technology, electronic bus connectivity, and a four-quadrant gating system.	Draft Initial Project List	
Bus	J Line Electrification Project	Install 40 charging stations and infrastructure at Division 18 and 10 en-route charging stations to enable uninterrupted zero emission bus service.	Draft Initial Project List	
Bus	Local Municipal Operators Call for Projects	Placeholder for potential projects and operations for local municipal transit operators through a call for projects.	Draft Initial Project List	
Bus	NoHo to Pasadena BRT	New BRT Service that provides high-capacity, fast connection between the San Fernando and San Gabriel Valleys.	Draft Initial Project List	

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MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Bus	North SFV Transit Improvements	This project provides improved speed, reliability, and frequency for San Fernando Valley transit riders, including CSUN.	Draft Initial Project List	
Bus	Vermont BRT	New BRT Service that provides high-capacity, fast connection between Koreatown and South LA. BRT to supplement and not preclude future rail corridor.	Draft Initial Project List	
Bus	Zero Emission Bus Master Plan - Phase 2	Procurement of Zero Emission Bus vehicles for local, rapid, shuttle, and express routes. Conversion of "dependent" Divisions (Divisions 1, 2, 3, 5, 7, and 13) from CNG to battery charging.	Draft Initial Project List	Cannot be done by 2028
Bus	Zero Emission Bus Master Plan - Phase 3	Procurement of Zero Emission Bus vehicles for local, rapid, and express routes. Conversion of Divisions 8, 9, 15, and 18 from CNG to battery charging.	Draft Initial Project List	Cannot be done by 2028
Bus	All-Door Boarding Expansion	All door boarding expansion along higher volume Games-impacted routes. If time permits conduct analysis to determine high volume routes near venues.	Draft Initial Project List	Converted to recommendation
Bus	Atlantic Bus Only Lane & TSP (NexGen Improvements)	This project provides improved speed, reliability, and frequency	Draft Initial Project List	
Bus	Camera Bus Lane Enforcement	Implement camera-based technology to enforce bus-only lane use along key BRT and bus-only lane corridors.	Draft Initial Project List	
Bus	Cesar Chavez/ Sunset to Glendale Bus Only Lane & TSP (NexGen Improvements)	This project provides improved speed, reliability, and frequency	Draft Initial Project List	
Bus	Frequent Bus Interior Cleaning	Increase routine cleaning for high-frequency buses with high ridership to improve cleanliness.	Draft Initial Project List	
Bus	La Cienega Bus Only Lane & TSP (NexGen Improvements)	This project provides improved speed, reliability, and frequency	Draft Initial Project List	
Bus	Games Route Network Bus Circulator	Enhanced and express bus service between LAX and the venues/hotels within the four sports parks during the Games.	Draft Initial Project List	

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MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Bus	Lincoln Blvd BRT	New BRT service along Lincoln Blvd. consistent with Board-adopted standards & design guidelines, such as dedicated running ways & BRT stations.	Draft Initial Project List	Cannot be done by 2028
Bus	Bus Terminal Improvements	Implements speed and reliability improvements at terminal stations to ultimately allow buses to run every 5 to 10 minutes.	Draft Initial Project List	Bundled
Bus	San Gabriel Valley Transit	Depending on the result of the study, this assumes BRT service within the San Gabriel Valley to replace the Eastside Transit Corridor Route 60 Alternative.	Draft Initial Project List	
Bus	Systemwide Bus Layover Improvements	Bus layover improvements for faster turnaround time for improved service and reliability.	Draft Initial Project List	Bundled
Bus	Venice Boulevard Bus Only Lane & TSP (NexGen Improvements)	This project provides improved speed, reliability, and frequency	Draft Initial Project List	
Bus	Arbor Vitae Bus Lane	Add eastbound bus lane for dedicated route between I-405 and So-Fi Stadium.	Draft Initial Project List	Bundled
Bus	Bus Operator Backup Staff	Increases bus driver staffing levels to prevent missed assignments. Current labor shortages affect this estimate.	Draft Initial Project List	Bundled
Bus	Bus Stop Safety Relocation	Speed up service, increase pedestrian safety by relocating bus stops from nearside to farside of intersections along the Games Route Network.	Draft Initial Project List	
Bus	G Line Power & Communications Systems Upgrades	Upgrade critical systems (CTS, fiber, and UPS) to power and provide enough bandwidth for communication services for the G Line.	Draft Initial Project List	
Bus	Hawthorne/La Brea Bus Lanes	Add bus lanes on La Brea Avenue (from Market St. to Century Blvd.), and on Hawthorne Boulevard (from Century Blvd. to Hawthorne/Lennox Station).	Draft Initial Project List	Bundled
Bus	I-110 Freeway Bus Stops	Restore abandoned bus stops on I-110 freeway to avoid congestion in the downtown core.	Draft Initial Project List	
Bus	Prairie Avenue Bus Lanes	Add bus lanes on Prairie Avenue between the K Line and C Line.	Draft Initial Project List	Bundled

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MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Bus	Bus zone improvements	<p>"Bus zone improvements in Central District and Northwest Pasadena, with a particular emphasis at transfer connection points, connections to the Metro L Line, and other heavily used bus stops serving the local feeder services that support the regional network, as well as those serving DACs.</p> <p>Improvements to include branding/ wayfinding, bus stop furniture enhancements, accessibility improvements, those that facilitate efficiencies of bus service (e.g., bus bulbs, etc.), security and comfort improvements (e.g., security devices, public art, etc.), upgrade Bus Finders to be able to push messaging out and to provide accessibility features; upgrades to bus stop lighting"</p>	Agency	
Bus	Pasadena Integrated Central Transit Management System Upgrade	<p>Upgrade Pasadena Integrated Central Transit Management System which is essential for all aspects of local transit operations, including AVL, connecting to the City's bus priority signal system, fare systems, dispatching, safety, routing, schedule adherence, data collection, communication to riders, and customer service. This system also enables the public to obtain real-time arrival information via smartphone apps, online, and by phone, as well as at displays at key bus stops throughout the City for the multiple transit agencies operating in Pasadena. For the Olympics, this project is essential in supporting the anticipated magnitude of transit demand and facilitating critical regional and local transit connections, including those to the Rose Bowl.</p>	Agency	
Bus	LA Express Park	Expand LA Express Park to four new high demand parking areas in the city	Agency	
Bus	LADOT Transit Projects	Electrification of LADOT entire fleet	Agency	
Bus	Bus Priority projects	Support transportation via zero emissions and active modes	Agency	

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MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Bus	Washington Blvd BRT	This project would construct bus rapid transit on Washington Blvd from Walnut Ave to Fairfax Ave. As a dedicated right-of-way bus rapid transit project, it qualifies as a Tier 1 Transit project.	Agency	
Bus	Culver City Bus Battery Electric Transit Buses Purchase and Facility Electrification	This project would replace Culver City's existing CNG-powered buses with vehicles powered by battery technology. As an electric bus purchase, it qualifies as a Tier 2 Transit project.	Agency	
Bus	Culver City Transit Center Expansion	Expansion of the Westfield Culver City Transit Center to provide increased capacity for buses, passengers, and create multimodal connections.	Agency	
Bus	Antelope Valley Access	Acquisition of facilities and construction of essential facilities to ensure quality, consistent ADA paratransit services are provided.	Agency	
Bus	Eastern Region Access	Acquisition of facilities and construction of essential facilities to ensure quality, consistent ADA paratransit services are provided.	Agency	
Bus	Northern Region Access	Acquisition of facilities and construction of essential facilities to ensure quality, consistent ADA paratransit services are provided.	Agency	
Bus	Southern Region Access	Acquisition of facilities and construction of essential facilities to ensure quality, consistent ADA paratransit services are provided.	Agency	
Bus	West/Central Region Access	Acquisition of facilities and construction of essential facilities to ensure quality, consistent ADA paratransit services are provided.	Agency	
Bus	Games Mobility Hub Strategy	Implement venue mobility and central mobility hub typologies	Task Force	
Bus	Sports Park Metro Zero Emission Bus Fleet	Acquisition of zero emission buses and implementation of charging infrastructure for Metro and LADOT for routes that serve the Downtown Sports Park	Task Force	

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MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Bus	Supplemental Bus System	This project commissions a fleet for the Games to ensure a sufficient supply of buses is available to transport Games attendees. Recruit a temporary bus driver workforce to ensure there is no shortage during the Games and support them with accommodations, transportation, and meals. In addition, conduct Games-specific training of the public transit workforce to promote familiarity with the Games Route Network. Remodel existing bus depots to be Games-ready by installing cameras, fueling stations, fencing, and similar. Construct additional depots as necessary.	Agency	
Bus	Sepulveda BRT	Provide fast, frequent, reliable and accessible bus service along Sepulveda Blvd	Agency	Bundled
Bus	Event Parking and Fueling Facilities	Additional parking and fueling infrastructure for approximately 1,000 event buses during the games.	Draft Initial Project List	Bundled
Congestion Management	Arterial Network Traffic Signal Analytics	Implement location-based services to measure the performance of intersection traffic signals at locations throughout LA County including the Games Route Network	Draft Initial Project List	
Congestion Management	ATSAC/LARTMC Integration and Operations Enhancements	Improvements to the Automated Traffic Surveillance and Control (ATSAC) Center, which manages real-time detector loops between and at intersections, and changes the signal timing as traffic conditions change. ATSAC also supports LA Metro's ability to move its trains and buses faster.	Draft Initial Project List	
Congestion Management	Business Planning/Promotion of TDM	This is a placeholder project to allow for stakeholder engagement directly with local businesses to help them plan for the games to help decrease traffic on the network.	Draft Initial Project List	
Congestion Management	Congestion Pricing Study	Study to explore a new approach to reduce traffic by managing travel demand through congestion pricing and providing more high-quality transportation options.	Draft Initial Project List	
Congestion Management	I-10 Extension ExpressLanes	Convert existing HOV lane to single HOT lane along I-10 between I-605 and the San Bernardino County line.	Draft Initial Project List	Cannot be done by 2028

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MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Congestion Management	I-105 ExpressLanes (Segment 1)	Add HOV lane and convert to dual HOT lanes along I-105 between I-405 and I-605.	Draft Initial Project List	
Congestion Management	I-405 ExpressLanes	Convert existing HOV lane to single HOT lane along I-405 between I-10 and US-101.	Draft Initial Project List	
Congestion Management	Incentives for Households to Drive Less During Games	Pay households to drive less during Games by depositing funds in mobility wallets if they agree to reduce car use with accountability.	Draft Initial Project List	Bundled
Congestion Management	Mega Event Customer Experience Analysis	Analysis to understand potential overcrowding and crush loads at stations and transit vehicles.	Draft Initial Project List	
Congestion Management	Games Park and Ride Strategy	Identify parking lots that link to major transit lines to encourage mode shift.	Draft Initial Project List	
Congestion Management	GRN Enabling Treatments and Spot Improvements	Study to investigate all minor GRN treatments (low cost/temporary) that enable more efficient games operations such as pavement, signage, traffic signals, and minor civil works.	Draft Initial Project List	
Congestion Management	Regional Incident Management Program and Tools	Implementation of a regional incident management program and associated tools to streamline, coordinate, and improve the management and handling of roadway incidents.	Draft Initial Project List	
Congestion Management	Regional Traffic Management Network & Information Exchange	Enhance multi-jurisdictional traffic signal operations by enhancing local traffic signal control system connectivity and interoperability.	Draft Initial Project List	
Congestion Management	TDM Campaign	Placeholder project to provide solutions and communication strategies using the following mechanisms: reduce the need to travel; re-mode using alternative transportation; reroute to avoid congestion; and re-time to avoid the peak hours.	Draft Initial Project List	
Congestion Management	Business-as-Usual Network Planning (Non-Games Routes)	Plan the non-games network, identify preferred routes and interventions/ upgrades needed, determine operational principles during the Games.	Draft Initial Project List	Bundled
Congestion Management	HOV 3+ Policy Implementation	Convert existing HOV lane occupancy to three or more persons per vehicle countywide.	Draft Initial Project List	Bundled

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MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Congestion Management	I-405 Aux Lanes	Adds segments of auxiliary lanes in each direction to improve traffic flow at on/off ramps for ten miles from Florence Avenue to I-110.	Draft Initial Project List	
Congestion Management	I-710 Integrated Corridor Management	Deploy multi-jurisdictional integrated corridor management solutions on I-710 between SR-91 to SR-60.	Draft Initial Project List	
Congestion Management	LAX Congestion Pricing Study	Study to explore a new approach to reduce traffic at LAX by managing travel demand through congestion pricing.	Draft Initial Project List	
Congestion Management	Sports Park Transportation Performance Monitoring Network	Traffic signal controller and cabinets upgrades and the installation of fiber optic communication infrastructure to provide a redundant high bandwidth network in LA, Long Beach, Inglewood, Santa Monica, Carson, & Pasadena.	Draft Initial Project List	
Congestion Management	SR-710 Mobility Improvements Program	Local mobility improvements between Alhambra and Pasadena on the existing transportation system to reduce traffic bottlenecks.	Draft Initial Project List	
Congestion Management	US-101 HOV Lanes between SR-134 and I-110	Adding HOV Lanes along US-101 that is part of the Games Route Network between the International Broadcast Center and Downtown Sports Park.	Draft Initial Project List	Cannot be done by 2028
Congestion Management	Arroyo Seco Safety and Operational Enhancements	Project to reduce collisions and improve reliability on SR-110 (Arroyo Seco Parkway) from I-5 to its terminus in South Pasadena.	Draft Initial Project List	
Congestion Management	Aviation/LAX Parking Study	Capacity analysis of parking at Aviation/LAX station.	Draft Initial Project List	
Congestion Management	Curbspace Management Projects	Coordination with SCAG's Curbspace Management Study to fund and implement recommendations to the most congested & complicated curb space locations.	Draft Initial Project List	
Congestion Management	I-110 ExpressLanes Extension to I-110/I-405 Interchange*	Extend existing I-110 ExpressLanes to I-405/I-110 interchange.	Draft Initial Project List	Cannot be done by 2028
Congestion Management	I-405 Active Traffic Management & Integrated Corridor Management Strategies	System management approaches to make best use of existing roadway capacity to improve operations on I-405 from Rosecrans Avenue to SR 90.	Draft Initial Project List	
Congestion Management	I-405/I-110 Interchange and HOV Ramps*	Operational improvements to the I-405/I-110 interchange with HOV ramps.	Draft Initial Project List	

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MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Congestion Management	I-605 Hot Spots Projects	Projects to improve mobility and relieve congestion, capacity constraints, and other related deficiencies on I-605, which include Valley, Beverly, South, and SR-60/7th.	Draft Initial Project List	
Congestion Management	Metro Vanpool	Increased subsidy for 1,000 vanpools at \$600 per van per month.	Draft Initial Project List	Bundled
Congestion Management	Games Autonomous Vehicles Demonstration	Deployment of autonomous vehicles to support transportation needs during Games.	Draft Initial Project List	
Congestion Management	SoCal 511 Multicounty Regional Trip Planning	Enhancements and elevate trip planning information, including carpool match.	Draft Initial Project List	
Congestion Management	SR-91 Improvements (Westbound SR-91 Connector, Atlantic to Cherry, Central to Acacia)	These projects are part of Metro's SR-91/I-605 "Hot Spots" Measure R Program in the Gateway Cities to reduce traffic congestion.	Draft Initial Project List	
Congestion Management	Station Parking Improvements**	Projects include parking facility valet assist for up to 20 facilities, parking guidance system enhancements, parking kiosks, and parking pre-sale reservation system.	Draft Initial Project List	Bundled
Congestion Management	"BRT-Light" Improvements for Rose Bowl-serving Transit Corridors (e.g., Fair Oaks, Lincoln, Lake, Mountain/Seco, etc.)	<p>"Install/implement speed, capacity, and passenger trip experience improvements, concurrent with Vision 2028 goals, that result in providing higher quality and more efficient transit connections – moving more people, faster and more comfortably, to where they want to go in Pasadena – in this case, Olympic events. These improvements would be along regional and local transit corridors that are vital to supporting getting visitors to the Rose Bowl from throughout the region and the City.</p> <p>Including Signal priority/signal preemption & Bus Only Travel Lanes To improve travel time on listed corridors with improvement that would leave a legacy, implementation of bus only lanes and enhanced signal priority/preemption would be deployed. These improvements are concurrent with the Nextgen Bus Plan.</p>	Agency	

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MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Congestion Management	I-105 Integrated Corridor Management (ICM) project	ICM: identified in Caltrans District 7 Highest Priority Corridors for Future ICM Deployment for LA County (Caltrans D7 ICM Master Plan Study, April 2021); I-105 (Begin to I-110)	Agency	
Congestion Management	I-405 Integrated Corridor Management (ICM) project	ICM: identified in Caltrans District 7 Highest Priority Corridors for Future ICM Deployment for LA County (Caltrans D7 ICM Master Plan Study, April 2021); I-405 (ORA to I-110)	Agency	Bundled
Congestion Management	I-405 Active Traffic Management & Integrated Corridor Management Strategies EA 36330	System management approaches to make best use of existing roadway capacity to improve operations on I-405 from Jefferson Boulevard (PM R25.9) and Roscoe Boulevard (PM 43.75).	Agency	Bundled
Congestion Management	LA-134-PM 0.03/13.34 (LA-101 to LA-210)	ICM, CV to support Games Route Network	Agency	
Congestion Management	I-710 Integrated Corridor Management (ICM) project	ICM: identified in Caltrans District 7 Highest Priority Corridors for Future ICM Deployment for LA County (Caltrans D7 ICM Master Plan Study, April 2021); I-710 (SR 91 to SR 60)	Agency	
Congestion Management	SR-91 Integrated Corridor Management (ICM) project	ICM: identified in Caltrans District 7 Highest Priority Corridors for Future ICM Deployment for LA County (Caltrans D7 ICM Master Plan Study, April 2021); SR-91 (Begin to I-710)	Agency	
Congestion Management	I-605 Integrated Corridor Management (ICM) project	ICM: identified in Caltrans District 7 Highest Priority Corridors for Future ICM Deployment for LA County (Caltrans D7 ICM Master Plan Study, April 2021); I-605 (ORA to I-105)	Agency	
Congestion Management	LA-101-PM S0.33/17.17 (LA-010 to LA-405)	ATM, ICM, CV to support Games Route Network	Agency	
Congestion Management	LA-010-PM R2.16/18.29 (PCH to LA-005) ICM-Lite	ICM, CV to support Games Route Network	Agency	
Congestion Management	The Shoemaker Bridge Replacement Project	Replace the Shoemaker Bridge. The new bridge will flow into SR-710 and include pedestrian and bicycle access. Additionally, bicycle, pedestrian, and street enhancements will be provided on adjacent thoroughfares	Agency	
Congestion Management	SR-14 Safety Improvements	Safety improvements along SR-14 between I-5 and Palmdale	Task Force	

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MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Congestion Management	Union Station and Civic Center Transit District	Alameda Street mobility enhancements to close the gap and develop a freeway cap over the 101 freeway	Task Force	
Congestion Management	GRN Design and Implementation	This project identifies, designates, and operates the Games Route Network (GRN) to create designated lanes for the Games with improvements such as signage, traffic signals, incident response, and minor civil works. The GRN will be converted to bus-only lanes where appropriate after the Games. Additional support personnel specializing in public safety, incidents, or similar will be hired as necessary to support the GRN.	Agency	
Goods/Freight Movement	Freight TDM	Placeholder project for engaging directly with freight businesses to help them plan for the games and help decrease traffic on the network.	Draft Initial Project List	
Goods/Freight Movement	Alameda Corridor Terminus Enhancements	New Cerritos channel rail bridge and supporting connections throughout Port of LA.	Draft Initial Project List	
Goods/Freight Movement	Terminal Way Grade Separation	New grade separation to replace at-grade crossing to improve freight traffic flow.	Draft Initial Project List	
Goods/Freight Movement	Clean Truck Infrastructure	Install charging infrastructure throughout LA County for zero emissions trucks.	Draft Initial Project List	
Goods/Freight Movement	I-5 North County Enhancements	Widen I-5 for approximately 17 miles between SR-14 and Parker Road Interchange.	Draft Initial Project List	
Goods/Freight Movement	Montebello Grade Separation Project	New bridge at the UP crossing at Montebello Boulevard and at Olympic Boulevard, creating a roadway underpass at both.	Draft Initial Project List	
Goods/Freight Movement	Pier 400 On Dock Rail Modernization	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	Draft Initial Project List	
Goods/Freight Movement	San Pedro Waterfront Access	Improves traffic operations on key arterial connecting San Pedro to I-110 & SR-47.	Draft Initial Project List	
Goods/Freight Movement	SR-47/Navy Way Interchange	Improves traffic operations/safety on SR-47 between Vincent Thomas Bridge and Gerald Desmond Bridge.	Draft Initial Project List	

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MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Goods/Freight Movement	SR-57/SR-60 Interchange Improvements	Project includes building multiple on-and off-ramps, widening Grand Avenue and reconstructing the Grand Avenue bridge overcrossing.	Draft Initial Project List	
Goods/Freight Movement	Terminal Island Transfer Facility Modernization	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	Draft Initial Project List	
Goods/Freight Movement	Turnbull Canyon Road Grade Separation	Separate the roadway and the Union Pacific Railroad tracks on Turnbull Canyon Road.	Draft Initial Project List	
Goods/Freight Movement	West Basin Container Terminal Railyard Modernization	On-dock railyard expansion to accommodate electric operated rail-mounted gantry cranes.	Draft Initial Project List	
Goods/Freight Movement	Zero Emission Commercial Loading Zones	Install, enforce, monitor, and evaluate new Zero Emission Delivery Zones within the Games Sports Parks.	Draft Initial Project List	
Rail	7th/Metro Center Comprehensive Station Upgrade	Holistic station refurbishment including station finishes, lighting, wayfinding, audio/security systems, restroom installation and other customer amenities, and ADA improvements.	Draft Initial Project List	
Rail	Airport Metro Connector	New light rail station, bus plaza, bicycle parking, customer service center, passenger pick-up and drop-off area, providing a direct connection to the future LAX APM.	Draft Initial Project List	
Rail	Arcadia Power Substation Upgrade	Arcadia Substation improvements to allow A and E Line to operate with 5-minute service during the games.	Draft Initial Project List	
Rail	B Line Extension for NoHo to Burbank Airport	Extension of the B Line from North Hollywood to Burbank Airport.	Draft Initial Project List	Cannot be done by 2028
Rail	C Line Station Platform Extensions and Reliability Upgrades	Replace 25-year old high-voltage traction power substations and extend station platforms at Redondo Beach, Mariposa, Douglas, and LAX/Aviation stations to accommodate three-car trains.	Draft Initial Project List	
Rail	Comprehensive Union Station Improvements	Improvements include redundant elevator and stairways, ADA/accessibility enhancements, wayfinding improvements to help visitors find their way through the station, new A Line operator restrooms, and general SOGR to the facility.	Draft Initial Project List	

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MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Rail	Crenshaw/LAX Transit Corridor	New light rail transit service between the E Line at Expo/Crenshaw Station to merge with C Line at Aviation/LAX Station.	Draft Initial Project List	
Rail	Crenshaw Northern Extension	Project would fill a major gap in the Metro Rail network and create an important north-south link.	Draft Initial Project List	Cannot be done by 2028
Rail	East San Fernando Valley Transit Corridor	Project is a north-south street running light rail transit corridor in the middle of Van Nuys Boulevard between the G Line and San Fernando Road and includes 11 at-grade stations along with the maintenance facility.	Draft Initial Project List	
Rail	Eastside Transit Corridor Phase 2	Proposed 9-mile light rail transit extension of the L Line further east from its current terminus at Pomona Boulevard and Atlantic Boulevard. The proposed alignment includes at-grade, aerial, and below grade configurations.	Draft Initial Project List	Cannot be done by 2028
Rail	Flower Street A & E Line Improvements	Add pedestrian islands for pedestrian crossing at Flower Street, separate crossings into roadway crossing and track crossing.	Draft Initial Project List	
Rail	Foothill Gold Line Extension Phase 2B (Pomona)	Extension of the L Line beyond the current end point in Azusa, and add stations in the cities of Glendora, San Dimas, La Verne, and Pomona.	Draft Initial Project List	
Rail	K Line Traction Power Substation Enhancements	Add new traction power substations to accommodate three-car trains and more frequent service.	Draft Initial Project List	
Rail	Light Rail Speed Improvements	Reevaluate speed commands/block design, upgrade train control system to integrate with traffic signals, gate technology for pre-emption.	Draft Initial Project List	
Rail	Pico Station Improvements	Expand Pico Station with a second platform and prevent queuing issues at station.	Draft Initial Project List	
Rail	Regional Connector	New rail line that will provide riders a seamless journey from Azusa to Long Beach, and from East Los Angeles to Santa Monica, through the downtown LA core.	Draft Initial Project List	
Rail	Sepulveda Transit Corridor	High-capacity rail line that connects the San Fernando Valley, the Westside and LAX. Options being considered are heavy rail transit (HRT) and monorail transit (MRT) and is being pursued as a potential P3 through PDA contracts.	Draft Initial Project List	Cannot be done by 2028

ATTACHMENT C – Comprehensive MCP Project List

MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Rail	South Bay C Line Extension to Torrance	Proposed light rail transit extension of the C Line (Green) along a 4-mile segment of the Harbor subdivision corridor from the existing Redondo Beach Station to the under-construction Torrance Transit Park and Ride Regional Terminal in Torrance.	Draft Initial Project List	Cannot be done by 2028
Rail	Vermont Rail	New light rail corridor that provides high-capacity, fast connection between Wilshire/Vermont to 120th Street.	Draft Initial Project List	Cannot be done by 2028
Rail	Washington Wye Junction and Flower Street Operational Improvements	Restriction of certain traffic movements and limited redesign/modifications to the junction. Add pedestrian islands for pedestrian crossing at Flower Street, separate crossings into roadway crossing and track crossing.	Draft Initial Project List	
Rail	West Santa Ana Branch Transit Corridor	New 19-mile light rail transit corridor connecting downtown Los Angeles, Huntington Park, Bell, Cudahy, South Gate, Downey, Bellflower and Artesia.	Draft Initial Project List	Cannot be done by 2028
Rail	Westside Purple Line Extension Section 1	Section 1 of the D Line extension will add three new stations: Wilshire/La Brea, Wilshire/Fairfax and Wilshire/La Cienega.	Draft Initial Project List	
Rail	Westside Purple Line Extension Section 2	Section 2 of the D Line extension will add two new stations: Wilshire/Rodeo and Century City/Constellation.	Draft Initial Project List	
Rail	Westside Purple Line Extension Section 3	Section 3 of the D Line extension will add two new stations: Westwood/UCLA and Westwood/VA Hospital.	Draft Initial Project List	
Rail	D Line Extension from VA to Ocean Avenue	Extension of the D Line from end of Section 3 to Ocean Avenue in Santa Monica.	Draft Initial Project List	Cannot be done by 2028
Rail	Division 20 Portal Widening and Turnback Facility	Build a new turnback facility and readjust rail storage tracks to support the D Line extension and frequencies.	Draft Initial Project List	
Rail	Elevator and Escalator Improvements	Improve elevator and escalator operations without down time through improved monitoring and repair implementation of systems reaching failure modes prior to scheduled manufacturer recommended maintenance and replacements.	Draft Initial Project List	
Rail	Expo Park-Watt Way Roadway	Close off Watt Way across tracks and convert Watt Way entrance to right-in/right-out to eliminate vehicle movement across tracks.	Draft Initial Project List	Bundled

ATTACHMENT C – Comprehensive MCP Project List

MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Rail	Expo/Crenshaw Transfer Station Improvements	Portal entrance on southwest side of Expo/Crenshaw Station and other improvements to better facilitate transfers between both lines. Walking and biking infrastructure improvements derived from Metro Board-adopted FLM Plan.	Draft Initial Project List	
Rail	Frequent Train Interior Cleaning	More routine cleaning of Metro rail vehicles with high ridership to improve cleanliness.	Draft Initial Project List	
Rail	Hawthorne/Lennox Station Improvements	Station amenities and widen sidewalks to improve queuing and station access from buses.	Draft Initial Project List	
Rail	Memorial Park Station Improvements	Station amenities and improvements. Close off Holly Street at Arroyo Parkway in front of station.	Draft Initial Project List	
Rail	Metro Red Line Segment Traction Power Substation and Auxiliary Power Replacements	Replace 25-year old station power distribution system (MCCs) such as lighting, escalator/elevator power, public communication systems power, fire alarm power and similar, and replace 30-year old high voltage traction power substations.	Draft Initial Project List	
Rail	New L Line Interlocks	Add two new interlocks between Lincoln/Cypress and Heritage Square, and Memorial Park and I-210.	Draft Initial Project List	Bundled
Rail	New Siding and Crossover between Degan and 7th Avenue	Adding a new siding on the Track 4 side between Degan Ave. and 7th Ave. with a single crossover on the east to accommodate a three-car train.	Draft Initial Project List	Bundled
Rail	Rail Communications Systems Upgrades	State of good repair across the system to upgrade communications systems for the rail lines such as CTS, fiber, and UPS.	Draft Initial Project List	
Rail	Transit Passenger Information System Upgrades	Upgrade the existing transit passenger information system for seamless integration between public address and visual messaging signs.	Draft Initial Project List	Renamed
Rail	Video Management System Upgrades	Upgrade the existing video management system for better support for CCTV cameras, intrusion detection systems and access control systems.	Draft Initial Project List	
Rail	12th Street/Flower Street Closure	Permanently close off 12th Street to east/west traffic and prohibit left turns coming from southbound Flower Street on to 12th Street eastbound across the ROW.	Draft Initial Project List	Bundled

ATTACHMENT C – Comprehensive MCP Project List

MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Rail	Arts District/6th Street Station	New Metro rail station to serve the Arts District, Boyle Heights, and surrounding communities.	Draft Initial Project List	
Rail	Blue Light Call Boxes and Help Points	Add universal blue light call boxes at all rail platforms for passengers to summon police/fire/EMS. Upgrade existing emergency, passenger and gate telephones to Metro blue light help points.	Draft Initial Project List	
Rail	Centinela Grade Separation Project	Convert the at-grade crossing at Centinela and Florence to an above-grade crossing along the K Line.	Draft Initial Project List	
Rail	Downtown Long Beach Platform Optimization	Use 1st Street station as drop-off only, Downtown Long Beach Station as pick-up only during the games.	Draft Initial Project List	Converted to recommendation
Rail	E Line Expo Park/Vermont/ USC Station Improvements	Extend trench past Vermont; consolidate Vermont and USC stations to a single large multi-train center platform station with entrances at both ends. Construct pedestrian overpass or underpass to access station and/or cross over ROW.	Draft Initial Project List	
Rail	Fire Alarm Upgrades	Replace fire alarm system for rail lines.	Draft Initial Project List	
Rail	Foothill Gold Line Extension Phase 2B (Montclair)	Extension of the L Line beyond Pomona to Claremont and Montclair.	Draft Initial Project List	
Rail	I-210 Barrier Replacement	Safety improvements by increasing the barrier height between the L Line and I-210 freeway for Phases 1 and 2.	Draft Initial Project List	
Rail	L Line System and Reliability Upgrades	Replacement and upgrade of 20-year old OCS weight poles, air brake system, fire alarm system, and communications (CTS, fiber, UPS) systems along the Pasadena segment of the L Line.	Draft Initial Project List	
Rail	North Hollywood Maintenance-of-Way Access	Provide maintenance-of-way high-rail access ramp at North Hollywood Station.	Draft Initial Project List	
Rail	Platform Screen Doors (PSD) or Platform Edge Doors (PED)	Separate the platform from the tracks with PSD or PED at key stations to support the games.	Draft Initial Project List	
Rail	Radio Stations UPS Upgrade	Upgrade UPS systems to power all radio equipment for four hours as per MRDC.	Draft Initial Project List	
Rail	Rail Line Fencing	Reinforce and improve right-of-way fencing along at-grade rail lines for safety purposes.	Draft Initial Project List	

ATTACHMENT C – Comprehensive MCP Project List

MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Rail	Safety Intrusion Detection Systems	A physical layer track level intrusion detection system to detect objects or people on the track and unauthorized areas.	Draft Initial Project List	
Rail	Station Emergency Coordination	Provide station maps for first responders via smartphone scan.	Draft Initial Project List	
Rail	Systemwide Emergency Tunnel Ventilation Fan and Damper Replacement	Replace existing emergency fans and dampers with new energy saving fans and dampers to enhance safety.	Draft Initial Project List	
Rail	Wilshire/Vermont Passenger Notification System	Create a passenger notification system of train arrivals, which is difficult given the split and stacked platform configuration at the Wilshire/Vermont station.	Draft Initial Project List	
Rail	DTLA Streetcar	The 3.8-mile route will run approximately 18 hours a day to connect rides with places like South Park, Financial District, Staples Center, and LA Live. The LA streetcar improves connections Downtown and to the regional transit network. LA Streetcar will be the most frequent streetcar service in the entire country, with 7-minute headways during peak hours and frequencies of 10 to 15 minutes during off-hours.	Agency	Cannot be done by 2028
Regional Rail	Antelope Valley Line Improvements	The Antelope Valley Line (AVL) Capacity and Service Improvement will improve service frequency and reliability along the 76.6-mile long corridor between Lancaster and downtown Los Angeles.	Draft Initial Project List	
Regional Rail	Link US Phase A	The Link US project proposes the integration of new run-through tracks on an elevated viaduct over the US-101 freeway to improve operational flexibility and expand capacity at Union Station.	Draft Initial Project List	Cannot be done by 2028
Regional Rail	Link US Phase B	The Link US project proposes the integration of new run-through tracks on an elevated viaduct over the US-101 freeway to improve operational flexibility and expand capacity at Union Station.	Draft Initial Project List	Cannot be done by 2028

ATTACHMENT C – Comprehensive MCP Project List

MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Regional Rail	Metrolink SCORE Program Phase 1	\$10 billion capital improvement program – grade crossing, station and signal improvements as well as track additions and work that accelerates progress toward Metrolink’s zero-emissions future.	Draft Initial Project List	
Regional Rail	Metrolink SCORE Program Phase 2	\$10 billion capital improvement program – grade crossing, station and signal improvements as well as track additions and work that accelerates progress toward Metrolink’s zero-emissions future.	Draft Initial Project List	Cannot be done by 2028
Regional Rail	Metrolink Strategic Satellite Intercept Parking Locations	Creation or enhancement of parking lot locations on the Metrolink System, such as: Angel Stadium and LA County Fairgrounds.	Draft Initial Project List	
Regional Rail	Brighton to Roxford Double Track	Project proposes adding a second mainline track along the Valley Subdivision, new and upgraded traffic and pedestrian crossings between Hollywood Way in Burbank and Roxford Street in Sylmar.	Draft Initial Project List	
Regional Rail	Doran Street Grade Separations	Replace at-grade railroad crossings at Doran Street and West Broadway/Brazil Street with above-grade crossings.	Draft Initial Project List	
Regional Rail	High Desert Corridor	High-speed rail service between the California High-Speed Rail project in the Antelope Valley to the Brightline project in Victorville.	Draft Initial Project List	Cannot be done by 2028
Regional Rail	Lone Hill to White Double Track	Second mainline track along a 4-mile segment between Lone Hill Avenue in San Dimas and White Avenue in La Verne along the San Gabriel Subdivision.	Draft Initial Project List	
Regional Rail	Metrolink Downtown Burbank and Burbank Airport Stations Improvements	Network integration and station enhancements at these key transfer stations to support increased passengers at Burbank Airport.	Draft Initial Project List	
Regional Rail	Metrolink Norwalk/Santa Fe Springs Station Improvements	Modifying current station so that it has a center platform and track slot capacity allowing more trains along corridor and other station improvements for increased passenger demand.	Draft Initial Project List	
Regional Rail	Metrolink Passenger Information System Upgrade	Ensure the ability to effectively inform Games travelers using Metrolink.	Draft Initial Project List	

ATTACHMENT C – Comprehensive MCP Project List

MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Regional Rail	Metrolink River Park Station	New Metrolink station at G2 Park/Taylor Yard serving the Cypress Park, Glassell Park, and Elysian Valley communities.	Draft Initial Project List	
Regional Rail	Metrolink Van Nuys Station Improvements	Network integration and station enhancements at these key transfer stations to support increased passengers at this location.	Draft Initial Project List	
Regional Rail	Rehabilitation of Metrolink Train Sets/Locomotives	Rehabilitation of Metrolink equipment as spare in order for Metrolink to maximize use of existing equipment.	Draft Initial Project List	
Regional Rail	Rosecrans/Marquardt Grade Separation	Project proposes to convert the at-grade railroad crossing at Rosecrans and Marquardt Avenues in Santa Fe Springs to an above-grade crossing.	Draft Initial Project List	
Regional Rail	Vehicle Wayfinding	Install improved wayfinding on Metro bus and train vehicles, such as ground wayfinding in the event of crush loading during peak periods.	Draft Initial Project List	Bundled
Regional Rail	Expanded Regional Rail Fleet for 2028	Additional passenger cars and trainsets to accommodate increased demand and to offer bidirectional half-hourly service on most of the core Metrolink network, and hourly on key connecting segments.	Agency	Cannot be done by 2028
Regional Rail	Supporting Facilities for Fleet Expansion	Upgrade and expansion of fleet layover and maintenance facilities to support an expanded and cleaner fleet	Agency	Cannot be done by 2028
Regional Rail	Line Capacity Improvements on the San Bernardino Line	Additional double track and supporting improvements on the San Bernardino Line to accommodate half-hourly service on the corridor. In addition to Downtown LA venues, serves venues at Bonelli Park	Agency	
Regional Rail	Line Capacity Improvements on the Metrolink 91/Perris Valley Line	Additional double track and supporting improvements on 91/Perris Valley Line to accommodate half-hourly service on the corridor at least between Riverside and Perris-South. In addition to Downtown LA venues, serves venues in or near Perris	Agency	

ATTACHMENT C – Comprehensive MCP Project List

MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Regional Rail	Additional Passenger Capacity on BNSF San Bernardino Subdivision (OC, 91/PV, and IEOC Lines)	Investment in additional passenger track capacity (e.g. segments of 3rd or 4th track) between LA, Orange, and Riverside counties on the BNSF San Bernardino Subdivision to support half-hourly service on the OC, 91/PV, and IEOC Lines. Includes the relocation of Commerce Station to optimize freight and passenger train flow. Serves the Rowing Venue at Lake Perris	Agency	
Regional Rail	"VC Line Capacity Improvement (Ventura to Moorpark)"	Investment on UP Santa Barbara Subdivision to support increased service from the City of Ventura (up to hourly)	Agency	
Regional Rail	Pomona Fairplex Station Upgrade	Upgrades and addition of a platform face for more robust circulation to and from the Pomona Fairplex, reconfiguration of parking facility for parking, regional bus shuttles, venue buses to Bonelli Park	Agency	
Systemwide	Big Data Procurement	Purchase big data (such as cellphone movement data) and license to share and use within Metro and by partner agencies to understand real-time travel patterns.	Draft Initial Project List	
Systemwide	"Cybersecurity and Data Security"	Securing of sensitivity data to and from Metro systems to prevent disruptions.	Draft Initial Project List	
Systemwide	Emergency Security Operations Center (Center Street Project)	Facility in the Arts District that will provide a central location for Metro's security operations, dispatch and emergency coordination.	Draft Initial Project List	
Systemwide	Increased Rail/Bus Service	Increased rail/bus service on targeted routes impacted by Games travelers.	Draft Initial Project List	Converted to recommendation
Systemwide	Metro Clean Program	Increased capacity (staffing/equipment) for additional pressure washing of rail platforms, bus stations, bus stops focused on stations near Games.	Draft Initial Project List	
Systemwide	Metro Rail/BRT/Bus Mobile Wayfinding Application	Facilities navigation application for customers with disabilities and other customers. Digital beacon/phone technology that provides audio read outs for passengers who are blind/low vision.	Draft Initial Project List	
Systemwide	Metro Rail and BRT Stations Improvements	Providing required maintenance upgrades to Metro Rail and BRT Stations near Games venues, transfer, and terminals that are at least a decade old.	Draft Initial Project List	

ATTACHMENT C – Comprehensive MCP Project List

MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Systemwide	Metro Rail/BRT ADA Tactile Guidance Systems	Tactile guidance system for customers with blindness/visual impairments and other customers with disabilities.	Draft Initial Project List	Bundled
Systemwide	Mobility Wallet Development	Implementation of mobility wallet in TAPforce which allows users to pay for multiple public and private mobility services.	Draft Initial Project List	Renamed
Systemwide	Systemwide ADA Accessibility Improvements	Upgrade system accessibility elements as needed to meet current California Title 24 accessibility/MRDC.	Draft Initial Project List	Bundled
Systemwide	TDM Integration with Transit APP	Integration of TDM programs and Park & Ride into Transit APP.	Draft Initial Project List	Bundled
Systemwide	Transit Integrated Network Study	Study best approach to establishing transit network with Metro, Metrolink, and local municipal operators and games events.	Draft Initial Project List	
Systemwide	Universal Fare Integration	Improvements to fare integration technology to enable single source of payment among all municipal transit providers and shared mobility companies.	Draft Initial Project List	
Systemwide	ATMS2 Upgrade	Upgrade CAD/AVL system to improve, service quality, safety, and security.	Draft Initial Project List	
Systemwide	Data Management & Analytics	Secure, integrate new transportation data sets to support improve management of transportation to and from Games venues.	Draft Initial Project List	
Systemwide	HASTUS Upgrade	Upgrade HASTUS software to allow automated scheduling of single track, EV buses, deviations, restricting fallbacks, and managing delays.	Draft Initial Project List	
Systemwide	Multilingual Blue Shirts/ Ambassadors Expansion Program	Expansion of multilingual blue shirts/ ambassador staffing to assist Games travelers who are unfamiliar with the system.	Draft Initial Project List	
Systemwide	Open Loop Payment	Replace card scanners/readers with ones that are open loop in that they can accept payment from credit cards, debit cards, payment apps etc.	Draft Initial Project List	Bundled
Systemwide	Regional Special Event Data Exchange and Distribution (ATIS)	Implementation of a regional event management system to collect and distribute data/information.	Draft Initial Project List	
Systemwide	Rider Alert System	SMS text-based system that allows riders to subscribe for alerts on particular lines.	Draft Initial Project List	

ATTACHMENT C – Comprehensive MCP Project List

MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Systemwide	Station Restrooms	Add restrooms at key stations near Games venues.	Draft Initial Project List	
Systemwide	Elevator Attendant Program	Attendants at select elevators in the Metro system to keep them clean and safe for seniors, people with disabilities and travelers with luggage.	Draft Initial Project List	
Systemwide	Temporary Systemwide Signage	Temporary signage and printed info at key bus stops and rail stations - welcome signs in multiple languages, wayfinding guidance to Games venues and lodging, etc.	Draft Initial Project List	
Systemwide	Ticketing Integration	TAP enhancements to integrate with the Games ticketing process for travel choices.	Draft Initial Project List	Bundled
Systemwide	Urban Ecosystem (Street Tree Replacement)	Increase LA's tree canopy in areas of greatest need by at least 50% by 2028.	Agency	
Systemwide	Essential Worker Assessment and Support Needs during Games	Assessment of LA County (and neighboring) populations that need to continue driving during the games due to the nature of their work as essential and/or vehicle based. Recommend strategies of supporting populations to ensure awareness of venue locations, avoidance, retiming of trips, continued transit service, etc.	Agency	
Systemwide	Asset Management Program	Account for needed investment in ensuring new (and existing) assets are documented and maintained over their lifespan.	Agency	
Systemwide	Digital Infrastructure	Digital tools to make infrastructure more dynamic.	Agency	
Systemwide	Gender Action Plan	Bundled together all GAP projects and strategies	Task Force	Bundled
Systemwide	Transportation Center of Excellence	Establish bus and rail car manufacturing in the county along with an innovation hub, proving ground, and testing center.	Task Force	

ATTACHMENT C – Comprehensive MCP Project List

MODE/TYPE	PROJECT NAME	DESCRIPTION	ORIGIN	COMMENTS
Systemwide	Local Access Games Route Network	A network of temporary dedicated-lanes that serve active transportation users who are accessing Olympic venues, within the 1/4 mile radius of 10 venues: Long Beach Pier; Dignity Park; Sepulveda Basin, UCLA; LA Live; Grand Park; Dedeaux Field; USC; The Forum; and Downtown Long Beach. Dedicated lanes would allow for "Conversation Lanes" for bike riders, and would act as shared use pathways within the roadway for active transportation users.	Task Force	
Systemwide	Connections with airline passengers and air travel	Provide land side transit information to airline passengers as well as potentially offer promotions to airline ticket holders to travel by transit.	Task Force	
Systemwide	Customer feedback and reporting	Create systems for riders to deliver feedback easily, specifically developing a system to get customer feedback directly through the Transit app	Task Force	
Systemwide	Public Arts Program - Special Events and Appearances	Provide public art on and near transit stops and on transit vehicles to surprise and delight riders. Plan events and appearances from celebrities and athletes on and near transit as a way of creating special moments for tourists and locals to engage with LA culture and engage with alternative transportation options.	Task Force	
Systemwide	Transportation Communication Network Expansion	Expand TCN to rest of LA County	Task Force	
Systemwide	Universal Basic Mobility Expansion	Bring transit, e-bikes, shared electric vehicle (EV) cars and on-demand EV shuttle service using a mobility wallet that subsidizes transit fares for 2,000 pilot area residents who have historically lacked options for how to get to where they need to go safely.	Task Force	



Motion 42 Update: 2022 Prioritized MCP Project List



Metro

November 16, 2022

BACKGROUND – Motion 42

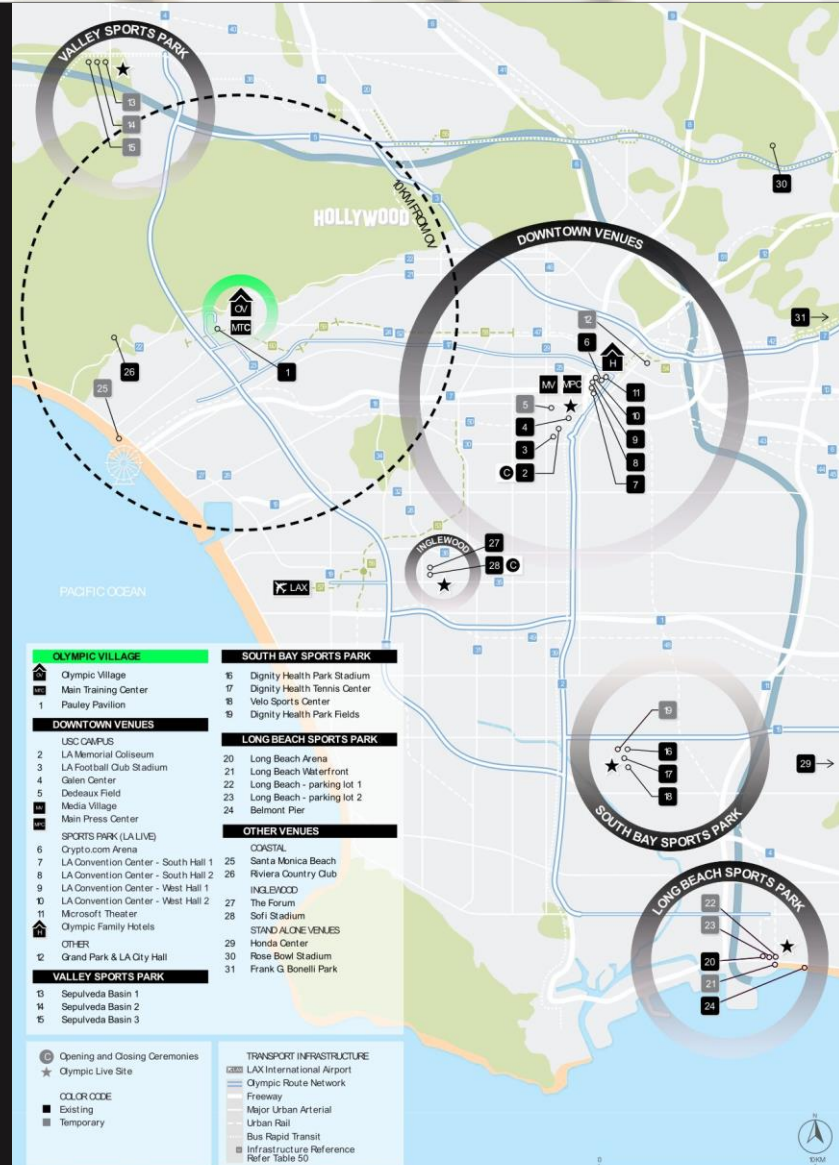
- Per Motion 42, develop a prioritized project list that helps to achieve the following:
 - Leaves a permanent legacy after the 2028 Games
 - Enables all spectators and workforce to get to the 2028 Games by public transit, walking, or rolling
 - Ensures accessibility for all
 - Creates an effective coalition of partners



Metro

BACKGROUND – 2028 Games

- Multiple sports parks across LA County
- Anticipate 10 to 15 million tickets across 800+ events
- Likely the largest sports event in US history
- Mobility considerations during the Games:
 - **Games Route Network:** Dedicated lanes for Games vehicles between venues
 - **No venue parking:** All spectators will need to arrive to the venues using public transportation
 - **Supplemental spectator system:** Temporary bus system to meet spectator demand during the Games



BACKGROUND – Games Mobility Executives

- Pursuant to the host city contract, LA28 (organizing committee for the 2028 Games) will convene the Games Mobility Executives (GME) to plan mobility for the 2028 Games and includes the following:
 - LA28
 - Metro
 - Caltrans
 - Metrolink
 - LADOT
 - City of LA Mayor's Office
- GME to endorse projects to jointly seeking funding

METRO'S ROLE

- Metro is the lead mobility partner in planning and delivery of mobility services during the Games
- Metro is the aggregator of the project list through the Mobility Concept Plan

Prioritization Process

- Finalized seven-step prioritization methodology
- Comprehensive Project List based on:
 - Draft Initial Project List presented to the Board in January 2022
 - Input from agencies and key stakeholders
 - Technical analysis and needs assessment
- Criteria used for scoring:
 - Provides legacy and permanent benefits after the Games
 - Provides significant value during the Games
 - Serves the needs of and enhances quality of life for disadvantaged communities

Step 1: Comprehensive Project List



Step 2: Can project be completed by 2028?



Step 3: Score project based on criteria



Step 4: Identified Top Scoring Projects



Step 5: Probability of Funding



Step 6: Probability of On-Time Delivery



Step 7: 2022 Prioritized MCP Project List



Metro

Prioritization Process

- **Probability of Funding**
 - **Priorities:** Does it align with federal and state priorities (disadvantaged communities, climate resiliency, safety, partnerships)?
 - **Local:** Is it consistent with local plans/policies?
 - **Funding:** What is the funding gap and what are potential funding sources?
- **Probability of On-Time Delivery**
 - **Funding:** Is funding in place and can new funding be secured?
 - **Status:** How far along is the project?
 - **Duration:** How long will it take to deliver?
 - **Difficulty:** What is the technical degree of difficulty?

Benchmarking Other World Games

- Each Games varied widely in terms of size, scope, and location, thus making it difficult to make comparisons
- DOT allowed deferral of local match requirement to receive the entire available federal share before spending any local funds
- Majority of federal funding received went towards transportation infrastructure
- DOT temporarily waived some federal requirements to build rapid transit system

Games Hosted in US Cities	Transportation Investments		Federal Share	
	Costs (in 2022 \$)	# of Projects	Funding (in 2022 \$)	Cost Share %
Salt Lake City 2002 Winter Games	\$4B	40	\$1.9B	49%
Atlanta 1996 Summer Games	\$2B	35	\$0.8B	41%

Recent Games	Transportation Investments (in 2022 \$)
London 2012 Summer Games	\$7.5B
Rio 2016 Summer Games	\$10.5B

2022 Prioritized MCP Project List

- Screened unfunded and partially funded projects based on top scoring projects
- Prioritized projects based on:
 - 60% Criteria Score
 - 40% Probability of On-Time Delivery & Funding
- 2022 Prioritized MCP Project List is a living list and will be updated regularly
- Also identified projects in construction or fully funded projects already on track to be delivered by 2028

2022 Prioritized MCP Project List

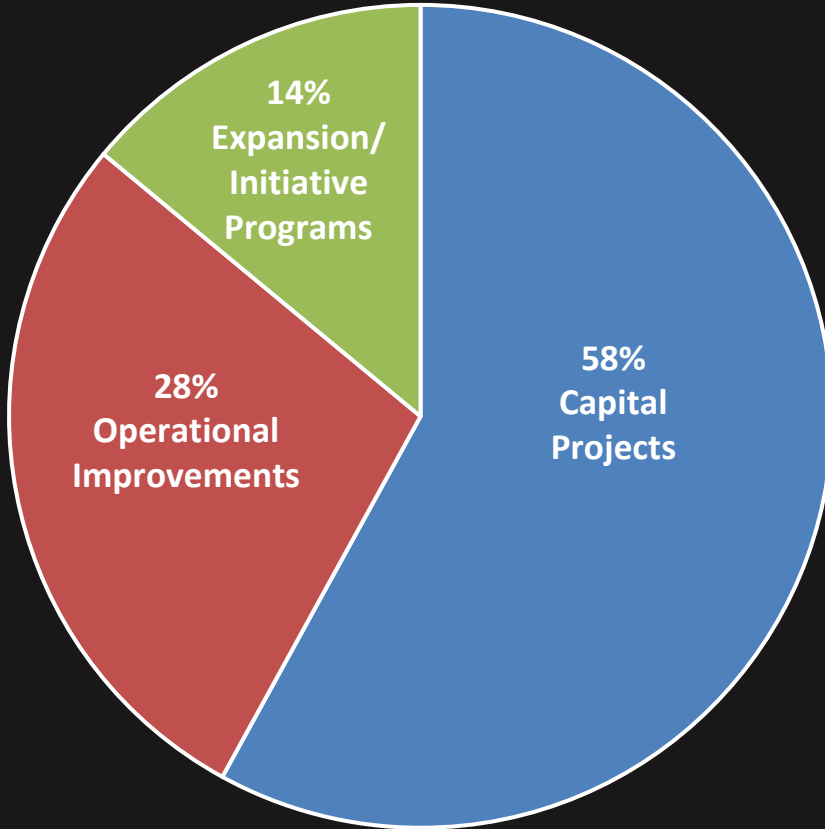
50 projects

\$10.9B total cost

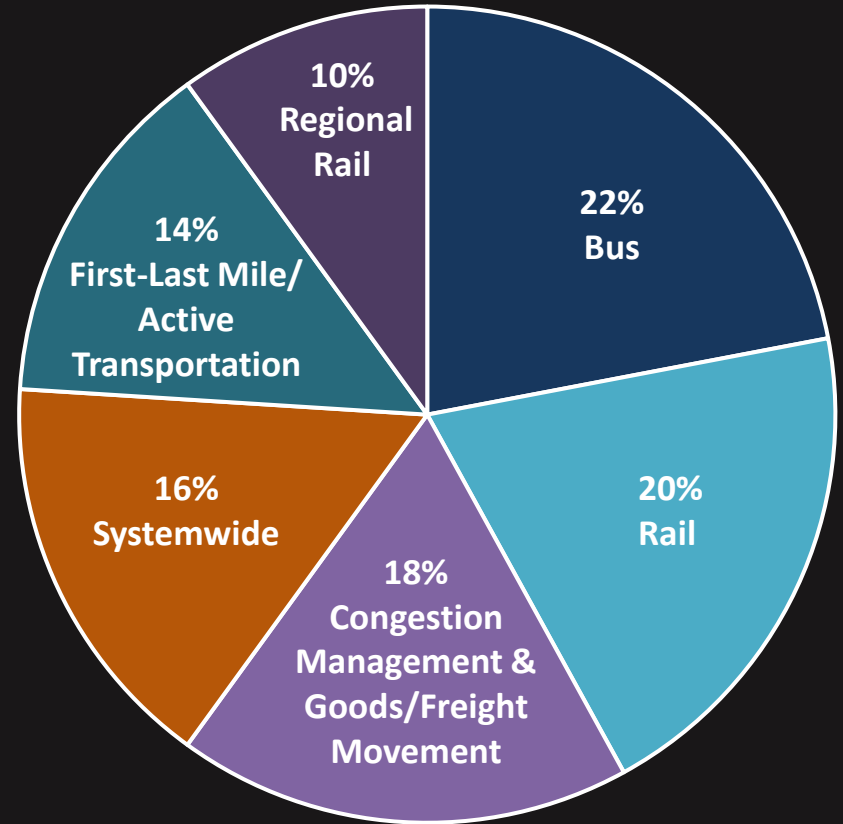
\$9.7B funding gap

2022 Prioritized MCP Project List

Project Type

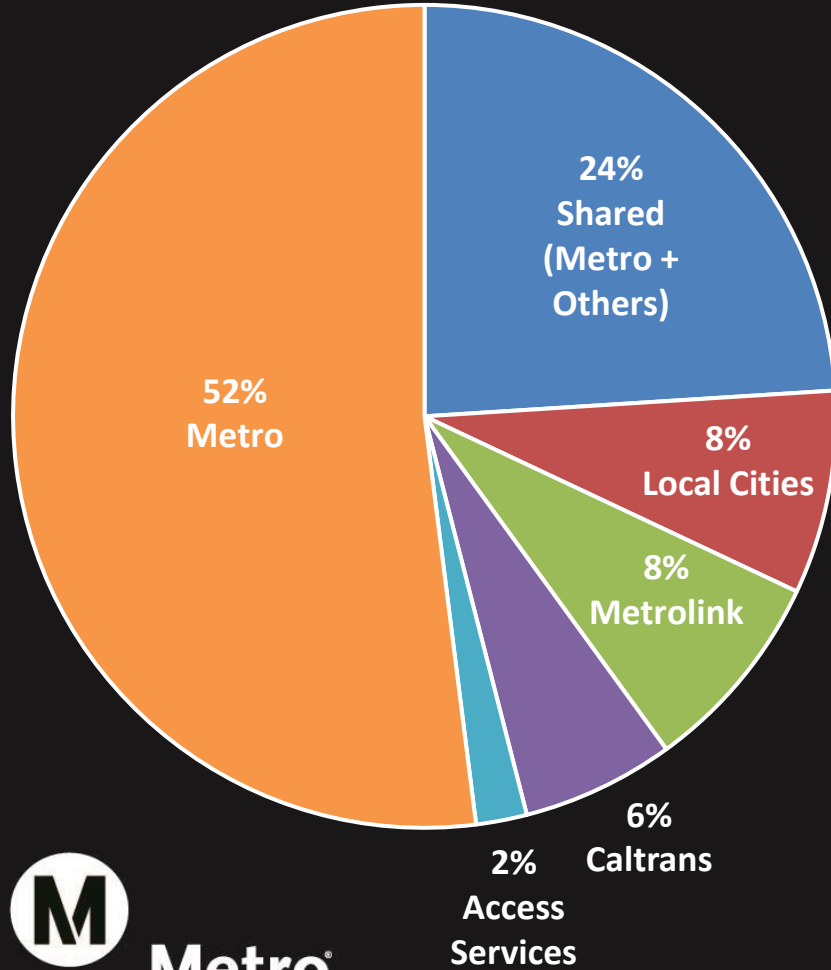


Mode/Type



2022 Prioritized MCP Project List

Lead Agency



Equity Considerations

90% of LA County venues are within or near EFCs

92% of projects are located within EFCs

\$320M specifically allocated for accessibility improvements



2022 Prioritized MCP Project List (Page 1 of 2)

Mode	Project Name	ROM Cost	Funding Gap
Bus	Access Services EV Fleet & Charging Infrastructure	\$40,000,000	\$40,000,000
Bus	Atlantic Blvd Bus Only Lanes & TSP (NextGen Improvements)	\$150,000,000	\$150,000,000
Bus	Broadway Bus Only Lanes & TSP (NextGen Improvements)	\$250,000,000	\$250,000,000
Bus	Bus Terminal and Layover Improvements	\$175,000,000	\$175,000,000
Bus	Camera Bus Lane Enforcement	\$20,000,000	\$20,000,000
Bus	GRN Bus Only Lanes & TSP (NextGen Improvements)	\$600,000,000	\$600,000,000
Bus	Local Municipal Operators Call for Projects	\$65,000,000	\$65,000,000
Bus	Sports Park Metro Zero Emission Bus Fleet	\$275,000,000	\$275,000,000
Bus	Supplemental Bus System	\$500,000,000	\$500,000,000
Bus	Venice Blvd Bus Only Lanes & TSP (NextGen Improvements)	\$150,000,000	\$150,000,000
Bus	Vermont BRT	\$425,000,000	\$45,000,000
CM-GFM	Arterial Network Traffic Signal Analytics	\$20,000,000	\$20,000,000
CM-GFM	ATSAC/LARTMC Integration and Operations Enhancements	\$15,000,000	\$15,000,000
CM-GFM	Countywide TDM Campaign	\$60,000,000	\$60,000,000
CM-GFM	Freight TDM	\$25,000,000	\$25,000,000
CM-GFM	GRN Design and Implementation	\$85,000,000*	\$85,000,000
CM-GFM	I-10 Santa Monica Freeway ICM Project	\$9,000,000	\$9,000,000
CM-GFM	I-405 ICM Project	\$57,000,000	\$47,000,000
CM-GFM	I-710 ICM Project	\$35,000,000	\$35,000,000
CM-GFM	Centinela Grade Separation Project	\$225,000,000	\$75,000,000
FLM-AT	Inglewood Transit Connector	\$1,400,000,000	\$1,035,000,000
FLM-AT	LA River Path	\$525,000,000	\$210,000,000
FLM-AT	Los Angeles Universities Mobility Hubs	\$30,000,000	\$30,000,000
FLM-AT	Metro Micro Expansion	\$30,000,000	\$30,000,000
FLM-AT	Open Streets to Uplift Arts, Culture, and Recreation	\$10,000,000	\$10,000,000

2022 Prioritized MCP Project List (Page 2 of 2)

Mode	Project Name	ROM Cost	Funding Gap
FLM-AT	Rail and Bus Games Mobility Hubs	\$100,000,000	\$100,000,000
FLM-AT	Transit to Venue Ped/Bike Access Enhancements	\$75,000,000	\$75,000,000
Rail	7th/Metro Center Station Upgrades	\$25,000,000	\$25,000,000
Rail	Arcadia Power Substation Upgrade	\$20,000,000	\$20,000,000
Rail	C/K Lines Station Platform Extensions & Reliability Upgrades	\$250,000,000	\$250,000,000
Rail	Elevator and Escalator Improvements	\$55,000,000	\$55,000,000
Rail	Foothill Gold Line Extension Phase 2B (Montclair)	\$120,000,000	\$120,000,000
Rail	L Line (Pasadena) System and Reliability Upgrades	\$85,000,000	\$85,000,000
Rail	Light Rail Speed & Operational Improvements	\$300,000,000	\$300,000,000
Rail	Pico Station Improvements	\$40,000,000	\$40,000,000
Rail	Union Station Improvements	\$25,000,000	\$25,000,000
Rail	Washington Wye/Flower St Operational Improvements	\$150,000,000	\$150,000,000
RR	Lone Hill Ave to White Ave Double Track (SBL)	\$135,000,000	\$125,000,000
RR	Regional Rail Park and Ride Facilities	\$35,000,000	\$35,000,000
RR	SCORE (Package 1: Fleet and Additional Track Capacity)	\$1,560,000,000	\$1,560,000,000
RR	Supplemental Games Readiness Network Improvements (Package 2)	\$540,000,000	\$540,000,000
RR	Supplemental Games Readiness Network Improvements (Package 3)	\$1,210,000,000	\$1,210,000,000
SYS	Customer Information System Integration/Technology	\$9,000,000	\$9,000,000
SYS	Cybersecurity and Data Security	\$75,000,000	\$75,000,000
SYS	Emergency Security Operations Center	\$230,000,000	\$146,000,000
SYS	Games Sports Park Stations SOGR Improvements	\$500,000,000	\$500,000,000
SYS	Metro Clean Program	\$50,000,000	\$50,000,000
SYS	Multilingual Blue Shirts/ Ambassadors Expansion Program	\$5,000,000	\$5,000,000
SYS	Universal Basic Mobility Expansion	\$40,000,000	\$40,000,000
SYS	Universal Fare and Ticketing Integration	\$30,000,000	\$30,000,000

Funded/Construction Projects To Be Completed by 2028

Mode	Project Name	Estimated ROM Cost	Completion Year
Bus	G Line Improvements	\$380,000,000	2026-2027
Bus	J Line Electrification	\$125,000,000	2024-2026
Bus	NoHo to Pasadena BRT	\$335,000,000	2028
Bus	North SFV BRT	\$225,000,000	2024-2025
CM-GFM	I-105 ExpressLanes (Segment 1)	\$250,000,000	2026
CM-GFM	I-105 Integrated Corridor Management (ICM) project	\$25,000,000	2026-2027
CM-GFM	I-5 North County Enhancements	\$702,000,000	2026-2027
CM-GFM	I-605 Hot Spots Projects	\$74,500,000	2026-2028
CM-GFM	Socal 511 Regional Trip Planning	\$700,000	2023
CM-GFM	SR-57/SR-60 Interchange Improvements	\$750,000,000	2028
CM-GFM	SR-91 Improvements	\$70,000,000	2026-2028
FLM-AT	Eastside Access Improvements	\$35,000,000	2023
FLM-AT	LA Union Station Forecourt and Esplanade Improvements	\$35,000,000	2026-2028
FLM-AT	Metro Active Transportation (MAT) Approved Projects	\$66,500,000	2028
FLM-AT	Rail to Rail ATC Segment A	\$140,000,000	2024-2025
Rail	Airport Metro Connector	\$924,000,000	2024-2025
Rail	Division 20 Portal Widening and Turnback Facility	\$938,500,000	2024-2025
Rail	Foothill Gold Line Extension Phase 2B (Pomona)	\$877,500,000	2025
Rail	Regional Connector	\$1,773,000,000	2023
Rail	Westside Purple Line Extension Section 1	\$3,129,000,000	2024
Rail	Westside Purple Line Extension Section 2	\$2,470,000,000	2025
Rail	Westside Purple Line Extension Section 3	\$3,224,000,000	2027
RR	Antelope Valley Line Improvements	\$235,000,000	2028
RR	Rosecrans/Marquardt Avenue Grade Separation	\$175,000,000	2025

Next Steps

- **2022 Prioritized MCP Project List**
 - Submit Board approved project list to the Games Mobility Executives (GME)
 - GME to review list and determine which projects to jointly seek funding
 - Metro will seek funding for projects not selected for GME advocacy separately



Board Report

File #: 2022-0585, File Type: Program

Agenda Number: 8.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 16, 2022**

SUBJECT: PEABODY WERDEN HOUSE LEASE OPTION AGREEMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute an Option Agreement with East Los Angeles Community Corporation (Developer or ELACC) for the ground lease of Metro-owned property at 2400 E. 1st Street in Boyle Heights (Project Site);
- B. ADOPTING findings that the Peabody Werden House (Project) restoration and rehabilitation is categorically exempt from the California Environmental Quality Act, Cal. Pub. Res. Code §§ 21000 *et seq.* (CEQA) pursuant to Section 21084 of the California Public Resource Code and the following sections of the CEQA Guidelines, each of which provides separate and independent bases for exemption: (i) Sections 15301(d), (n), and (p) (existing facilities); (ii) Section 15302(c) (replacement or reconstruction of existing facilities involving negligible or no expansion of capacity); (iii) Section 15325(e) (transfers of ownership in the land to preserve existing natural conditions and historical resources); and (iv) Section 15332 (in-fill development projects); and
- C. AUTHORIZING the Chief Executive Officer to file a Notice of Exemption for the Project consistent with such exemptions.

ISSUE

In 2016, the Board of Directors authorized Metro staff to execute an Exclusive Negotiation Agreement and Planning Document (ENA) with ELACC and their development partner, Bridge Housing Corporation (Bridge), in support of a Joint Development project located adjacent to the 1st and Soto L (Gold) Line Station. Among other things, the ENA contemplated the restoration of an 1890's Victorian house commonly known as the Peabody Werden House (House) for community serving purposes sited on a portion of the Metro-owned joint development site located at 2400 E. 1st Street in Boyle Heights (Site B or the Project Site).

ELACC and Metro have developed a plan for renovation and programming of the House and are seeking authority to enter into an Option Agreement (Option) no later than December 31, 2022, to

satisfy certain statutory requirements under the California Surplus Land Act (SLA). Should the recommended actions be approved, additional planning, design, and community outreach will occur under the Option.

..Background

BACKGROUND

The Peabody Werden House is a “Queen Anne” Victorian style home built in approximately 1895 and currently owned by ELACC. The House sits on the Project Site, an approximately 0.29 acres of Metro-owned land at the southeast corner of 1st and Soto Street (Site B), across the street from the 1st and Soto Station and Los Lirios Apartments development site (Site A) (see Attachment A - Site Map).

In 2013, Metro issued a competitive Request for Proposal for both Site A and Site B, resulting in a short-term ENA with Bridge and ELACC. Following additional community engagement, in March 2016, the Board authorized a full ENA with Bridge and ELACC, which contemplated the placement and restoration of the House on Site B for a community-serving purpose. The House was originally located on an ELACC-owned property at the northeast corner of 1st and Soto Street, on which ELACC had plans to build a now-completed housing development (Cielito Lindo Apartments). Rather than demolish the House, ELACC worked with Metro to move it to Site B in 2016.

Funding sources for such rehabilitations are different and more limited than the sources available for new affordable housing projects, so the timeline for the development of the Site B Project was bifurcated from that of the Site A Project.

In March 2021, Metro and ELACC/Bridge entered into a Joint Development Agreement (JDA) to develop the affordable housing project on Site A. As of December 8, 2021, Metro ground leased Site A to develop the mixed-use affordable housing project, commonly known as the Los Lirios Apartments. Construction commenced in early 2022, is expected to be completed by the end of 2023, and will be available for tenant lease-up during the first quarter of 2024.

With Site A ground leased for the affordable housing component, the ENA was amended to allow for the continued planning and negotiations for the Site B Project, including negotiations regarding the terms and conditions under which an option to ground lease Site B would be granted.

DISCUSSION

The Developer’s underlying Project consists of the restoration and rehabilitation of the Victorian era House for community serving purposes. The target population will be low- and moderate-income households that live in and around the Boyle Heights community. Under the ENA, the Developer has prepared an initial construction cost budget and related studies in support of the renovation of the House. The cost of remodeling the House for adaptive community uses is estimated to be approximately \$3.2 million. The House will need accessible upgrades such as a ramp and an accessible bathroom or kitchen, as well as the installation of an HVAC system for it to be used for community serving needs. Though it is not on the Historic Register, the Developer intends to rehabilitate the House consistent with its turn-of-the-twentieth century look, finish, and color palette.

ELACC is interested in working with a development partner that has the financial capacity and operating expertise to preserve and restore/rehabilitate the House and turn it into a community serving space. It is anticipated that such an entity would assist with funding the House's design, permit, restoration and programming. ELACC would require a joint venture agreement or similar instrument with the development partner to accomplish these goals in alignment with the Option. ELACC is presently speaking with several viable organizations to explore joint venture opportunities. The Developer is expected to engage community members to discuss the full spectrum of potential services once the Option is executed. In addition to community services, input will also be sought for the landscaping and greening of Site B, as well as a call for public art for the Project.

The Option Agreement will include specific deal terms, which can be found in the attached Term Sheet (see Attachment B - Peabody Werden House Term Sheet). Before entering into any ground lease for the Project, the Developer would be required to satisfy certain closing conditions set forth in the Option, including:

- Delivery of financial assurances to Metro evidencing the ability to pay for all rehabilitation costs.
- Metro review and approval of all construction documents in final form.
- Evidence of all governmental approvals, including building permits, will allow the Developer to build out the Site B Project successfully.
- Delivery of all performance bonds and completion guarantees necessary to demonstrate successful completion as evidenced by a certificate of occupancy.
- Metro will have reviewed and approved all proposed community services and related programming contemplated by the Developer.

The Option period will encompass one year with the ability to extend it for two additional one-year periods at the discretion of Metro. As proposed, the option would be for a ground lease term (Term) for a period of 20 years with two (2) five-year options to extend at the discretion of both parties. During the Term, the Developer would be solely responsible for upkeep and maintenance of the Site B Project. Metro will reserve the right to conduct regular monitoring reviews of Site B along with the programmatic activities to ensure conformance with community serving uses. A fee of \$25,000 will be collected from the Developer during the Option period to pay for third-party consultant costs.

Bridge has assigned its remaining interest in the ENA to ELACC such that ELACC remains the only developer for the Site B Project. Upon execution of the Option, the Developer intends to conduct additional community outreach and select a service provider with the financial capacity and operational experience to assist in the rehabilitation process and operate the updated facility on a long-term basis. Ultimate oversight and control of the House would be established through a ground lease with Metro.

To the extent the Developer does not exercise the Option, Metro will issue a separate procurement in conformance with HCD and the SLA. This will entail seeking an affordable housing use over a community serving project. In this case, the outcome of the House and its future viability would be unknown.

EQUITY PLATFORM

The proposed development at the Project Site is representative of Metro's JD Program to pursue greatly needed community services in conjunction with and in close proximity to high quality affordable housing opportunities, among other community policy goals. Adopted in June 2021, the Metro JD Policy is centered on four main goals: (1) equity and inclusion, (2) access, (3) performance, and (4) innovation. The JD Policy Mission Statement is to "create high-quality homes, jobs, and places near transit for those who need them most, as soon as possible."

The eventual restoration/rehabilitation of the House for adaptive community uses next to an existing Joint Development affordable housing project will create an enhanced community serving public infrastructure, jobs, and other transit-supportive amenities. The Project also creates opportunities to enhance access to Metro's L Line (Gold).

This Project falls within an Equity Focused Community, benefitting community members adjacent to the Project and other lower income Los Angeles County residents in need of social services and affordable housing. The Developer will continue building on the years of prior community outreach for this Project as specified by the requirements under the ENA and commitments identified within the Option.

In response to community and stakeholder concerns, the Option will provide a path forward for identifying key community-based services currently lacking in the immediate area. The intent is to build out the facility and provide such services on a long-term basis through a credible non-profit and/or related entity with the required organizational capacity and demonstrated track record to maintain a facility like the House long-term. To achieve this outcome, ELACC intends to stabilize the House and work with the service provider to provide the appropriate community services. Onsite activities may include but are not limited to, a senior citizens nutrition center, literacy workshops, housing, and employment guidance opportunities.

As part of any future construction activities, Metro will require the Developer to submit a construction work plan that addresses mitigation measures to limit dust, traffic, and noise for surrounding small businesses and neighbors. During the Term of the Option, the Developer will work with Metro to define programmatic services and the target audience. Initial discussions have focused on offering services to residents of Boyle Heights and the surrounding area with a specific focus on those considered low- and moderate-income. This will be verified and documented as part of the service intake process once the Project is operational.

Throughout this process, the Developer has expressed a strong commitment to community engagement and share Metro's belief that stakeholder input will be critical to this effort's success. Once the Project's entitlements have been submitted, community engagement in coordination with the Developer will involve different methods such as design review workshops (online and/or in-person when possible) public neighborhood council meetings, and potential pop-up events. As with similar JD outreach efforts, engagement will be conducted in English, Spanish, and other languages

deemed appropriate to reach a broad audience of stakeholders.

DETERMINATION OF SAFETY IMPACT

Approval of the Option Agreement will have no direct impact on safety. Proposed work on the House or Site B will be reviewed by Construction Management, Operations, as well as Metro Safety and Security to ensure there are no indirect safety impacts and that any improvements contribute to safer, more secure station environment.

FINANCIAL IMPACT

Funding for joint development activities related to the Option and the Project is included in the adopted FY23 budget in Cost Center 2210, Project 401019 (1st and Soto).

Impact to Budget

There is no impact to the FY23 budget. If executed, the Option will require the Developer to pay Metro a \$25,000 Option fee, which staff have determined will be adequate to cover actual costs incurred by Metro in the planning and negotiations of a ground lease.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan Goal #2 to provide outstanding trip experiences for all users of the transportation system and Goal #3, to enhance community and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The alternative to pursuing an Option with the Developer would entail missing the SLA identified deadline for having a binding agreement in place by December 31, 2022. In doing so Metro would have to take possession of the House and issue a procurement for the redevelopment of Site B as a "housing first" development as prescribed by the SLA. This would be counter to the intent of the Metro Board in its original 2016 action and neighborhood stakeholders when a community-serving project was first proposed for Site B.

NEXT STEPS

Upon approval of the recommended action, staff will prepare and execute the Option. This process will need to be completed on or before December 31, 2022, to maintain compliance with the California Surplus Land Act's "grandfathering exemption" for the disposition of certain properties that meet the requirements set forth in Government Code Section 54234(a)(1).

Once the Option agreement is executed, staff will continue working with the Developer on plans for the restoration and rehabilitation of the House. In addition, staff will work with the Developer to continue to conduct Developer-led community outreach meetings regarding the potential programming, progress with entitlements and ongoing interface with community stakeholders. Presentations will also be given to the Boyle Heights Neighborhood Council as further progress is

made. Upon exercise of the Option by the Developer, and satisfaction of certain conditions precedent outlined in the Project Term Sheet, Metro and the Developer will enter into the ground lease for the Site B Project.

ATTACHMENTS

Attachment A - Site Map

Attachment B - Project Term Sheet

Prepared by: Jeffrey Ross, Senior Transportation Planner, Countywide Planning & Development, (213) 547-4200.

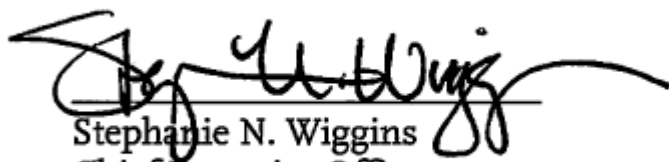
Carey Jenkins, Senior Director, Countywide Planning & Development, (213) 547-4356.

Wells Lawson, Deputy Executive Officer, Countywide Planning & Development, (213) 547-4204.

Nick Saponara, Executive Officer, Countywide Planning & Development, (213) 547-4329.

Holly Rockwell, SEO - Real Estate and Transit Oriented Communities, (213) 922-5585.

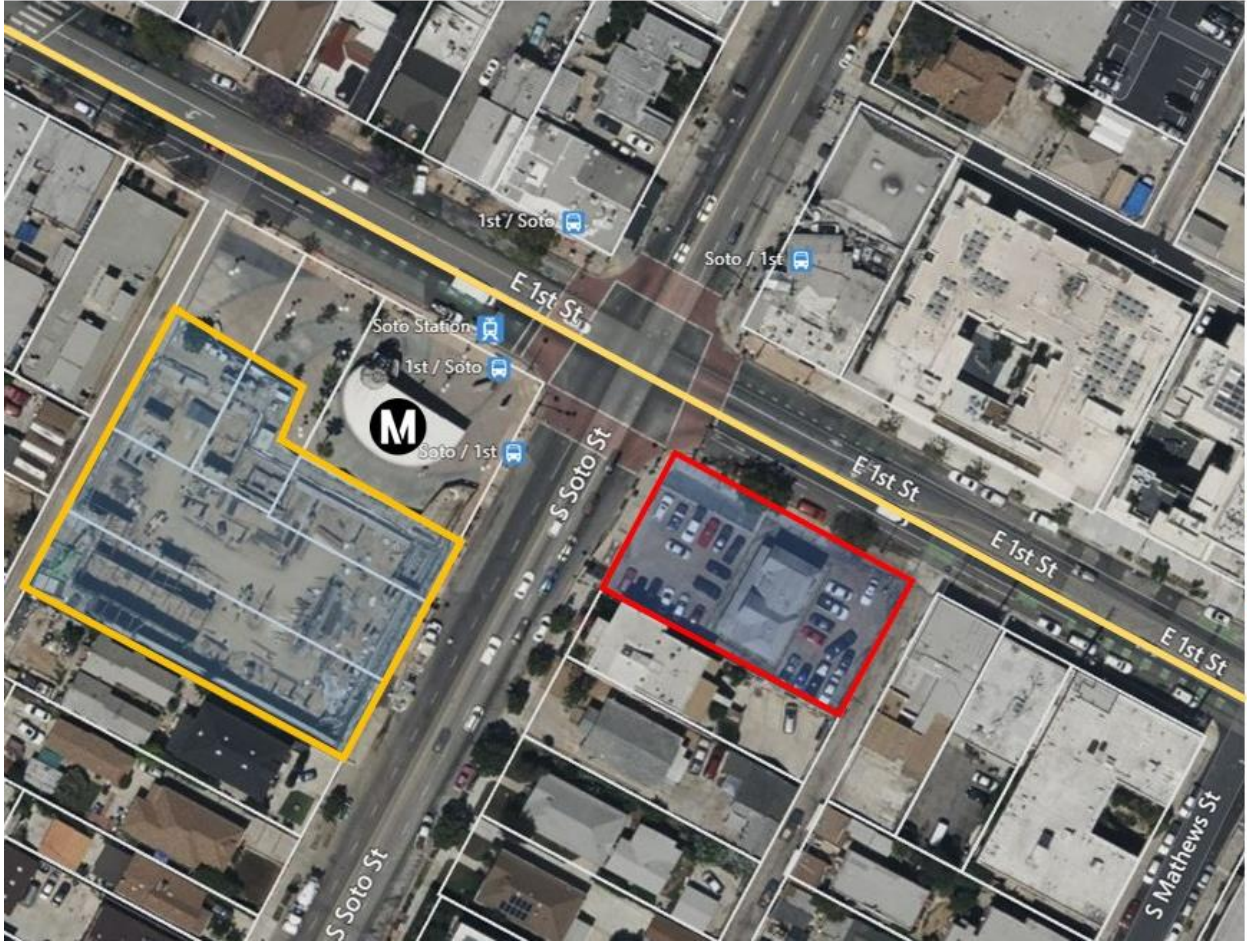
Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

Attachment A

Site Map



Site A: Metro property, Site of Los Lirios Apartments



Site B: Metro Project Site holding Peabody Werden House



Metro L (Gold) Line



1st / Soto L Line Station Portal

**SUMMARY OF KEY TERMS AND CONDITIONS OF
OPTION AGREEMENT AND GROUND LEASE
FOR
2400 EAST 1ST STREET
(PEABODY WERDEN HOUSE)**

DATED: NOVEMBER __, 2022

*This Summary of Key Terms and Conditions (“**Term Sheet**”) outlines the key terms and conditions of a development transaction by and between the Los Angeles County Metropolitan Transportation Authority (“**LACMTA**”) and East LA Community Corporation, a California nonprofit public benefit corporation (the “**Developer**”), with respect to certain LACMTA real property located at 2400 East 1st Street in the community of Boyle Heights, in the City of Los Angeles. The development transaction contemplates, among other things, (a) a proposed Option Agreement (the “**Option Agreement**”) between LACMTA and Developer, and (b) a proposed ground lease (the “**Ground Lease**”) between LACMTA and a limited partnership that is an affiliate of Developer and created for the purposes of the execution of the Project defined below (“**Ground Lease Tenant**”). The purpose and intent of this Term Sheet is to set forth the general terms and conditions of the development transaction, including the Option Agreement and Ground Lease. Any Section numbers referenced herein shall refer to the corresponding Section numbers in this Term Sheet.*

1. GENERAL DESCRIPTION

- 1.1 DEVELOPMENT SITE:** LACMTA is the fee owner of that certain real property consisting of approximately 1.53 acres of land located in the community of Boyle Heights, at the intersection of 1st Street and Soto Street in the City of Los Angeles, County of Los Angeles, State of California, as more particularly described in Exhibit A attached hereto (the “**LACMTA Property**”). The LACMTA Property is comprised of two (2) sites, including (1) an approximately 1.24 acre portion that is located on the southwest corner of 1st Street and Soto Street (“**Site A**”), and (2) an approximately 0.29 acre portion that is located on the southeast corner of 1st Street and Soto Street, as more particularly depicted in Exhibit B (“**Site B**”). Site A has been ground leased for the development of an affordable housing project consisting of approximately sixty-four (64) rental apartment units, approximately two thousand four hundred and forty (2,440) square feet of commercial space, and approximately fifty (50) parking spaces (collectively, the “**Los Lirios Development**”).
- 1.2 PROPOSED PROJECT:** Developer was granted a license to place an approximately three thousand five hundred ninety-three (3,593) square foot, two-story single-family “Queen Anne” Victorian style home originally

constructed in the 1890s, which is commonly known as the Peabody Werden House (the “**House**”), on a portion of Site Bin 2016. Developer desires to lease a portion of Site B (as depicted in Exhibit B, the “**Premises**”) from Metro in order to facilitate the restoration and rehabilitation of the House and surrounding Premises (the “**Project**”) for the purpose of providing publicly accessible open space and community serving uses (the “**Community Services**”) for the Los Lirios Development and surrounding community, the final programming of which shall be subject to LACMTA’s review and approval.

1.3 SERVICE PROVIDER: In order to facilitate the completion and operation of the Project, Developer desires, subject to LACMTA’s prior review and approval, to partner with a third-party service provider who will bring (a) financial capacity to develop the Project, and (b) substantial experience and expertise in providing the Community Services.

2. GENERAL CONDITIONS

2.1 DEVELOPMENT ENTITLEMENTS & OTHER LEGAL REQUIREMENTS:

Prior to entering into the Ground Lease, Developer will have, at its sole cost and expense, obtained all required governmental approvals necessary for the Project, and shall comply with all applicable requirements of the land use authority, as well as any other applicable legal requirements related to or required for the Project.

2.2 AS-IS CONDITION: The Premises are being offered to Developer and Ground Lease Tenant under the Ground Lease in their as-is condition, without any warranty by LACMTA.

2.3 COMPLIANCE WITH LAWS:

During the term of the Option Agreement and Ground Lease, Developer and Ground Lease Tenant (as applicable), at their sole expense, will comply with all applicable federal, state and local laws, ordinances, regulations, rules and orders with respect to their respective rights and responsibilities under the Option Agreement and Ground Lease, including but not limited to all applicable zoning, land use, planning and entitlement-related requirements and other legal requirements related to the Project. Developer will acknowledge in the Option Agreement that, in LACMTA’s performance of its obligations and adherence to the terms and conditions of the Option Agreement, LACMTA is subject to all applicable federal and state laws (including, but not limited to, California Government Code Section 54220 *et seq.* (the

“**Surplus Land Act**”), and that LACMTA shall not be obligated to perform any obligation or adhere to any covenant under the Option Agreement if such performance or adherence would result in a violation of any such laws.

2.4 SUPERSEEDURE:

This Term Sheet supersedes and replaces any and all term sheets or summaries of key terms and conditions relating to the Premises, the Project or any joint development agreement or ground lease with respect to the Premises dated prior to the date of this Term Sheet. Notwithstanding the foregoing, that certain Exclusive Negotiation Agreement and Planning Document between LACMTA and Developer, dated June 22, 2016 (as amended, the “**ENA**”), shall remain in full force and effect and be unchanged by this Term Sheet.

3. KEY OPTION AGREEMENT TERMS:

3.1 GENERAL:

After the LACMTA Board has authorized execution of the Option Agreement and other transaction-related documents in accordance with this Term Sheet, then LACMTA and Developer will enter into an Option Agreement containing terms and conditions that are substantially consistent with those set forth in this Term Sheet, subject to any modifications as directed by the LACMTA Board that are agreed to by Developer.

3.2 TERM:

The term of the Option Agreement (the “**Option Agreement Term**”) would commence upon execution of the Option Agreement by LACMTA and Developer (the “**Option Agreement Commencement Date**”) and expire on date (“**Option Agreement Expiration Date**”) that is the earlier of: (a) the date that is twelve (12) months thereafter, or (b) the date on which the Ground Lease is executed by LACMTA and Ground Lease Tenant. Notwithstanding the foregoing, if LACMTA determines that Developer has been working in good faith to fulfill its obligations under the Option Agreement, LACMTA will have the ability to, in its sole and absolute discretion, extend the Option Agreement Expiration Date for up to two (2) consecutive periods of twelve (12) months each. LACMTA will have the right to terminate the Option Agreement for defaults that will be detailed in the Option Agreement, subject to applicable notice and cure periods.

3.3 HOLDING RENT:

As consideration for the rights granted to Developer during the Option Agreement Term, commencing with the Option Agreement Commencement Date and continuing throughout the Option Agreement Term, Developer will pay LACMTA a monthly non-refundable holding rent (“**Holding Rent**”) at the commencement of each month of the Option Agreement Term in an amount equal to one thousand dollars (\$1,000). Holding Rent for partial months at

the beginning and end of the Option Agreement Term will be prorated. All Holding Rent due LACMTA will be non-refundable.

3.4 CLOSING/CONDITIONS TO CLOSING:

DURING THE OPTION AGREEMENT TERM, LACMTA AND DEVELOPER WILL (A) OPEN AN ESCROW ("**Escrow**") with Commonwealth Title and (b) work in good faith to satisfy certain conditions precedent to execution of the Ground Lease that will be set forth in the Option Agreement (the "**Closing Conditions**"). When all of the Closing Conditions have been satisfied (or waived by the applicable party) and when Developer has assigned to Ground Lease Tenant Developer's right under the Option Agreement to enter into the Ground Lease, then Ground Lease Tenant and LACMTA will enter into the Ground Lease. The "**Closing**" shall occur on the date that Ground Lease Tenant and LACMTA enter into the Ground Lease and LACMTA receives all rent and other amounts then due LACMTA under the Option Agreement, the Ground Lease and all other documents and agreements related to the Project or the Ground Lease transaction. Documents related to Closing, including, without limitation, the Ground Lease, will be executed by LACMTA, as one party, and Developer and/or Ground Lease Tenant, as the other party(ies), as is necessary to properly effectuate the Closing.

The Closing Conditions will include, without limitation, the following requirements:

(i) Developer's delivery of evidence and assurances ("**Financial Assurances**") to LACMTA, via documentation provided by Developer to the satisfaction of LACMTA, demonstrating that Ground Lease Tenant has sufficient financial resources in place to execute the Project, which Financial Assurances will include evidence that all funding sources completion and operation of the Project are fully committed without reservation;

(ii) Developer's (or Ground Lease Tenant's) receipt of all governmental approvals necessary for the Project, including LACMTA's approval of any Final Construction Documents (defined below) (such LACMTA-approved Final Construction Documents, the "**Approved Construction Documents**"), and a "ready to issue" letter from the City of Los Angeles for any permits necessary for the Project in accordance with the Approved Construction Documents, as applicable;

(iii) Ground Lease Tenant and LACMTA shall have executed and delivered to Escrow the Ground Lease and any other required transaction documents, all as contemplated in the Option Agreement;

(iv) LACMTA shall have determined that the Project, Ground Lease Transaction, and other matters contemplated by this Term Sheet meet any applicable Federal, State, or bond funding restrictions/requirements/approvals;

(v) LACMTA shall have received from Ground Lease Tenant payment and performance bonds, and a completion guaranty guaranteeing and securing Completion of the Project (as defined below), each in a form satisfactory to LACMTA;

(vi) LACMTA shall have received assurances from Developer that Ground Lease Tenant is ready to commence work on the Project promptly following the Closing; and

(vii) LACMTA shall have reviewed and approved the anticipated Community Services that will be provided at the Project upon Completion of the Project.

As used in this Term Sheet, the term “**Completion of the Project**” shall occur when Ground Lease Tenant receives a final certificate of occupancy from the City of Los Angeles permitting occupancy of the entire Project.

3.5 OPTION AGREEMENT DESIGN REVIEW:

During the Option Agreement Term and the Restoration Period, LACMTA will have the right to review and approve the design of the Project to the extent of any design elements that affect, directly or indirectly the following (collectively, the “**LACMTA Design Concerns**”):

- (a) The LACMTA Operations-Related Concerns (defined below);
- (b) The exterior of the Project, including materials, paint colors, entries, fenestration, signage, equipment and utility locations, and lighting;
- (c) The public realm surrounding the Project, including public features such as outdoor seating, lighting, and street trees, and the pedestrian experience along Project frontages;
- (d) The open spaces on the Premises, including landscaped and hardscaped elements, and other public features such as seating and other street furnishings, lighting, and street trees;

- (e) The Project's public bicycle and vehicular elements and its public pedestrian elements and the relationship of such elements to building entries, transit service and the public realm and the quantity of private bicycle parking spaces for the Project, and the relationship of such private bicycle parking spaces to building entries;
- (f) A change in the scope of the Project from that set forth in the Section 1.2; and
- (g) Interior floor plans, including structural interior elements and interior finishes.

LACMTA's exercise of its rights hereunder for matters that are not related to LACMTA Operations-Related Concerns will be at LACMTA's reasonable discretion. LACMTA's exercise of its rights hereunder for matters that are related to LACMTA Operations-Related Concerns will be at LACMTA's sole and absolute discretion. LACMTA's design approval rights as set forth herein are, in part, intended to ensure that the Project meets LACMTA's Satisfactory Continuing Control Requirement (as defined in Section 4.14).

"Final Construction Documents" means any final plans and specifications approved by the City of Los Angeles for the execution of the Project and containing details as will be reasonably necessary to allow LACMTA to assess all impacts of such work in accordance with LACMTA's rights under the Option Agreement.

"LACMTA Operations-Related Concerns" means (a) the operations of LACMTA, including the experience of transit patrons and transit users, (b) LACMTA's exercise of its Retained Rights (defined below) and any area subject to the Retained Rights, (c) the Public Transit Facilities, the access to or from each of the same, and the maintenance, repair, modification, renovation and replacement of the same, (d) the lateral and subjacent support to the Public Transit Facilities and any area providing support necessary for LACMTA to exercise its Retained Rights, and (e) public, transit patron and LACMTA employee and contractor health and safety.

"LACMTA Transit Equipment" means all of the equipment, cable, conduit, fixtures, furnishings, and vehicles located or operating in, on, under, over, about, or adjacent to the LACMTA Property and used or installed by LACMTA for any transit purpose, including ticket vending machines, ticket validation and gating systems and other equipment serving a comparable function, map and

information cases and directional signs, lighting, security cameras, rail cars, vehicles, tracks, signaling devices, maintenance equipment, public address systems, fire protection equipment, communication antennas, and all other transit related or LACMTA related equipment and vehicles.

“Public Transit Facilities” means all transit-related or LACMTA-related improvements, structures, stations, equipment, fixtures, trains, subways, buses and furnishings now existing or hereafter located in, on, under, near, adjacent to, and/or passing through, the LACMTA Property, including, without limitation, any LACMTA Transit Equipment, water lines, sanitary sewer lines, storm sewer improvements, electrical lines, antennas, elevator, shafts, vents, portals, and exits.

3.6 OUTREACH:

During the Option Agreement Term, Developer would prepare an outreach plan (the **“Outreach Plan”**) for LACMTA’s review and approval, and lead and conduct public outreach in accordance with the Outreach Plan. The Outreach Plan shall provide multiple modes of collecting feedback, such as attendance at other organization’s events, pop-ups, on-line and in-person surveys and not fewer than two (2) community outreach events in order to solicit community input and feedback on service needs.

3.7 SCHEDULE OF PERFORMANCE:

During the Option Agreement Term, Developer would provide to LACMTA, for LACMTA’s review and approval, a schedule of performance for the Project, which will be maintained and updated regularly by Developer upon LACMTA’s request.

3.8 TRANSFERS, ASSIGNMENT AND SUBLETTING:

Except (a) for a one-time transfer by Developer to Ground Lease Tenant immediately prior to the execution of the Ground Lease and (b) as otherwise approved in writing by LACMTA in its sole and absolute discretion, Developer shall not transfer or assign its rights or obligations under the Option Agreement or any portion thereof.

4. KEY GROUND LEASE TERMS:

4.1 GROUND LEASE TENANT: The tenant under the Ground Lease will be the Ground Lease Tenant (defined in the preamble).

4.2 GROUND LEASE – GENERALLY:

At Closing, LACMTA, as landlord, and Ground Lease Tenant, as tenant, will enter into the Ground Lease, which will provide for the

execution of the Project on the Premises by Ground Lease Tenant, at Ground Lease Tenant's sole cost and expense. The Ground Lease will contain terms and conditions that are substantially consistent with those set forth in this Term Sheet, subject to such modifications as may be directed by the LACMTA Board that are agreed to by Ground Lease Tenant.

**4.3 REHABILITATION/
RESTORATION**

PERIOD:

The Project will be completed in accordance with the Approved Construction Documents. The Ground Lease will require commencement of the Project within thirty (30) days after the Commencement Date (defined below). The rehabilitation/restoration period for the Project ("**Restoration Period**") will commence on the Commencement Date and will terminate upon completion of rehabilitation/restoration of the Project in accordance with the Ground Lease

**4.4 UNSUBORDINATED
GROUND LEASE:**

Neither LACMTA's interests (including Federal and State interests as a providers of funds for the Metro L Line (formerly the Metro Gold Line)) under the Ground Lease nor LACMTA's Satisfactory Continuing Control Requirement will be subordinated to any interest that Ground Lease Tenant or its lenders or investors will have in the Premises.

**4.5 GROUND LEASE
PREMISES:**

The premises under the Ground Lease will be the Premises.

4.6 GROUND LEASE TERM:

The initial term of the Ground Lease (the "**Initial Ground Lease Term**") will commence on the date of the Closing, pursuant to the terms of the Option Agreement (such date being the "**Commencement Date**") and will expire on the date occurring twenty (20) years after the Commencement Date (the "**Ground Lease Term**"). There shall also be three (3) five-year options to extend the Term at the sole and absolute discretion of LACMTA.

**4.7 GROUND
RENT:**

Commencing on the Commencement Date of the Ground Lease, Ground Lease Tenant shall pay to LACMTA ground rent ("**Ground Rent**") that is the greater of (a) a capitalized rent payment ("**Capitalized Rent**") in an amount equal to the appraised value of the Premises less the estimated cost of the Project, as independently reviewed and verified by LACMTA, which Capitalized Rent shall be due upon execution of the Ground Lease, or (b) the amount of one hundred dollars (\$100.00) per annum for the Ground Lease Term. Any appraisal of the Premises will be prepared using USPAP guidelines and

completed not earlier than six months prior to the anticipated Commencement Date of the Ground Lease. The Ground Rent will stay in effect for the Ground Lease Term. LACMTA will have the right to audit all program activities at the Project in order to confirm the Community Services operating therein. Any material changes to the Community Services with respect to a portion of the Premises that is greater than 20% of leasable square footage that have not been approved in advance by LACMTA will trigger a re-examination of Ground Rent and subject the Project to a new Ground Rent calculation.

4.8 NET LEASE:

All rent to be paid by Ground Lease Tenant under the Ground Lease will be absolutely net to LACMTA, without offset, deduction or withholding. Ground Lease Tenant will be responsible for all capital costs and operating expenses attributable to the completion and operation and maintenance of the Project, including all taxes and assessments levied upon the Project or any interest in the Ground Lease. Ground Lease Tenant is aware that the Premises are also subject to possessory interest taxes, which will be paid by Ground Lease Tenant.

**4.9 GROUND LEASE
DESIGN REVIEW:**

Ground Lease Tenant shall not make any changes to the Approved Construction Documents or the Project that affect the LACMTA Design Concerns without the prior consent of LACMTA and any such changes will be requested in writing by Ground Lease Tenant. During the Restoration Period, LACMTA will have design review rights with respect to any such changes in the same manner as set forth in Section 3.5. LACMTA's exercise of its rights hereunder for changes that are not related to LACMTA Operations-Related Concerns will be at LACMTA's reasonable discretion. LACMTA's exercise of its rights hereunder for changes that are related to LACMTA Operations-Related Concerns will be at LACMTA's sole and absolute discretion. In addition to the foregoing, LACMTA shall retain similar design approval rights as set forth in Section 3.5 for any substantive Project changes or improvements sought by Ground Lease Tenant after the Project. LACMTA's design approval rights as set forth herein are, in part, intended to ensure that the Project meets LACMTA's Satisfactory Continuing Control Requirement.

**4.10 MAINTENANCE AND
OPERATIONS:**

During the Ground Lease Term, Ground Lease Tenant will be required to maintain and operate all portions of the Project and the Premises at its sole cost and expense pursuant to maintenance and operations standards set forth in the Ground Lease.

4.11 FINANCING AND ENCUMBRANCES:

Subject to LACMTA's reasonable approval, Ground Lease Tenant may encumber its leasehold estate with mortgages, deeds of trust or other financing instruments; provided, however, in no event shall LACMTA's fee title interest, the rent payable to LACMTA under the Ground Lease or LACMTA's Satisfactory Continuing Control Requirement, be subordinated or subject to Ground Lease Tenant's financing or other claims or liens. Such encumbrances and financings will be subject to LACMTA's reasonable approval, except with respect to certain "**Permitted Financing Events**" meeting specific criteria to be set forth in the Ground Lease, which shall not require LACMTA's approval. Subject to the satisfaction of specific criteria to be set forth in the Ground Lease and provided that such financing is from institutional lenders, governmental lenders or quasi-governmental lenders, Permitted Financing Events will include such financing as is required to convert from construction to permanent financing.

4.12 FEDERAL CIVIL RIGHTS COVENANTS:

Ground Lease Tenant shall comply with all applicable Federal nondiscrimination requirements, including applicable sections of Title 49 of the Code of Federal Regulations.

4.13 TRANSFERS, ASSIGNMENT, & SUBLETTING:

Except for limited permitted exceptions to be set forth in the Ground Lease, Ground Lease Tenant shall not transfer, assign or sublet its rights or obligations under the Ground Lease, or any beneficial interests in Ground Lease Tenant (each, a "**Transfer**"):

- a. Prior to Completion of the Project; and
- b. After Completion of the Project, except in accordance with reasonable transfer criteria (including, without limitation, criteria regarding the creditworthiness and experience of any proposed transferee and its affiliates, the extent to which any proposed occupancy resulting from the Transfer continues to meet community needs, and applicable Federal and State approvals and provisions regarding debarment and suspension) to be negotiated by LACMTA and Ground Lease Tenant and included in the Ground Lease.

Notwithstanding the foregoing, the Ground Lease will allow Ground Lease Tenant to make certain "**Permitted Transfers**" without LACMTA's consent; provided that (a) Ground Lease Tenant is not in breach or default under the Ground Lease, (b) Ground Lease Tenant provides written notice to LACMTA of Ground Lease Tenant's intent to effectuate a Permitted Transfer in

accordance with time frames set forth in the Ground Lease and with sufficient detail for LACMTA to reasonably determine that the intended Transfer is a Permitted Transfer, (c) Ground Lease Tenant provides written notice to LACMTA of the consummation of the Transfer in accordance with time frames set forth in the Ground Lease and with sufficient detail for LACMTA to reasonably determine that the Transfer was a Permitted Transfer, (d) the Permitted Transfer complies fully with all applicable provisions of the Ground Lease, (e) no Permitted Transfer shall release Ground Lease Tenant from any part of its obligations under the Ground Lease, except as expressly set forth in the Ground Lease, and (f) no such Permitted Transfer shall result in a Change of Control, except as expressly permitted in the Ground Lease.

Subject to the conditions set forth in the previous sentence, the term “**Permitted Transfers**” will include: (i) a transfer of the initial limited partnership interest in Ground Lease Tenant to an investor limited partner and the subsequent transfer of such investor’s limited partnership interest in Ground Lease Tenant to another investor or an affiliate of Ground Lease Tenant (even if such transfer constitutes a Change of Control), (ii) the transfer of Ground Lease Tenant’s interest to an affiliate of Ground Lease Tenant (which LACMTA and Ground Lease Tenant acknowledge could result in a Change of Control), and (iii) the replacement of Ground Lease Tenant’s general partner for cause with an affiliate of the limited partner in accordance with the terms of Ground Lease Tenant’s partnership agreement (which LACMTA and Ground Lease Tenant acknowledge will result in a Change of Control), provided that in each case such investor or affiliate meets certain transferee requirements set forth in the Ground Lease. “**Change of Control**” means (a) a change in the identity of the entity with the power to direct or cause the direction of the management and policies of Ground Lease Tenant, whether through the ownership of voting securities, by contract or otherwise, or (b) the transfer, directly or indirectly, of fifty percent (50%) or more of the beneficial ownership interest in Ground Lease Tenant.

4.14 RETAINED RIGHTS:

LACMTA shall retain from the rights granted to Ground Lease Tenant under the Ground Lease certain rights as will be further described in detail in the Ground Lease, relating to the following: (1) the right to install, construct, inspect, operate, maintain repair, expand and replace Public Transit Facilities in, on, under, over, and adjacent to the Premises as LACMTA may deem necessary; (2) the right to install, use, repair, maintain, and replace along the perimeter of the Premises public streets, sidewalks and/or rights-of-way (including, without limitation, on the exterior of the Project’s buildings) (a) lighting, security cameras, and related conduit,

cable, wiring and other appurtenances, (b) informational, directional and way-finding signs for the purpose of directing the public to, from and between LACMTA transit options and other public transit options in the area; provided, however, LACMTA shall not install any such signage, lighting, security cameras, conduit, cable, wiring or appurtenances on the Premises or the Project without Ground Lease Tenant's prior written approval, which shall not be unreasonably withheld, conditioned or delayed; (3) the right to enter upon and inspect the Premises, with reasonable notice to Ground Lease Tenant, and anytime during normal business hours for purposes of conducting normal and periodic inspections of the Premises and the Project and to confirm Ground Lease Tenant's compliance with the terms and conditions of the Ground Lease; and (4) all rights not explicitly granted to Ground Lease Tenant in the Ground Lease (the "**Retained Rights**"). The Retained Rights shall, among other things, ensure that the Premises remain available for the transit purposes originally authorized by the LACMTA's Federal and the State funding partners ("**LACMTA's Satisfactory Continuing Control Requirement**"). In exercising the Retained Rights, LACMTA shall use, good faith efforts to coordinate any construction, repair, maintenance or similar activities with Ground Lease Tenant so as to minimize the impact of such activities on each of Ground Lease Tenant's and Ground Lease Tenant's subtenants' usage of the Premises in accordance with the Ground Lease.

4.15 OTHER:

Other customary and relevant provisions contained in other recent LACMTA ground leases will be included in the Ground Lease, including, without limitation, (a) LACMTA's standard transit proximity risk waiver, assumption of risk and indemnity language related to the Project's proximity to rail and other transit operations and infrastructure and (b) provisions relating to insurance and indemnity.

5. LACMTA COSTS

5.1 LACMTA COSTS:

Developer and Ground Lease Tenant acknowledge and agree that LACMTA will incur certain actual costs (the "**LACMTA Costs**") related to (a) the Project and (b) negotiation of the terms and conditions of the transactions contemplated under the Option Agreement and the Ground Lease. The LACMTA Costs will include, without limitation, the actual cost of in-house staff time (including LACMTA overhead and administrative costs) and third party consultation fees (including, but not limited to, fees related to legal counsel, consultants, engineers, architects, and advisors) for financial analyses, design review (including reviewing plans and specifications for the Project and engineering and other reports

related to the Project), negotiations, appraisals, document preparation, services related to development, planning, engineering, construction safety, construction management, construction support, and construction logistics, oversight and inspection, and other reasonable services related to the Project and the transactions contemplated under the Option Agreement and Ground Lease, *but shall exclude* the cost of LACMTA Joint Development staff, and LACMTA's in-house and outside legal counsel with respect to negotiation and preparation of the Option Agreement, Ground Lease and related transaction documents.

5.2 OPTION FEE:

On the Option Agreement Commencement Date, Developer shall pay LACMTA an amount of \$25,000 (the "**Option Fee**") to apply to LACMTA Costs (whether accruing prior to or after the Option Agreement Commencement Date).

EXHIBIT A

LACMTA Property



The LACMTA Property consists of Site A and Site B, as follows:

Site A (1.24 acres):

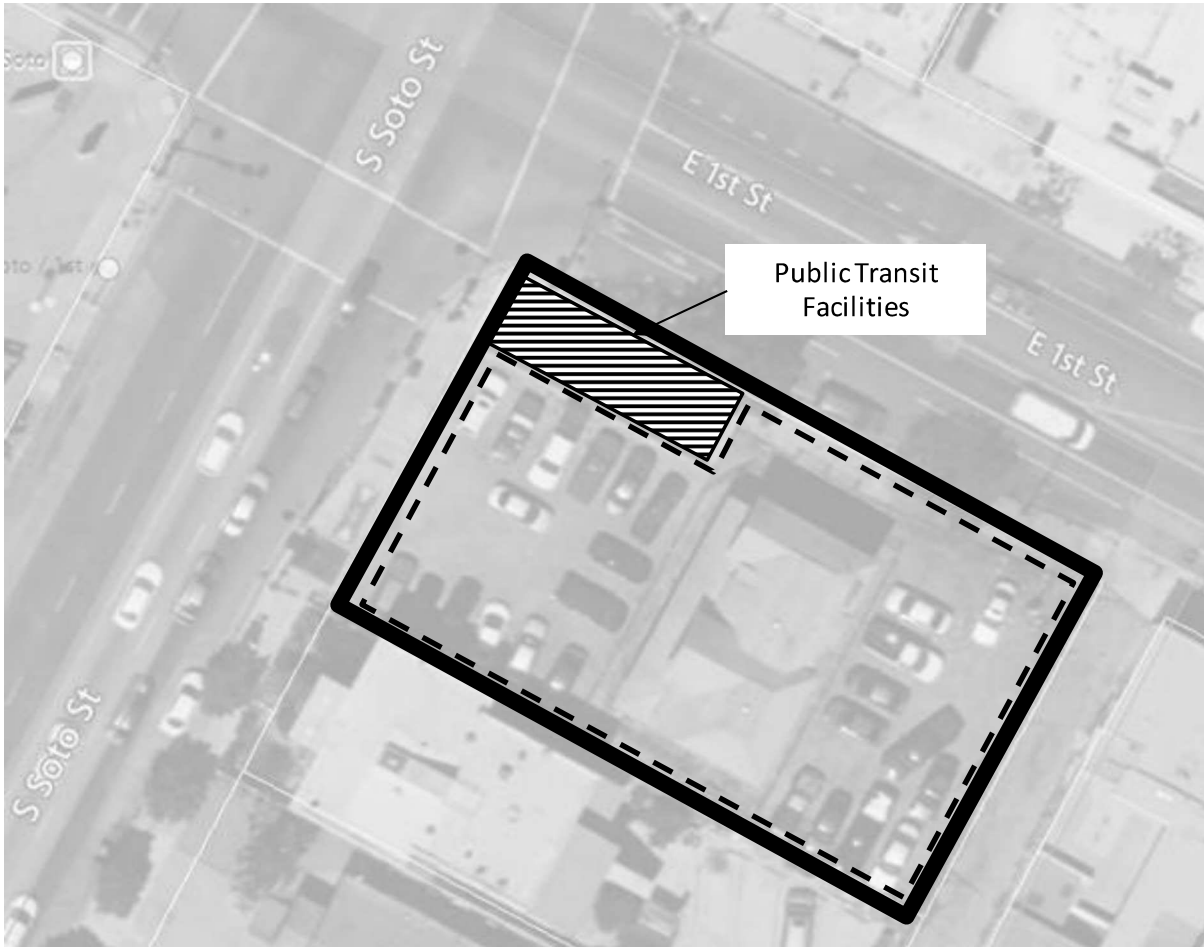
- Parcel 1 - 2310 East 1st Street, APN 5183-009-908, 0.16 acres, Zoned C2-1
- Parcel 2 - 2316 East 1st Street, APN 5183-009-905, 0.16 acres, Zoned C2-1
- Parcel 3 - 2322 East 1st Street, APN 5183-009-906, 0.16 acres, Zoned C2-1
- Parcel 4 - 2328 East 1st Street, APN 5183-009-909, 0.23 acres, Zoned C2-1
- Parcel 5 - 113 South Soto Street, APN 5183-009-910, 0.09 acres, Zoned C2-1
- Parcel 6 - 119 South Soto Street, APN 5183-009-904, 0.23 acres, Zoned RD1.5-1
- Parcel 7 - 121 South Soto Street, APN 5183-009-907, 0.22 acres, Zoned RD1.5-1

(Parcel 1 contains a traction power substation serving the Metro Gold Line. Parcels 2, 3 and 4 contain at-grade landscaping, plaza, subway and portal improvements and other subsurface subway station improvements. Parcel 5 and a portion of Parcel 6 contain at-grade landscaping and plaza improvements.)

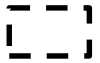
Site B (0.29 acres):

- Parcel 8 - 2400 East 1st Street, APN 5180-003-900, 0.29 acres, Zoned C2-1, which contains at-grade and subsurface subway station improvements.

EXHIBIT B
Site B and Premises



Site B



Premises



Next stop: building communities.

Peabody Werden House Joint Development

Planning and Programming Committee
November 16, 2022
Legistar File 2022-0585



Recommendations

CONSIDER:

- A. AUTHORIZE the CEO to execute an Option Agreement with East Los Angeles Community Corporation (Developer or ELACC) to grant an option to Developer for the ground lease of Metro owned property at 2400 E. 1st Street in Boyle Heights;
- B. ADOPT findings that the Project is categorically exempt, and;
- C. AUTHORIZE the CEO to file a Notice of Exemption

Site Overview



Site A: Metro property, site of Los Lirios Apartments



Site B: Project Site, holding Peabody Werden House



Metro Gold Line



1st/Soto L (Gold) Line Station



Peabody Werden Site Background/Status

- Metro entered into an ENA in 2016 with Developer BRIDGE/ELACC for the 1st/Soto Joint Development adjacent to the L line station.
- **Site A** was designated as mixed-use affordable housing site. In Dec. 2021 Metro entered into a ground lease with the Developer to construct the Los Lirios Apartments on Site A.
- **Site B**, the site of the Peabody Werden House (House), was designated for community serving uses, including restoration of the 1890's Victorian House.
- The ENA was amended in 2022 to allow continued planning for Site B with ELACC, including negotiation of terms and conditions under which a ground lease of Site B would be granted.
- ELACC and Metro developed a plan for renovation and programming of the House, and are seeking authority to enter into an Option Agreement by Dec. 31, 2022, to satisfy the statutory requirements under the CA Surplus Land Act

Next Steps

- 2022:** Execute the Option by December 31, 2022, to maintain compliance with the California Surplus Land Act.
- 2023:** Developer engages the community to discuss the full spectrum of potential services; identifies appropriate programming; continues planning, design and iterative outreach.
- 2024:** Developer secures programming partner and funding; execute ground lease; start construction.
- On-going:** Stakeholder updates.



Board Report

File #: 2022-0647, File Type: Contract

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 16, 2022

**SUBJECT: EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT (ESFVTC)
SUPPLEMENTAL ANALYSIS OF PHASE 2 CORRIDOR
FROM VAN NUYS BOULEVARD/SAN FERNANDO ROAD TO SYLMAR/SAN
FERNANDO STATION**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING update on Phase 1 of the ESFVTC Shared ROW Study; and
- B. AUTHORIZING the Chief Executive Officer to execute Modification No. 2 for Optional Phase 2 of Task Order No. PS80628-5433000 to Mott MacDonald for professional services for Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard (Shared ROW Study) in the amount of \$1,463,005, increasing the task order value from \$343,218 to \$1,806,223, and extending the period of performance from December 30, 2022, to June 30, 2024.

ISSUE

This item provides an update on the ESFVTC Shared ROW Study and outlines the additional analysis and coordination that would be conducted in the next phase of the work, pending authorization by the Metro Board.

BACKGROUND

At the December 2020 meeting, the Metro Board certified the Final EIS/EIR for the East San Fernando Valley Transit Corridor Project, a 9.2-mile light rail project from the Metro G Line (Orange) Van Nuys Station at the south, to the Sylmar/San Fernando Metrolink Station to the north (Legistar File [2020-0024 <https://boardagendas.metro.net/board-report/2020-0024/>](https://boardagendas.metro.net/board-report/2020-0024/)). The Board also approved an initial operating segment (IOS) as the 6.7-mile segment along Van Nuys Boulevard from the Metro G Line (Orange) Van Nuys Station to an interim terminus station at Van Nuys/San Fernando Road. To address the remaining 2.5-mile segment not included in the IOS, the Board also approved Motion 10.1 (Attachment A), instructing staff to prepare a plan to further evaluate the

remaining segment, which is within the Metro-owned Antelope Valley Line (AVL) corridor shared right-of-way (ROW), from Van Nuys/San Fernando Road to the Sylmar/San Fernando Metrolink Station. See Attachment B for maps of the 9.2-mile ESFVTC Final EIS/EIR alignment and of the ESFV Shared ROW Study area.

This analysis was requested in response to comments received from Southern California Regional Rail Authority (SCRRA or Metrolink) and the City of San Fernando on the ESFVTC Final EIS/EIR. Given the concurrent development of SCRRA's SCORE program and other related projects and services that would share the ROW in this corridor, comments received were primarily related to updating the project's definition to include a four-track scenario (two Light Rail tracks and two commuter rail/freight tracks) versus the three-track scenario assumed in the ESFVTC EIS/EIR (two Light Rail tracks and one commuter rail/freight track). The comments also requested that additional traffic, safety, and ROW analyses be conducted along the Shared ROW based on the four-track scenario.

At the February 2021 Metro Board meeting, staff presented a plan for completing the required studies, as requested in Motion 10.1. Staff procured this study through Metro's Countywide Planning bench and released the competitive Task Order Request for Proposals (RFP) in September 2021. The Metro Board awarded the task order for work to commence on Phase 1 at the March 2022 meeting.

This update includes an overview of the work conducted to date in the study, including coordination with Metrolink and City of San Fernando to address their comments and concerns with the proposed light rail project within the existing AVL corridor Shared ROW. It also outlines the analysis to be conducted during the next phase of work, pending authorization by the Board.

Upon completion of this study, staff will provide a recommendation based on analysis and evaluation to be conducted on three potential scenarios as follows:

- **Full-Build:**
 - Assume completion of SCRRA double track between Van Nuys Boulevard and Sylmar/San Fernando Metrolink Station (two commuter rail/freight tracks) within the 2.5-mile Shared ROW segment.
 - Build two additional LRT tracks for a total of four tracks in the 2.5-mile Shared ROW of the AVL corridor from Van Nuys Boulevard to Sylmar/San Fernando Metrolink Station.
- **ESFV Initial Operating Segment (IOS) With New Connection:**
 - Assume completion of SCRRA double track between Van Nuys Boulevard and Sylmar/San Fernando Metrolink Station (two commuter rail/freight tracks) within the 2.5-mile Shared ROW segment.
 - Create a new transfer connection between the ESFV Light Rail and Metrolink services at Van Nuys/San Fernando.
 - This concept would not include an extension of ESFV Light Rail beyond the Van Nuys/San Fernando Light Rail station.
- **FRA-Compliant Light Rail:**
 - Use of FRA Tier-III Compliant standards for Light Rail along the Shared ROW.

- This concept will be further developed as the study advances, in coordination with SCRRRA.

DISCUSSION

The work conducted during the initial phase of this study was intended to set the groundwork for the more detailed analysis and conceptual design that would be conducted during Phase 2.

I. Work Conducted During the Initial Study Phase

Transportation Data Collection

To establish a baseline set of data for subsequent analyses included in this study, traffic data were collected for “Existing Conditions” and “Future with Proposed Project” scenarios in the vicinity of the six grade crossings along the Shared ROW. These data included:

- Peak Hour Turning Movement Counts
- Pedestrian and Bicycle Counts (AM and PM peak hour)
- Roadway Average Daily Traffic (ADT) Data

Existing data was normalized to account for changes to traffic patterns resulting from the Covid-19 pandemic, while the future year was confirmed as 2040 for consistency with the ESFVTC Environmental document. These data served as direct inputs for the grade crossing analyses conducted during this initial study phase and would be utilized to support the additional analyses that would be conducted during Phase 2 of this study, pending Board authorization.

Grade Crossing Analysis

A preliminary grade crossing analysis was conducted to understand whether grade separation would need to be considered with a four-track scenario (two Light Rail tracks and two commuter rail/freight tracks) along the Shared ROW. This analysis studied six railroad crossings within a 2.5-mile segment of the Shared ROW:

ESFV Shared ROW Study Crossings - Existing Conditions

Number	Street Crossing	Existing Conditions
1	Hubbard Avenue	• High vehicle volumes • Longest gate-down time (next to Sylmar/San Fernando Metrolink Station)
2	Maclay Avenue	• Adjacent to Downtown San Fernando and Civic Center • High pedestrian volume
3	Brand Boulevard	• Adjacent to City of San Fernando Police Department, Downtown San Fernando, and San Fernando Middle School • High pedestrian volumes
4	Jesse/Wolfskill Street	• Southeast terminus of Mission City Trail in ROW. San Fernando Road Bike Path continues outside of ROW. • Lowest vehicle and pedestrian volumes among the six grade crossings
5	Paxton Street	• High vehicle volumes • Adjacent to SR-118 freeway ramps • Adjacent to large trip generators (e.g., Costco)
6	Van Nuys Boulevard	• High vehicle and pedestrian volumes • Highest bicyclist volume among the six crossings • Terminus of ESFV LRT Project

To assess the need for grade separation, staff utilized Metro’s Grade Crossing Safety Policy for Light Rail Transit. Additionally, as requested by Metrolink, staff applied the SCRRRA Grade Crossing Evaluation Criteria. These policies define a stepwise method and a series of evaluation criteria to identify potential grade-separation(s) to ensure safety and to minimize impacts on the traffic operations of the grade crossings and nearby intersections.

- Metro’s policy includes up to three steps, known as “Milestones”. The first of these steps (Milestone 1) identifies conditions under which grade separations may be required. The application of the Milestone 1 analysis did not indicate a clear requirement, but that grade separation may need to be studied further based on additional considerations. Phase 2 of this study therefore will analyze each crossing in further detail in subsequent step(s) of the Milestone process.
- The Metrolink analysis begins with an Initial Factors Form, which sets a threshold of potential factors that might drive the need for grade separation. The application of this initial Metrolink step found that, due to the number of potential factors that might require a grade crossing, additional analysis is needed at all six crossings.

As this was the initial step for both Metro’s and SCRRRA’s grade crossing analyses, more detailed engineering and safety analysis would need to be conducted during Phase 2 of this study to identify locations along the Shared ROW, if any, that merit consideration for grade separation.

Alignment Review

To understand ROW requirements and other implications of a four-track, at-grade configuration, staff

reviewed previous project designs along this segment, including ESFVTC 15%/30% design drawings and the Brighton to Roxford Double Track Project plans. The analysis considered potential ROW impacts and other modifications to previous design plans and preliminarily found the following:

- **ROW Implications - General**
 - Compared to the ROW impacts identified in the ESFVTC Final EIS/EIR, additional ROW impacts are preliminarily anticipated.
 - This additional ROW is required due to shifting the active train warning devices, increases to tangent lengths, and to meet horizontal clearance requirements associated with adding a fourth track in the Shared ROW.
- **Mission City Bike Trail** (from Jessie/Wolfskill St. to Hubbard Ave.)
 - The Mission City Bike Trail, which is within the Shared ROW, would need to be relocated outside of the ROW to accommodate the second commuter rail/freight track (i.e., the additional fourth track) and to avoid further ROW impacts.

Upon Board authorization, Phase 2 includes further study and design to refine these preliminary analyses and findings. Staff will continue coordinating with stakeholders, as described below, and with the East San Fernando Valley Light Rail Project team during Phase 2 of this study.

Stakeholder Coordination During Phase 1 and Phase 2 of this Study

During Phase 1 of this study, staff provided targeted updates to staff from cities, city council staff (City of San Fernando and City of Los Angeles districts 2, 6, and 7), and Metro Board staff. Metro staff held two technical meetings with City of San Fernando and Metrolink to share progress and incorporate input for the Phase 1 work.

Staff will continue technical coordination with SCRRA, City of San Fernando, and City of Los Angeles, as well as targeted updates for other area staff, during Phase 2 of this study. Staff will also continue to be responsive to requests for information and updates to local stakeholder groups. Upon completion of the study, additional engagement opportunities could be revisited at that time.

II. Phase 2 Analysis

To address requests for additional analysis, refined designs for ROW evaluation and to continue addressing City and SCRRA concerns, Phase 2 of this study will evaluate the feasibility of additional alternatives not considered in the environmental document. This includes evaluation of the following scenarios (as described previously in this report):

- **Full-Build:** two Light Rail tracks and two commuter rail/freight tracks
- **ESFV Initial Operating Segment (IOS) With New Connection**
- **FRA-Compliant Light Rail**

The following tasks are included in Phase 2 of this study, in response to comments from City of San Fernando and Metrolink on the ESFVTC Final EIS/EIR:

1. Alternatives Definition, building on alignment review conducted in Phase 1

2. Transportation Benefits/Systems Performance Analysis
3. Grade Crossing and Corridor Safety Study
4. Constraints Analysis
5. Right-of-way Assessment, Alignment Design and Refinement
6. Safety Assessment for Corridor Motorists, Bicyclists, and Pedestrians
7. Vehicle Counts and Traffic Circulation Plan
8. Alternatives Analysis and Structural Type Considerations
9. Conceptual Drawings and Cost Estimates

Phase 2 will include high-level cost estimates based on a conceptual (5%) design level for up to three scenarios along this 2.5-mile segment of the Shared ROW.

Any changes to the project definition for this segment, if different from what the Metro Board certified as part of the ESFVTC EIS/EIR, could require supplemental environmental review to previous environmental documents for the East San Fernando Valley Light Rail Project, AVL Capacity and Service Improvements Program, and Brighton to Roxford Double Track Project.

DETERMINATION OF SAFETY IMPACT

Authorization of the task order modification for the ESFV Supplemental Analysis from Sylmar/San Fernando to Van Nuys Boulevard will not impact the safety of Metro's customers or employees, as this study is in the planning process phase and no capital or operational impacts result from this Board action.

FINANCIAL IMPACT

Impact to Budget

The FY23 budget contains \$1,555,904 in Cost Center 4370, Project 465521 for professional services of Phase 2. Since this is a multi-year task order, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

The source of funds for this action is State Transportation Improvement (STIP) funds. These funds are not eligible for bus and rail operations.

EQUITY SECTION

The study area communities of Pacoima, Sylmar, and City of San Fernando were identified as Equity Focus Communities (EFCs) in prior analyses, and equity assessments will be reevaluated as appropriate as the study evolves. Additionally, Metrolink's 2018 Origin-Destination Study (Metrolink, 2019) found that Antelope Valley Line riders overall have the lowest median income (\$74,091) and automobile availability (71%) in the entire Metrolink system. This supports the understanding of study area communities as vulnerable/marginalized and transit-dependent. Furthermore, existing traffic and safety conditions along the Shared ROW present a potential burden to these communities, as highlighted by the City of San Fernando in their Final EIS/EIR comment letter.

This study will assess travel time, frequency, and connectivity between different modes, which could enhance transit access and mobility options for study area communities. The study is intended to identify existing harms to EFCs stemming from existing traffic and safety conditions along this Shared ROW and to assess how the study scenarios would affect these conditions in the future. The design and analysis of each scenario will be developed with specific

consideration to EFCs, vulnerable/marginalized communities, and transit riders. The study's final report will include an assessment of safety and mobility for each study scenario, with specific consideration to EFCs, vulnerable/marginalized communities, and transit riders along the Shared ROW. This assessment will be based on the design and analysis to be conducted during Phase 2 of this study. Furthermore, the study will recommend strategies to avoid and/or minimize potential harms and impacts towards these communities, while maximizing mobility benefits.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This study supports the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
- Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board could decide to not authorize this task order modification at this time. This is not recommended as it would delay completion of this Metro Board-directed study. Conducting this study is necessary to address SCRRA's and City of San Fernando's comments on the ESFVTC EIS/EIR and to determine a feasible path forward to address the mobility needs within this transportation corridor.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 2 for Optional Phase 2 to Task Order No. PS80628-5433000 with Mott MacDonald to initiate the work.

Upon completion of this study, staff will provide a recommendation to the Metro Board based on analysis and evaluation to be conducted on the three potential scenarios within the Shared ROW.

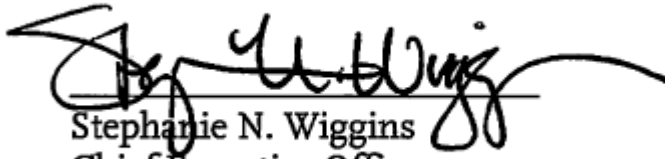
Should findings and recommendations result in changes to the project definition from what the Board certified as part of the ESFVTC EIS/EIR, staff would provide recommendations on next steps for any required updates to the environmental documents for this effort and related Metro projects.

ATTACHMENTS

- Attachment A - Metro Board Motion 10.1 (December 2020)
- Attachment B - ESFV Maps
- Attachment C - Procurement Summary
- Attachment D - DEOD Summary
- Attachment E - Contract Modification/Change Order Log

Prepared by: Ivan Gonzalez, Sr. Manager, Countywide Planning & Development, (213) 922-7506
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Stephanie N. Wiggins
Chief Executive Officer



Metro

Board Report

File #: 2020-0780, **File Type:** Motion / Motion Response

Agenda Number: 10.1.

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 18, 2020**

Motion by:

DIRECTORS NAJARIAN AND KUEHL

Related to Item 10: East San Fernando Valley Light Rail Transit Final Environmental Impact Report

The East San Fernando Valley Light Rail project is a great project that will lead to greater connectivity in the entire region. It fits in with Metro's promise to deliver high quality transit options to those who depend on the system. We are eager to move forward with the project and take it from the planning stage into the construction stage.

However, we continue to have some concerns about the portion of track that runs through the City of San Fernando. The last Grade Crossing Safety Study was completed prior to the Metrolink double-tracking through San Fernando. Therefore, an updated traffic study is needed for this segment. These two studies must be completed to reassess what steps should be taken to mitigate the City's safety concerns before any further work outside of the light rail line is proposed that will impact the City of San Fernando.

SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT FINAL ENVIRONMENTAL IMPACT REPORT

RECOMMENDATION

APPROVE Motion by Directors Najarian and Kuehl that the CEO direct staff to develop a plan to complete the necessary studies as expeditiously as possible. The plan should include an analysis of data and a path forward for all parties, including Metrolink, with mitigative options, which may or may not include grade separations, be brought back to the Planning and Programming Committee in February 2021.

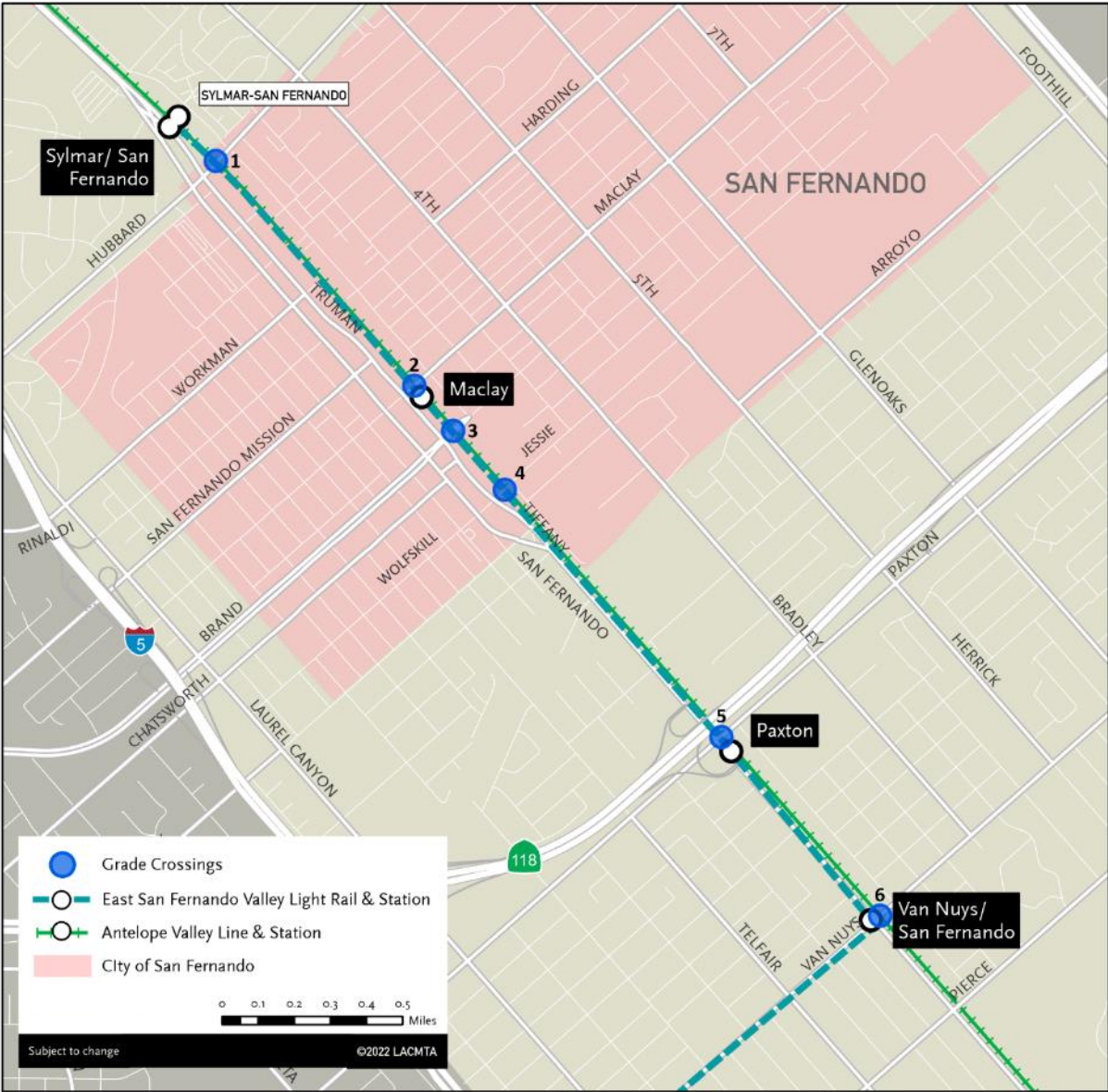
ESFVTC – 9.2-mile Final EIS/EIR Alignment



ESFV Shared ROW Study Area



ESFV Shared ROW Study Crossings



PROCUREMENT SUMMARY

**EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT (ESFVTC)
SUPPLEMENTAL ANALYSIS OF PHASE 2 CORRIDOR
FROM VAN NUYS BOULEVARD/SAN FERNANDO ROAD TO
SYLMAR/SAN FERNANDO STATION/PS80628-5433000**

1.	Contract Number: Task Order No. PS80628-5433000, under Contract No. PS54330021		
2.	Contractor: Mott MacDonald		
3.	Mod. Work Description: Optional Phase 2		
4.	Contract Work Description: Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard (Shared ROW Study).		
5.	The following data is current as of: 10/12/22		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	3/24/22	Contract Award Amount: \$343,218
	Notice to Proceed (NTP):	4/4/22	Total of Modifications Approved: \$0
	Original Complete Date:	9/5/22 (Phase 1)	Pending Modifications (including this action): \$1,463,005
	Current Est. Complete Date:	6/30/24 (Phase 2)	Current Contract Value (with this action): \$1,806,223
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639
8.	Project Manager: Ivan Gonzalez		Telephone Number: (213) 922-7506

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 issued for the Optional Phase 2 of the ESFVTC.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the task order type is firm fixed price.

On March 24, 2022, the Board awarded firm fixed price Task Order No. PS80628-5433000 under Countywide Planning and Development Bench Contract No. PS54330021 to Mott MacDonald for professional services to complete the Supplemental Analysis on the ESFVTC from Sylmar/San Fernando to Van Nuys Boulevard.

One modification has been issued to date.

Refer to Attachment E – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based on pricing that was evaluated as part of the competitive Task Order award in March 2022. Pricing remains unchanged.

Mott MacDonald’s negotiated amount increased from the proposal amount because the initial level of effort was not consistent with the work identified in the Task Order RFP. The discrepancy between the independent cost estimate (ICE) and negotiated price was due to Metro taking a conservative approach on the ICE and the contractor identifying efficiencies on certain tasks.

Proposal Amount	Metro ICE	Negotiated Amount
\$1,276,861	\$2,268,123	\$1,463,005

DEOD SUMMARY

**SUPPLEMENTAL ANALYSIS OF SYLMAR/SAN FERNANDO TO VAN NUYS BLVD.,
SHARED RAILROAD RIGHT-OF-WAY (PHASE 1 AND PHASE 2)/PS80628-5433000**

A. Small Business Participation

Mott MacDonald (Mott) made a 23.04% Small Business Enterprise (SBE) commitment and a 3.01% Disabled Veterans Business Enterprise (DVBE) commitment on this task order. The project is 46% complete and the current SBE participation is 16.24% and the DVBE participation is 0.00%, representing shortfalls of 6.80% and 3.01%, respectively.

Mott has a shortfall mitigation plan on file. Mott explained that the SBE/DVBE shortfall is due to work planned for the SBE/DVBE partners starting later in the schedule. Specifically, FPL and Associates, an SBE, is not anticipated to begin until Phase 2 of the project. Mott contents, per their plan, that Phase 2 will be completed within 18 months after Notice to Proceed and anticipates no shortfalls by the end of the project. Mott further reported that when the payments for their September 2022 invoices are reported, the SBE/DVBE participation levels will increase. In particular, the September invoice includes 100% of the work for The LeBaugh Group, Inc., which signifies the 3.01% DVBE commitment. In the current modification, Mott is proposing 23.25% SBE and 3.53% DVBE participation.

The Diversity & Economic Opportunity Department (DEOD) will continue to monitor contract progress to ensure that Mott meets and/or exceeds its commitments.

Small Business Commitment	SBE 23.04% DVBE 3.01%	Small Business Participation	SBE 16.24% DVBE 0.00%
----------------------------------	----------------------------------	-------------------------------------	----------------------------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	FPL and Associates	2.86%	0.00%
2.	Zephyr UAS, Inc.	20.18%	16.24%
	Total	23.04%	16.24%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	The LeBaugh Group, Inc.	3.01%	0.00%
	Total	3.01%	0.00%

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

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

CONTRACT MODIFICATION/CHANGE ORDER LOG

**EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT (ESFVTC)
SUPPLEMENTAL ANALYSIS OF PHASE 2 CORRIDOR
FROM VAN NUYS BOULEVARD/SAN FERNANDO ROAD TO
SYLMAR/SAN FERNANDO STATION/PS80628-5433000**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Extended period of performance to December 30, 2022 for Phase 1	Approved	8/26/22	\$0
2	Optional Phase 2 and extension of period of performance through June 30, 2024	Pending	Pending	\$1,463,005
	Modification Total:			\$1,463,005
	Original Task Order:	Approved	3/24/22	\$343,218
	Total:			\$1,806,223

East San Fernando Valley Shared Right-of-Way (ROW) Study

Planning and Programming Committee

November 16, 2022



Recommendation

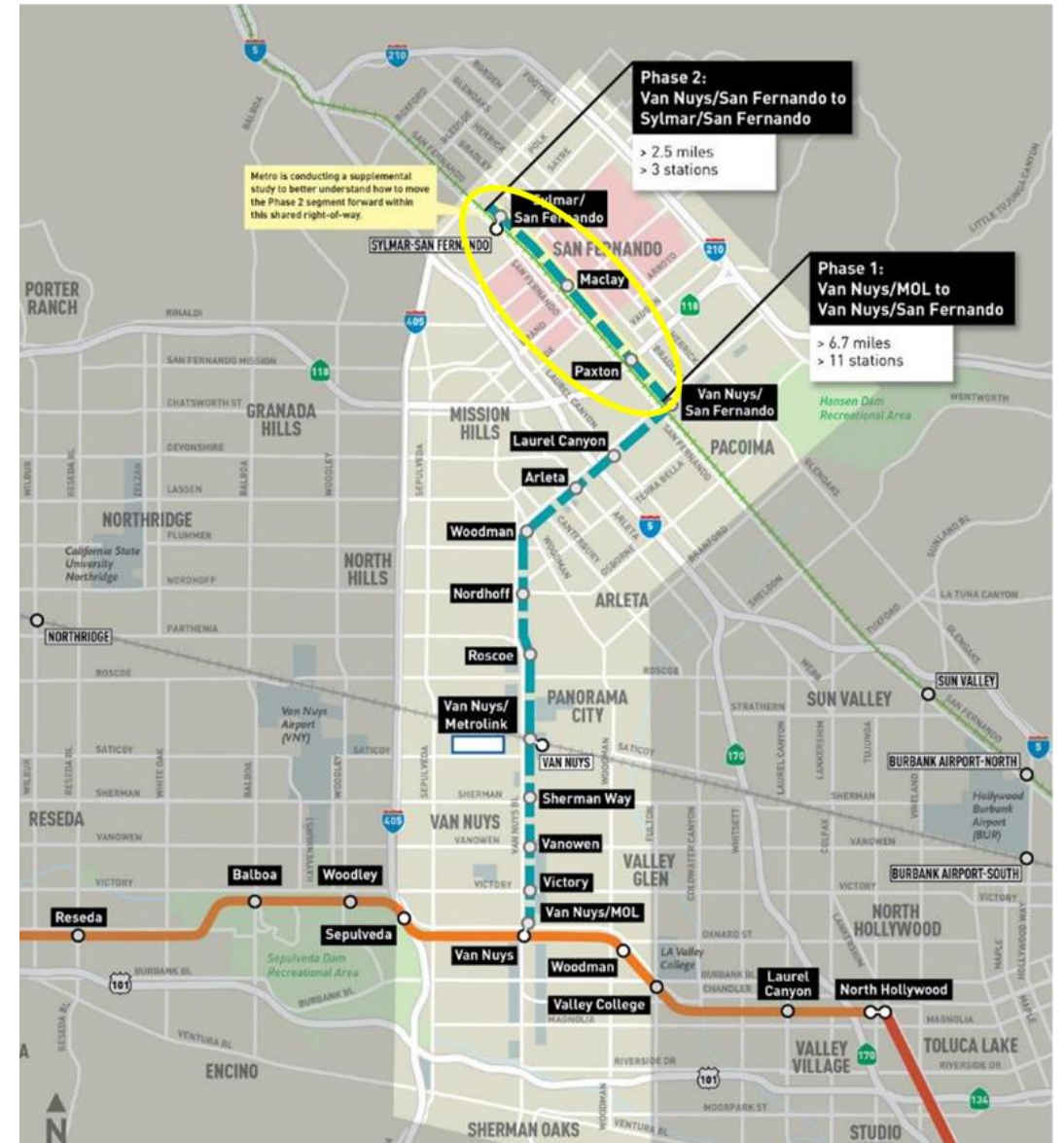
CONSIDER:

- A. RECEIVING AND FILING update on Phase 1 of the ESFVTC Shared ROW Study; and
- B. AUTHORIZING the Chief Executive Officer to execute Modification No. 2 for Optional Phase 2 of Task Order No. PS80628-5433000 to Mott MacDonald for professional services for Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard (Shared ROW Study) in the amount of \$1,463,005, increasing the task order value from \$343,218 to \$1,806,223, and extending the period of performance from December 30, 2022, to June 30, 2024.



Study Background

- > **December 2020** - Metro Board certified the East San Fernando Valley Light Rail Transit Final EIS/EIR (FEIS/FEIR) and directed further study of the 2.5-mile segment along the Antelope Valley Line shared ROW (Motion 10.1).
- > **March 2022** – Board awarded contract and authorized start of Phase 1 of this Shared ROW Study.
- > **April – September 2022:** Study team conducted data collection and preliminary analysis; staff prepared to report back to the Board with initial findings.



Phase 1 Study Update: Initial Grade Crossing Analysis and Alignment Review - Further Analysis Needed

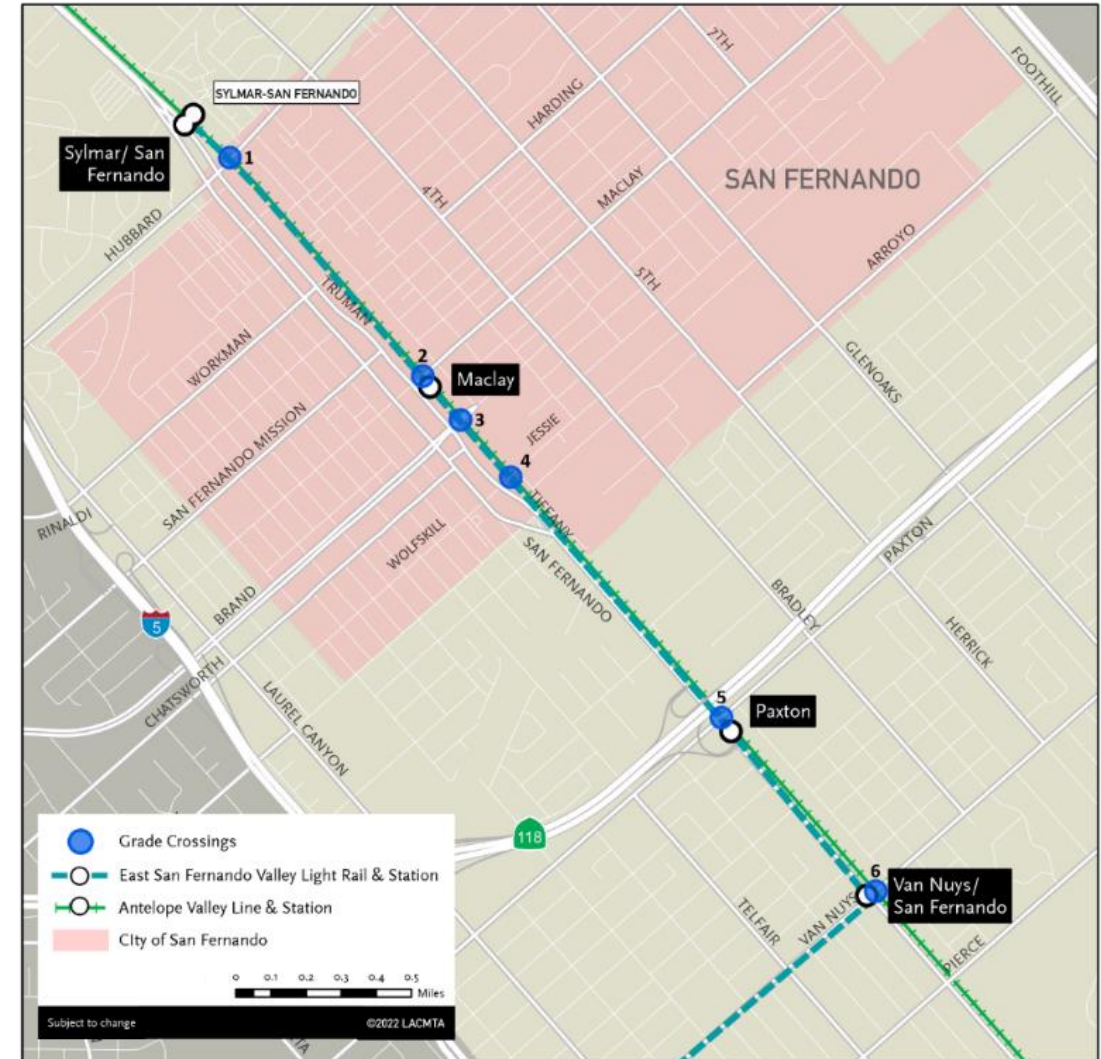
Analysis Conducted in Phase 1 of the Study:

Grade Crossing Studies

- > Applying Metro and SCRRA criteria, initial findings indicate that additional traffic and safety analysis is needed to identify if potential grade separation(s) may be required.

Alignment/ROW Studies

- > Addition of a fourth track may result in additional ROW impacts (compared to three tracks assumed in the ESFVTC FEIS/FEIR).
- > Mission City Bike Trail (City of San Fernando): Would need to be relocated outside of the ROW to accommodate the additional fourth track and to avoid further ROW impacts.



Stakeholder Engagement During Phase 1 of the Study

Technical Coordination

> Metrolink

- April 2022: Discussed study overview and coordination approach.
- August 2022: Presented preliminary grade crossing analysis results to staff.

> City of San Fernando

- May 2022: Met with staff to seek inputs on data collection and grade crossing analysis methodologies.
- September 2022: Presented the grade crossing analysis (Milestone 1) and design plan of four tracks to staff.

Briefings

- > City of San Fernando staff, San Fernando City Council, City of Los Angeles Council Districts 2, 6, and 7 staff, City of Los Angeles/LADOT staff, SFVCOG, and Metro Board staff



Next Steps: Phase 2 Study (up to 18 months)

> **Phase 2 to study three scenarios:**

- **Full-Build:** two Light Rail tracks and two commuter rail/freight tracks
- **ESFV Initial Operating Segment (IOS) With New Connection**
- **FRA-Compliant Light Rail**

> **Phase 2 study scope includes:**

- Additional Grade Crossing Analysis: Metro Milestones 2 and 3 (if needed) and Metrolink Step 2 analysis
 - Includes traffic and safety analysis
 - Conceptual design (up to 5%) and right-of-way analysis
- > Upon study completion, staff to provide a recommendation based on analysis and evaluation of the three study scenarios.
- > If needed, staff would provide recommendations on next steps for required updates to the environmental documents for this effort and related Metro projects.





Board Report

File #: 2022-0659, File Type: Program

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 16, 2022

**SUBJECT: FEDERAL TRANSIT ADMINISTRATION SECTION 5310 GRANT PROGRAM
FUNDING OPPORTUNITY FOR THE FISCAL YEAR 2023**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Fiscal Year (FY) 2023 Solicitation for Proposals for up to \$13,845,982 in funds under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program; and
- B. ALLOCATING \$14,748,981 in FTA Section 5310 funds for Access Services as identified by the FY 2023 funding allocation process for traditional capital projects to support complementary paratransit service required by the Americans with Disabilities Act (ADA) of 1990.

ISSUE

The FTA apportions Section 5310 funding to Urbanized Areas (UZAs) in Los Angeles County. Consistent with Metro's role as the Designated Recipient of these funds, staff is requesting Board approval to issue a competitive funding opportunity and to allocate available FTA Section 5310 program funding for the recommended purposes above.

BACKGROUND

Metro is the designated recipient of FTA Section 5310 Program funds in the urbanized areas of Los Angeles County (Los Angeles-Long Beach-Anaheim (UZA 60020), Santa Clarita (UZA 61770), and Lancaster-Palmdale (UZA 63570), and is responsible for planning, programming, distribution, management, and sub-recipient oversight. Consistent with Metro's Section 5310 Program Management Plan, Metro periodically allocates FTA Section 5310 funds available to Los Angeles County sub-recipient partners via competitive funding opportunities, Access Services via formula allocation, and for Metro's administrative expenses.

DISCUSSION

Program Description

The FTA Section 5310 Program provides operating and capital assistance for public transportation projects that i) are planned, designed, and carried out to meet the special needs of seniors (65+) and individuals with disabilities (any age) when public transportation is insufficient, inappropriate, or unavailable; ii) exceed the requirements of the Americans with Disabilities Act (ADA) of 1990; iii) improve access to fixed route service and decrease reliance on complementary paratransit; and/or iv) provide alternatives to public transportation projects for seniors (65+) and individuals with disabilities (any age). The goals of the FTA Section 5310 Program are to improve mobility for seniors (65+) and individuals with disabilities (any age) by removing barriers to transportation services and expanding the transportation mobility options available.

Private nonprofit (501(c)(3)) organizations or state and local governmental authorities are eligible applicants for funding. Metro must certify that projects receiving FTA Section 5310 funds are included in a locally developed Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). Metro adopted the 2021-2024 Coordinated Plan for Los Angeles County in June 2021.

Funding Availability

The recommended FTA Section 5310 funding allocations are derived from \$30,099,962 in FTA funds apportioned to Los Angeles County UZAs as authorized under the Fixing America's Surface Transportation (FAST) Act and reauthorized under the Bipartisan Infrastructure Law as follows: \$28,450,764 for the Los Angeles County portion of Los Angeles-Long Beach-Anaheim UZA, \$691,112 for the Santa Clarita UZA, and \$958,085 for the Lancaster-Palmdale UZA. These funds include three years of FTA Section 5310 apportionments (FFY 2021, 2022, and projected for FFY 2023). Before staff returns to the Board for approval of funding recommendations (anticipated in Spring 2023), the final FFY 2023 apportionment amount should be available by the FTA, and the allocated amounts per UZA would be adjusted accordingly.

Allocation Process

As the designated recipient, Metro is responsible for allocating FTA Section 5310 funds and must certify that the distribution of funds to its sub-recipients is fair and equitable. Metro convened a Section 5310 Working Group consisting of representatives from the Bus Operations Subcommittee (BOS), the Local Transit Systems Subcommittee (LTSS), the Accessibility Advisory Committee (AAC), and the Aging and Disability Transportation Network (ADTN) to review and discuss the allocation of funds.

The Working Group's recommended allocation (Attachment A) is a hybrid approach for FTA Section 5310 Program funds that allocates 49% of total funds to Access Services for Traditional Capital Projects, 46% of total funds to the competitive project selection process, and the remaining 5% to Metro to administer grant funds, conduct federally required oversight and provide technical assistance to grant sub-recipients. This allocation is the same as the allocation used for the FY 2019 Solicitation for Proposals. The 49% allocation to Access Services is based on the agency's regional reach, needs, and historical shares of FTA Section 5310 funds previously awarded. The 5%

allocation to Metro is sufficient to support program administration activities and is half of the maximum allowed by the FTA.

Application Package

The FY 2023 Solicitation for Proposals Application Package (Attachment B) is based largely on the application used for the FY 2019 Solicitation for Proposals for Section 5310 funds. Metro solicited and received input from the Section 5310 Working Group on the Application Package content and format, including the evaluation criteria and the selection process. Overall, the Working Group recommended that the format generally remain the same as the application used in FY 2019 with a few updates, mainly to increase funding award limits and revise project evaluation criteria incrementally.

Evaluation Criteria

Metro staff will screen all proposals for completeness and eligibility by the deadline. All accepted applications will be reviewed and scored to ensure the proposed projects are derived from and consistent with the 2021-2024 Coordinated Plan for Los Angeles County and that they are responsive to the eligibility and evaluation criteria for the program. The final score for each proposal, and corresponding ranking, will be calculated based on the average of all scores from the panel members tasked to evaluate and score the application. Applications will be ranked based on the final scores. With the available funding, Metro will recommend awards to proposals that receive a final score of 70 or above (out of a maximum of 100).

DETERMINATION OF SAFETY IMPACT

Approval of the recommended actions will have no adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

There is no budget impact in FY 2023. Since these are multi-year projects, the cost center manager for 0441 (Planning - Subsidies to Others) and the Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

All of the recommended actions will be fully funded through the Federal Section 5310 Program. No other Metro funds will be required to manage, administer, and oversee the program. These FTA Section 5310 Program funds are not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

The FTA Section 5310 Program focuses on a target population of older adults and persons with disabilities who face unique challenges in accessing mobility options in Los Angeles County. Per Metro's 2019 Aging and Disability Transportation Report, one out of eight Angelenos are over 65

years old, and by 2030, this ratio may reach one out of every five. Coupled with the number of persons with disabilities that have almost doubled in the past five years, the percentage of Los Angeles County's target population in need of mobility services will outpace the growth in work age adults (age 25-64) by 2040. By 2050, the ratio of seniors to working age adults will reach one senior for every two working adults. Based on the large share of these target population groups, services for seniors and persons with disabilities are a significant need throughout Los Angeles County.

Metro engaged these groups and other stakeholders to assess disparities as part of the Coordinated Plan update in 2020. After considering data on disparities related to income, disability, and age, and with input from the public, Metro approved a Coordinated Plan (2021-2024) that focuses on the mobility needs of the target population, seniors and persons with disabilities, as a demographic priority. Metro carries this consideration through the current solicitation. Consistent with the goals of the FTA Section 5310 Grant Program, Metro will evaluate and prioritize project proposals based on demonstrated funding needs related to transportation mobility needs, as well as project feasibility and readiness. Metro will present award recommendations to the Technical Advisory Committee and assess how the awards would benefit Equity Focus Communities (EFCs). Per Metro's competitive grants process, 5% of the total funding amount is set aside for TAC to allocate at their discretion, which should include equity considerations, evaluation results, and appeals. Metro will also use project location information in future Coordinated Plan updates to define more precisely areas or populations of higher need within the target population and future funding opportunities to ensure sufficient coverage of Equity Focus Communities (EFCs).

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling; and

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

ALTERNATIVES CONSIDERED

The Board could not approve all or some of the recommended actions. Staff does not recommend this alternative because without Board approval, Metro cannot fulfill its responsibilities as the Designated Recipient of FTA Section 5310 Program funds. Metro could also risk losing about \$7.75 million in FTA Section 5310 Program funds that will lapse if not obligated through the FTA by September 30, 2023.

NEXT STEPS

With Board approval, staff will administer the activities necessary to allocate funds to Access Services and Metro's FY 2023 FTA Section 5310 Solicitation for Proposals. The application package will be released on December 5, 2022, and project applications will be due on February 27, 2023. Staff expects to return to the Board for approval of funding recommendations in Spring 2023, as shown in the schedule in Attachment B.

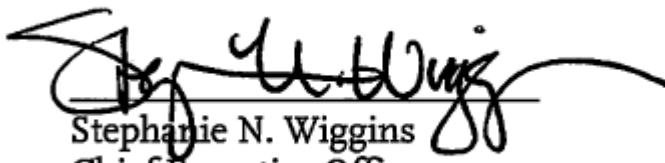
ATTACHMENTS

Attachment A - FY 2023 Section 5310 Funding Allocation Process

Attachment B - FY 2023 Section 5310 Solicitation for Proposals Application Package

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



Stephanie N. Wiggins
Chief Executive Officer

**FY 2023 SECTION 5310
FUNDING ALLOCATION PROCESS**

Recommended by the Section 5310 Working Group and adopted by its representative committees and subcommittees: the Accessible Advisory Committee (AAC), the Bus Operations Subcommittee (BOS), the Local Transit Systems Subcommittee (LTSS) and the Aging and Disability Transportation Network, the allocation process as summarized below will apply to Section 5310 program funds.

Metro will allocate funds apportioned to the urbanized areas of Los Angeles-Long Beach-Anaheim, Lancaster-Palmdale, and Santa Clarita that includes three federal fiscal year apportionments (2021, 2022, and projected for 2023). Before staff returns to the Board for approval of funding recommendations in June 2023, the final FY 2023 apportionment amount will be made available by the FTA, and the allocated amounts per UZA will be adjusted accordingly.

- Metro will receive 5% of the total apportionment for administration and program support, estimated to be **\$1,504,998**.
- Access Services will receive 49% of the total apportionment for projects eligible for the Traditional Capital funding category only, estimated to be **\$14,748,981**.
- 46% of the total apportionment will be allocated through the competitive FY 2023 Solicitation for Proposals, eligible for Traditional Capital, and Other Capital & Operating projects, estimated to be **\$13,845,982**.
- Up to 5% of Solicitation funding will be set-aside for appeals at the Metro Technical Advisory Committee (TAC). Unused set-aside balances will be re-allocated to projects underfunded (if any) within that UZA.
- The total maximum award per subrecipient is \$1,200,000.

If at the conclusion of the programming cycle there is a remaining balance in Section 5310 funds, appropriate steps to further program the funds will be pursued and reported to the Board.

The following table presents the funding allocations consistent with the allocation process.

FY 2023 Section 5310 Funding Allocation Table

SECTION 5310 APPORTIONMENTS - FEDERAL FY 2021, 2022, and 2023				
Urbanized Area	FFY21 Apportionment Actuals	FFY22 Apportionment Actuals	FFY23 Apportionment Projected¹	Total Apportionment
Los Angeles UZA	7,317,753	10,513,936	10,619,075	\$28,450,764
Lancaster-Palmdale UZA	247,902	353,325	356,858	\$958,085
Santa Clarita UZA	180,771	253,901	256,440	\$691,112
TOTAL	\$7,746,426	\$11,121,162	\$11,232,374	\$30,099,962

FY 2023 Section 5310 Funding Allocation				
Urbanized Area	Total Apportionments FFY 2021 - FFY 2023	Access Services	Program Administration	Available for FY 2023 Solicitation
Los Angeles UZA	28,450,764	13,940,875	1,422,538	13,087,352
Lancaster-Palmdale UZA	958,085	469,462	47,904	440,719
Santa Clarita UZA	691,112	338,645	34,556	317,912
TOTAL	\$30,099,962	\$14,748,981	1,504,998	\$13,845,982
Percent Share	100%	49%	5%	46%

¹ FY 2023 apportionments are projections based on funding authorized in the Bipartisan Infrastructure Law. Before staff returns to the Board for approval of funding recommendations in June 2023, the final FY 2023 apportionment amount will be made available by the FTA, and the allocated amounts per UZA will be adjusted accordingly.

**The Los Angeles County Metropolitan
Transportation Authority (Metro)**

**Funding Opportunity:
Federal Transit Administration (FTA)
Section 5310 Program**

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

**FY 2023 Solicitation for Proposals and
Application Package**

Application Deadline: 5:00 pm on Monday, February 27, 2023



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PROGRAM INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) is soliciting proposals from eligible applicants for its fiscal year (FY) 2023 FTA Section 5310 Program for eligible projects that best achieve program goals and meet program requirements as described in Part I through Part III of this Solicitation for Proposals. The solicitation is a competitive selection process that will result in the award of available federal funds after an evaluation and ranking of proposals and the approval of funding awards by the Metro Board of Directors.

The FTA Section 5310 funds made available for the FY2023 Solicitation for Proposals include FTA funds apportioned for FFY 2021, 2022 and 2023 as authorized under the Fixing America's Surface Transportation (FAST) Act and reauthorized under the Bipartisan Infrastructure Law.

In the state of California, the Governor designates a public entity to be the Designated Recipient of federal transportation formula funds. Metro is the Designated Recipient of Federal Section 5310 funds apportioned for the areas in Los Angeles County that are within the urbanized areas of Los Angeles-Long Beach-Anaheim (UZA 60020), Santa Clarita (UZA 61770), and Lancaster-Palmdale (UZA 63570). As the Designated Recipient, Metro is responsible for:

1. Conducting this competitive solicitation.
2. Evaluating and ranking project proposals and recommending a program of projects to the Metro Board of Directors for funding.
3. Preparing and submitting grant applications to the FTA on behalf of all subrecipients approved by the Metro Board of Directors to receive a funding award.
4. Executing Funding Agreements with agencies awarded as "pass-through grants."

Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)

The Section 5310 Program provides operating and capital assistance for public transportation projects that i) are planned, designed and carried out to meet the special needs of seniors (65+) and individuals with disabilities (any age) when public transportation is insufficient, inappropriate, or unavailable; ii) exceed the requirements of the Americans with Disabilities Act (ADA) of 1990; iii) improve access to fixed route service and decrease reliance on complementary paratransit, and/or iv) provide alternatives to public transportation projects for seniors (65+) and individuals with disabilities (any age). The goals of the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities ("Section 5310") Program are to improve mobility for seniors (65+) and individuals with disabilities (any age) by removing barriers to transportation services and expanding the transportation mobility options available.

Federal Transit Law Definitions

Senior: As amended under [MAP-21](#), and reestablished by the Infrastructure Investment and Jobs Act ([Bipartisan Infrastructure Law](#)), the term “Senior” means an individual who is 65 years of age or older.

Individual with Disability: The term “disability” with respect to an individual has the same meaning as in section 3(1) of the Americans with Disabilities Act of 1990 ([42 U.S.C. 12102](#)). An individual (any age) with a physical or mental impairment that substantially limits one or more of their major life activities, those who have a record of such an impairment, or are regarded as having such an impairment.

The Coordinated Plan for Los Angeles County

Federal transit law requires that projects funded under the Section 5310 Program derive from a locally developed, coordinated public transit-human services transportation plan. The 2021-2024 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County (“Coordinated Plan”) was formally adopted by the Metro Board of Directors in June 2021.

The Coordinated Plan was developed through a comprehensive and inclusive stakeholder engagement process that included participation by seniors, individuals with disabilities, low-income individuals, veterans, representatives of public, private, and nonprofit transportation and human service providers, and other members of the public. The Coordinated Plan does the following:

1. Assesses transportation services provided for target population groups.
2. Considers and evaluates current and future target population transportation needs.
3. Develops goals and strategies to address gaps in existing transportation services.
4. Prioritizes projects and programs that will improve mobility for target population groups.
5. Allows Metro to fulfill its responsibilities as the Designated Recipient for Section 5310 funds in LA County.

Project proposal applications submitted in response to this Solicitation for Proposals must be consistent with goals and strategies included in the Coordinated Plan to address the mobility needs and service gaps for seniors and/or individuals with disabilities, within LA County. Each strategy is clearly illustrated by referencing several eligible projects and activities. These examples are intended to be illustrative, not exhaustive – applicants are encouraged to develop innovative solutions to achieve Coordinated Plan goals.

The Coordinated Plan can be accessed at: <https://www.metro.net/cp>

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SCHEDULE (subject to change)

After a detailed evaluation and ranking by a panel, Metro staff, in consultation with the Metro's Technical Advisory Committee (TAC), will recommend to the Metro Board a program of projects for funding. The schedule is as follows:

Notice of Funding Availability: Release Solicitation and Application	December 5, 2022
Convene Potential Applicant Webinar	December 15, 2022
5310 Application Due	February 27, 2023
Application Review and Evaluation Period	February 28 - April 3, 2023
Applicant Preliminary Notification of Funding Recommendations & Debriefing	April 6, 2023
TAC Appeals Hearing	May 5, 2023
Board Action: Approve the Funding Award Recommendations	June 22, 2023
Convene Subrecipient Orientation Webinar for Successful Applicants	August 2023
FTA Grant Approval/Distribute Funding Agreements	August/September 2023

I. FUNDS AVAILABILITY

As the Designated Recipient and consistent with FTA guidelines, Metro will allocate FTA Section 5310 funds to eligible applicants as subrecipients for eligible traditional capital, other capital, and operating transportation projects following a competitive process. Up to \$13,845,982 of Section 5310 Program funds apportioned and allocated to Los Angeles County for the Los Angeles-Long Beach-Anaheim Urbanized Area (UZA), as well as the Santa Clarita UZA and the Lancaster-Palmdale UZA are available, for all funding categories, as shown below:

Urbanized Area (UZA)	Available Funds
Los Angeles-Long Beach-Anaheim	\$13,087,352
Lancaster-Palmdale	440,719
Santa Clarita	317,912
Totals	*\$13,845,982

** FFY 2023 apportionments are projections based on funding authorized under the Bipartisan Infrastructure Law. Actual funds available for obligation will be adjusted after they are appropriated.*

** Up to 5% of competitive solicitation allocation will be set-aside for appeals. Unused set-aside balances will be re-allocated to projects underfunded (if any) within that UZA.*

II. ELIGIBLE APPLICANTS/SUBRECIPIENTS

Traditional Capital Projects

Eligible applicants of Section 5310 Program funds for Traditional Capital Projects are limited to:

1. Private nonprofit (501(c)(3)) organizations; or
2. State or local governmental authorities that:
 - a. Certify that there are no nonprofit organizations readily available in the area to provide the service; or
 - b. Are approved by the state to coordinate services for seniors and/or individuals with disabilities in a particular area.

Private nonprofit organizations must complete and sign the status inquiry and certification form and provide verification of their incorporation number and current legal, along with a letter from the Internal Revenue Service (IRS) confirming the organization’s current 501(c)(3) status. More information on these requirements is in the “Part IV-Certifications” section on page 27 of this solicitation.

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Most state or local governmental authorities eligible to apply for Section 5310 funds are required to certify that there are no nonprofit organizations readily available in the area to provide the service and must complete and sign the “Local Government Authority Certification” form located in the Part IV-Certifications section of the application. **A public hearing is required** as part of the application process and should be completed between the release date of the FY 2023 Solicitation of Proposals and the due date of the application. However, those state or local governmental authorities eligible to apply for Section 5310 funds as “coordinators of services for seniors and individuals with disabilities” are not required to complete and sign the “Local Government Authority Certification.”

A local governmental authority includes: a political subdivision of a state (such as a city or county); a state authority or an authority of a political subdivision of a state; and, a public corporation, board, or commission established under the laws of a state. Local governmental authorities, including cities or the county, will be required to **attach an authorizing resolution as an appendix** to the application, designating a person to sign the application on its behalf. This does not need to be a new resolution. This can be an already existing resolution showing that the signee is an authorized signatory for grant applications.

A coordinator of services for seniors and individuals with disabilities are those designated by the state to coordinate human service activities in a particular area. Examples of such eligible authorities are a county agency on aging or a public transit provider which the state has identified as the lead agency to coordinate transportation services funded by multiple federal or state human service programs.

Other Capital and Operating Projects

Eligible applicants of Section 5310 Program funds for Other Capital and Operating projects are limited to:

1. Private nonprofit (501(c)(3)) organizations;
2. State or local governmental authorities; or
3. Operators of public transportation, including private operators of public transportation services, who receive a Section 5310 grant indirectly through a recipient. Private taxi companies that provide shared-ride taxi service to the general public on a regular basis are considered operators of public transportation.

“Shared-ride” means two or more passengers in the same vehicle who are otherwise not traveling together. Taxi companies that provide only exclusive-ride service are not eligible subrecipients; however, they may participate in the Section 5310 program as contractors. If the local regulation permits the driver to determine whether or not a trip may be shared, the service is not shared-ride. Similarly, if the regulation requires consent of the first passenger to hire a taxi be obtained before the taxi may take on additional riders, the service is not shared-ride.

III. ELIGIBLE PROJECTS

Section 5310 Program funds are available for Traditional Capital, and Other Capital and Operating expenses, to support projects that are planned, designed, and carried out to meet the specific needs of seniors (65+) and individuals with disabilities (any age), although they may be used by the general public. It is not sufficient that seniors (65+) and individuals with disabilities (any age) are included (or assumed to be included) among the people who will benefit from the project. Projects that are open to the public are encouraged as a means of avoiding unnecessary segregation of services.

Capital project costs for the purchase of assets under Traditional Capital and/or Other Capital funding categories are fully eligible if the assets meet the specific needs of seniors and individuals with disabilities. Operating project costs for services under the Operating funding category are fully eligible if they meet the specific needs of seniors (65+) and individuals with disabilities (any age). However, if an operating project includes senior riders 64 and under, the project is still eligible, but only the operating expenses for services provided to seniors (65+) and individuals with disabilities (any age) are eligible for funding. Operating costs incurred for seniors 64 and under are not eligible for funding.

The following sections provide further information on project eligibility for funding under each funding category.

Traditional Capital Projects

Examples of eligible Traditional Capital projects shown below are intended to be illustrative, not exhaustive. Applicants are encouraged to develop innovative solutions to achieve program objectives and may discuss proposed projects with Metro staff to confirm eligibility. Administrative expenses for Traditional Capital Projects are **not eligible**.

1. Rolling stock and related activities for Section 5310 Program funded vehicles
 - a. Acquisition of expansion or replacement accessible buses or vans, and related procurement, testing, inspection, and acceptance costs
 - b. Vehicle rehabilitation or overhaul
 - c. Preventive maintenance
 - d. Radios and communication equipment
 - e. Vehicle wheelchair lifts, ramps, and securement devices
2. Passenger facilities related to Section 5310 Program funded vehicles
 - a. Purchase and installation of benches, shelters, and other passenger amenities
3. Support facilities and equipment for Section 5310 Program funded vehicles
 - a. Extended warranties that do not exceed the industry standard
 - b. Computer hardware and software

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- c. Transit-related Intelligent Transportation Systems (ITS)
 - d. Dispatch systems
 - e. Fare collection systems
 - f. Sneeze guards and safety shields
4. Lease of equipment when lease is more cost effective than purchase.
5. Acquisition of transportation services under a contract, lease, or other arrangement. Capital and operating costs associated with contracted service are eligible capital expenses. Funds may be requested for contracted services for more than one year.
6. Support for mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a nonprofit agency could receive Section 5310 funding to support the administrative costs of sharing services it provides to its own clientele with other seniors and/or individuals with disabilities and coordinate usage of vehicles with other nonprofits, but not the operating costs of service.

Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:

- a. The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals;
- b. Support for short-term management activities to plan and implement coordinated services;
- c. The support of state and local coordination policy bodies and councils;
- d. The operation of transportation brokerages to coordinate providers, funding agencies, and passengers;
- e. The provision of coordination services, including employer-oriented transportation management organizations and human service organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
- f. The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and

- g. The planning for and acquisition of intelligent transportation technologies to help plan and operate coordinated systems, including geographic information systems (GIS) mapping, global positioning system technology, coordinated vehicle scheduling, dispatching and monitoring technologies, as well as technologies to track costs and billing in a coordinated system, and single smart customer payment systems. Acquisition of technology is also eligible as a standalone capital expense.
7. Capital activities (e.g., acquisition of rolling stock and related activities, acquisition of services, etc.) to support ADA-complementary paratransit service.

Other Capital Projects

Examples of eligible Other Capital projects shown below are intended to be illustrative, not exhaustive. Applicants are encouraged to develop innovative solutions to achieve program objectives and may discuss proposed projects with Metro staff to confirm eligibility. Administrative expenses for Other Capital Projects are **not eligible**.

Eligible Other Capital projects should fall into the following categories:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of ADA;
- Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on ADA complementary paratransit service; or
- Alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

1. Projects that Exceed ADA Requirements:

- a. Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for wheelchairs under ADA regulations (i.e., larger than 30" x 48" and/or weighing more than 600 pounds), such as: the acquisition of lifts with a larger capacity; modifications to lifts with a 600-pound design load; and, the acquisition of heavier duty vehicles for demand-response and/or paratransit service in order to accommodate lifts with a heavier design load; and
- b. Installation of additional securement locations in public buses beyond what is required by the ADA;

2. Projects that Improve Accessibility to the Fixed-Route System:
 - a. Improvements to transit and intermodal stations not designated as key stations. Limited to accessibility improvements at existing transportation facilities that are not designated as “key stations” under federal law and that are not required by federal law as part of an alteration or renovation to an existing station, so long as the project is clearly intended to remove barriers to individuals with disabilities that would otherwise have remained. These improvements may include:
 - i. Building an accessible path to a bus stop that is currently inaccessible, including curb cuts, sidewalks, accessible pedestrian signals, or other accessible features;
 - ii. Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required by the ADA;
 - iii. Improving signage or way finding technology; and
 - iv. Implementation of other technology improvements that enhance accessibility for people with disabilities, including Intelligent Transportation Systems (ITS).
3. Alternatives that Assist Seniors and Individuals with Disabilities with Transportation
 - a. Purchase and operate accessible vehicles for use in taxi, ride-sharing, and/or vanpool programs provided that the vehicle, at a minimum: meets the federal requirements for lifts, ramps, and securement systems; and permits a passenger whose wheelchair can be accommodated, pursuant to federal law, to remain in his/her personal mobility device inside the vehicle.

Operating Projects

Examples of eligible Operating projects shown below are intended to be illustrative, not exhaustive. Applicants are encouraged to develop innovative solutions to achieve program objectives and discuss proposed projects with Metro staff to confirm eligibility. Operating assistance for ADA complementary paratransit service is not an eligible expense.

Administrative expenses necessary to support project activities **are eligible** up to a maximum of five (5) percent of the total project cost. Costs include administration, planning, and technical assistance for projects.

Eligible Operating projects should fall into the following categories:

- Public transportation projects that exceed the requirements of ADA;

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- Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on ADA complementary paratransit service;
- Alternatives to public transportation that assist seniors and individuals with disabilities with transportation; or
- Public transportation projects that provide safety support services for seniors and individuals with disabilities.

1. Projects that Exceed ADA Requirements:

- a. Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA.
- b. Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route service.
- c. The incremental cost of providing same day service for critical and non-critical need trips.
- d. The incremental cost (if any) of making door-to-door or door-through-door service available to all eligible ADA paratransit riders.
- e. Enhancement of the level of service by providing escorts or assisting riders to or through the door of their destination.
- f. Accessible “feeder service” providing access to commuter rail, commuter bus, intercity rail, and intercity bus stations for which complementary paratransit service is not required by the ADA.

2. Projects that Improve Accessibility to the Fixed-Route System

- a. Travel training programs for individual users on awareness, knowledge, safety, and skills of public and alternative transportation options available in their communities, including travel instruction and travel training services. This includes in-person and/or online instruction, and creation of online videos and/or tutorials.

3. Alternatives that Assist Seniors and Individuals with Disabilities with Transportation

- a. Supporting the administration and expenses related to voucher programs for transportation services. Vouchers can be used as an administrative mechanism for payment of alternative transportation services offered by Human Service providers to supplement available public transportation. Vouchers can be used by seniors (65+) and individuals with disabilities (any age) to purchase rides, as

well as for mileage reimbursement as part of a volunteer driver program, a taxi trip, or trips provided by a Human Service agency. Transit passes or vouchers for use on existing fixed-route or required ADA complementary paratransit service are **not eligible**. Vouchers are an operational expense and are reimbursed by Metro based on predetermined rates or contractual arrangements.

- b. Supporting volunteer driver and aide programs. Volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, training, safety, background checks, scheduling, coordination with passengers, other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of enhancements to increase the capacity of volunteer driver programs are also eligible.
- c. Supporting subsidized vanpool, carshare and rideshare programs for difficult-to-serve trips that cannot be served by available transportation options.

4. Projects that Provide Safety Support Services for Seniors and Individuals with Disabilities

- a. Establishing safety protocols and standards for vehicles, facilities and/or staff interactions.
- b. Establishing information outreach and communication programs to inform seniors and individuals with disabilities about safety measures and processes.
- c. The cost of purchasing safety equipment, supplies and services. This includes items that are disposable and generally have a useful life of less than one year, such as:
 - i. Cleaning and/or disinfectant equipment and supplies
 - ii. Masks and other PPE supplies
 - iii. Contracting services for cleaning/disinfecting paratransit vehicles

IV. FEDERAL SHARE, TRANSPORTATION DEVELOPMENT CREDITS & LOCAL MATCHING REQUIREMENTS

The federal share of eligible Section 5310 **traditional and other capital costs** shall be up to 80 percent of the net cost of the activity. The federal share of the eligible **operating costs** may not exceed 50 percent of the net operating costs of the activity. The net cost of an activity (capital or operating) is the part of the project that cannot reasonably be financed from operating revenues (i.e., operating cost - farebox revenue collected = net cost).

Subrecipients may use up to a maximum of five (5) percent of the total operating project costs to support operating project activities including administration, planning, and technical

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assistance, which may be funded at 100 percent federal share. Program administrative costs for traditional and other capital projects are **not eligible**.

The federal share may exceed 80 percent where the capital project is in compliance with the ADA and/or the Clean Air Act (CAA), as follows:

1. Rolling Stock (vehicles): The federal share is 85 percent for the acquisition of vehicles for purposes of complying with or maintaining compliance with ADA or the CAA. A revenue vehicle that complies with federal requirements to accommodate mobility aids that exceed the dimensions and weight ratings established for wheelchairs under the ADA regulations (i.e., larger than 30" x 48" and/or weighing more than 600 pounds) may also be funded at 85 percent federal share.
2. Vehicle-Related Equipment and Facilities: The federal share is 90 percent for project costs for acquiring vehicle-related equipment or facilities (including clean fuel or alternative fuel vehicle-related equipment or facilities) for purposes of complying or maintaining compliance with the CAA or required by the ADA. FTA considers vehicle-related equipment to be equipment on and attached to the vehicle.

Transportation Development Credits (TDC) are not money and they do not add funds to the project budget. They are similar to waivers or permission slips allowing federal funds to be used at a higher reimbursement rate. Metro will request TDC valued at up to ten (10) percent of eligible Section 5310 capital project costs and up to twenty-five (25) percent of eligible operating project costs on behalf of eligible applicants. Use of TDC's requires FTA approval. If approved, below is the federal share and local match requirement per funding category.

Summary: Section 5310 Federal Share w/TDC and Local Matching Requirements

Funding Category	Max Federal Share Eligible with TDC	Local Match Share Required (min)
Capital (Traditional & Other)	90%	10%
Capital: ADA/CAA Rolling Stock	95%	5%
Capital: ADA/CAA Equipment & Facilities	100%	0%
Operating	75%	25%

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The local share of eligible Section 5310 capital costs shall not be less than 10 percent of the net cost of the activity (not including projects related to ADA/CAA compliance). The local share for eligible operating costs shall not be less than 25 percent of the net operating costs. All sources of local match must be identified and described in the grant application.

The local share may be sourced from a variety of sources including:

- an undistributed cash surplus;
- a replacement or depreciation cash fund or reserve; and
- a service agreement with a State or local service agency or private social service organization, or new capital.

Some examples of these potential sources of local match include:

- Cash
 - State or local appropriations
 - Private donations
 - Dedicated tax revenues
 - Revenue from service contracts
 - Net income generated from advertising and concessions.
 - Other non-USDOT federal funds
- In-Kind
 - Donated facility space or supplies specifically to operate the program
 - Labor (including volunteer time) contributed to the project
 - Other expenses (e.g., website hosting, marketing costs, travel, and mileage)
 - In-Kind must:
 - be included in the net project costs in the budget
 - represent costs that would otherwise be eligible under the project
 - not be included as a contribution for any other federally assisted project
- Income from contracted transportation services may be used either to reduce the net project cost (treated as revenue) or to provide local match for operating expenses. In either case, the cost of providing the contract service is included in the total project cost. No FTA program funds can be used as a source of local match for other FTA programs, even when used to contract for service. All sources and amounts of local match must be identified in the application.
- Federal programs that are eligible to be expended for transportation other than programs funded by the United States Department of Transportation (USDOT), or from USDOT's Federal Lands Highway Program.

Some examples of types of programs that are potential sources of local match include: employment, training, aging, medical, community services, and rehabilitation services. Specific program information for other types of federal funding is available at the Coordinating Council on Access and Mobility <https://www.transit.dot.gov/ccam/about>.

V. PERFORMANCE MEASURES

FTA requires tracking and reporting of quantitative and qualitative information for Section 5310 funded projects. FTA has set minimum indicators for Traditional Capital Projects and for Other Capital and Operating projects funded by the Section 5310 Program to capture relevant outputs, service levels and outcomes. Performance measures **must** be identified in Part II of the grant application. Include any additional performance measure that you deem necessary to support your project. Metro has adopted these minimum performance measures, as applicable.

- a. Gaps in Service Filled - The actual or estimated number of seniors (65+) and individuals with disabilities afforded mobility annually as a result of the project (how many people will the project provide service to).
- b. Ridership - The actual or estimated number of rides measured by one-way passenger trips provided annually for seniors (65+) and individuals with disabilities as a result of the project.
- c. Service Improvements - Increases or enhancements related to geographic coverage, service quality, and/or service times that impact availability of transportation services for seniors (65+) and individuals with disabilities as a result of the project.
- d. Physical Improvements - Additions or changes to physical infrastructure (e.g., transportation facilities, sidewalks, etc.), technology, and vehicles that impact availability of transportation services for seniors (65+) and individuals with disabilities as a result of the project

VI. APPLICATION INSTRUCTIONS

Review these application instructions, guidelines, and evaluation criteria carefully to ensure a complete and competitive application that sufficiently address each of the required and applicable components. Your attendance at the webinar for potential applicants, to be organized by Metro, is highly encouraged.

Each agency/organization is allowed to submit one or more application(s), under any funding category. Separate applications **must** be submitted for each proposed project, and/or funding category. Categories cannot be combined in one application, even if the request is for one project (i.e., if proposed project is for the purchase of a vehicle and operating costs for that vehicle, one application must be submitted requesting capital funds to purchase the vehicle, and a separate application must be submitted requesting operating funds to operate the vehicle). All applications and subject projects will be evaluated and scored separately. Total applicant funding request may not exceed **\$1,200,000**.

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Application packages with incomplete and/or missing information (e.g., status inquiry, certifications, not signed by a duly authorized representative) may render the proposal nonresponsive and may not be evaluated. Use the application checklist to ensure completeness.

Applications will be evaluated and scored and must receive a minimum score of 70 out of 100 to be considered for funding. Funding requests may be partially funded, and we may request a reduction in a scope of work and associated budget.

The complete signed application with all required attachments must be **combined into one single PDF**. The PDF or a link to view/download the PDF must be emailed to Section5310@metro.net by **5:00 pm on Monday, February 27, 2023**.

Applications as submitted are to be complete and final. Modifications, amendments, or supplements to the application will not be accepted after the deadline.

The application is provided in fillable PDF form. All questions must be concisely answered in the space provided. **No additional pages** can be included to answer the questions. Only required attachments can be included as appendices to the application. An electronic version of the application consisting of four parts can be accessed at <https://www.metro.net/about/fta5310>.

Selection of Proposals for Funding Award Recommendations:

Applications will be evaluated and ranked based on the final score provided by the evaluation team. Funds will be allocated according to the ranking of projects to the maximum amount made available for the FY 2023 Solicitation for Proposals. Award recommendations will be limited to proposals that receive a final score of 70 or above (out of a maximum of 100) and subject to funds availability. Ultimately, the Metro Board of Directors will approve the funding award recommendations that will be included in grant applications submitted to the FTA.

Public Record Disclaimer:

Application materials and attachments submitted to Metro in response to its FY 2023 Solicitation for Proposals for the Section 5310 Funding Program are not considered confidential. Application contents and attachments received by Metro are considered public records. Applicants should not include confidential information such as client names, addresses, specific medical diagnoses, and other personal information.

System for Award Management (SAM):

The FTA requires Metro to ensure that none of its subrecipients are suspended, debarred, ineligible or voluntarily excluded from participation in federally assisted transactions or procurements. In the spirit of this requirement, Metro has established procedures to perform Federal suspension and debarment checks associated with each subrecipient award via the

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online System for Award Management (SAM) at <https://sam.gov>. Applicants that are currently not registered in the SAM may register at no charge. Note that it can take up to 15 business days after you register before your registration is active in Sam.gov. All applicants must be registered in the SAM system and must have an “Active” status. No entity may receive a Section 5310 sub-award absent of a SAM check and clearance. It is important that you make your entity profile “public” to allow SAM verifications to be completed.

[New SAM Registration Quick Start Guide](#)

NOTE: If you’re already in the SAM system, verify that your status is active and has not expired. It is important that your entity profile remains “public” to allow SAM verifications to be completed. If you need assistance on renewing or updating your existing SAM entity registration, review the instructions on [fsd.gov](https://www.fsd.gov): [How to renew or update an entity](#)

Responsibility of Grant Subrecipient:

When an agency other than the applicant identified in the application is proposed to operate vehicles or other equipment for which Section 5310 Program funds are requested, control and responsibility for the operation of the vehicles or other equipment must remain with the grant subrecipient throughout the life of the asset (until asset is disposed of or sold according to FTA guidelines).

In this case, the subrecipient remains the registered owner of the vehicle or equipment and remains fully responsible for program compliance, including, but not limited to, operation oversight, reporting, insurance, maintenance, and monitoring. Metro shall be listed as an additional insured and the lien holder on all approved vehicles funded by the Section 5310 Program. Metro shall remain the lien holder until the per unit fair market value of the capital asset is less than \$5,000. Non-compliance with program requirements may result in the relinquishment of vehicles and/or equipment to Metro.

APPLICATION GUIDELINES & EVALUATION CRITERIA

Metro staff will screen all proposals received by the deadline for completeness and eligibility for evaluation consideration. Application packages with incomplete and/or missing information (e.g., status inquiry, certifications, not signed by a duly authorized representative) may render the proposal non-responsive and may not be evaluated. Utilize the application checklist to ensure completeness. Applications as emailed are to be complete and final. Applications, amendments, or supplements to the application will not be accepted after the deadline. Review these application instructions, guidelines, and evaluation criteria carefully to ensure a complete and competitive application that sufficiently address each of the required and applicable components as detailed in the FY 2023 Section 5310 Solicitation for Proposals.

All accepted proposal applications will be reviewed and scored to ensure the proposed projects are derived from and consistent with the 2021-2024 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County and that they are responsive to the eligibility criteria for the program, as well as to the evaluation criteria. The final score for each proposal, and corresponding ranking, will be calculated based on the average of all scores from the panel members tasked to evaluate and score the application.

Applications will be ranked based on the final scores. Award recommendations will be limited to proposals that receive a final score of 70 or above (out of a maximum of 100). From the list of projects with a final score of 70, funds will be allocated from the highest-ranking project down to the lowest, to the maximum amount made available for the FY 2023 Solicitation for Proposals. Note that some projects that score a 70 or above may be partially funded or not recommended for funding. In some cases, a reduction in a scope of work and associated budget may be requested by Metro.

Project sponsors of projects with a final score of 70 or above that are partially funded or not recommended for funding will have an opportunity to appeal the decision at Metro's Technical Advisory Committee (TAC). Only information contained in the submitted application may be presented to TAC during the appeal. Detailed instructions on the appeal process will be transmitted when project award recommendations are made. Ultimately, the Metro Board of Directors will approve the funding award recommendations that will be included in grant applications to be submitted to the FTA.

The following sections Part I-Part IV of the FY 2023 Solicitation for Proposals outlines in detail the application content required and the maximum score possible for each scoring segment of the application.

PART I - GENERAL INFORMATION

Project Goal

In this section of the application, indicate how the proposed project addresses gaps and barriers identified in the 2021-2024 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County found at: <https://www.metro.net/cp>

Description of Applicant Agency/Organization

Briefly describe your agency or organization using the space provided including:

1. Transportation related programs and services currently managed and provided including target populations served, areas served, days/hours of service, and where applicable total fleet size (identifying the number of vehicles that are federally funded).
2. The number of individuals who currently receive transportation assistance provided by your agency or organization, including a specific breakdown by age (65 years of age or older and those under 65 years old) by disability (those who use a wheelchair or other mobility device and those who do not need a mobility device), and by income.
3. **Attach a map or brochure** as an appendix to your application, showing the existing service area of your agency or organization, as well as any proposed expansion requested to be funded (if applicable). The map needs to identify service area boundaries and include an applicable list of zip codes.

PART II - PROJECT NARRATIVE & EVALUATION CRITERIA

Part II consists of six sections (A-F). Metro will evaluate each application solely on the information provided in these sections. The weight of each section is indicated, and cumulatively total **100 possible points**.

Section A: Scope of Work, Need, Objectives, Coordination and Outreach (Up to 35 points)

To receive the maximum number of points, provide a detailed and clear description of the project proposed, including need and objectives. Also, discuss coordination and outreach efforts. Address the following evaluation criteria as applicable to the proposed project:

1. Describe the transportation services currently provided (if any), the existing transportation service fleet (if any), and the target populations currently served including elderly persons, individuals with disabilities, welfare recipients, and/or eligible low-income individuals. Specify if your agency or organization operates the service or contracts for the services. If the service is contracted, specify whether the current contract is federally compliant. Explain how the award will allow your agency/organization to implement, continue, and/or enhance or expand existing services. Include the project beginning and ending dates. Describe how the proposed

project meets and is consistent with the goals and objectives of the Section 5310 Program. Where new and/or enhanced or expanded services are proposed, be specific regarding the change and/or improvements to existing services including capacity, service hours, service areas, target populations, etc. Further include specific and detailed responses to the items below (a-e) where applicable to the proposed projects **(Up to 30 points)**.

- a) **For all vehicle funding requests (Replacement and/or Expansion)**, complete and attach the “Vehicle Purchasing Schedule Form,” included as **Attachment A**.
 - i) **For vehicle replacement projects**, explain why the replacement vehicle(s) are needed. Complete and attach the “Vehicle Replacement Request Form” included as **Attachment B**. If requesting CNG fuel vehicle(s), justify the need and indicate whether your agency has the required fuel infrastructure, including the proximity of the fuel station in relation to your agency. If requesting Electric vehicle(s), justify the need and indicate whether your agency has an electrification draft plan, and if your agency is coordinating with another agency for the electrification. Indicate the plan for the disposition of the vehicles being replaced (e.g. backup or sell). Provide a cost/benefit analysis, if proposing to lease instead of procure vehicle(s).
 - ii) **For vehicle(s) needed for “new” and/or enhanced or expanded service**, complete the “New Service or Service Expansion Vehicle Request Form” included as **Attachment C**. In the scope of work, also include the information requested below in section 1(b).
- b) **For “new” and/or enhanced or expanded service, including operating, vehicles, and/or equipment expenses**, describe the new service and/or the growth in demand for transportation services by the target populations that your agency or organization is experiencing. Describe and include the service routes and schedules including trip coordination strategies conducted in support of the project and/or to be pursued; also, specify if your agency or organization will operate the service or will contract for the services. Discuss any projected increase in the number of clients to be served, target population(s), area(s) served, type of service to be provided, and how the enhanced and/or expanded service will increase the capacity of the services currently being provided. Indicate the new or additional days/hours of service to be provided per year, as well as the projected number of annual one-way passenger trips and miles each vehicle will travel during its useful life. If requesting expansion CNG fuel vehicle(s), justify the need and indicate whether your agency has the required fuel infrastructure, including the proximity of the fuel station in relation to your agency/organization. If requesting expansion Electric vehicle(s), justify the need and indicate whether your agency has an electrification draft plan, and if your agency is coordinating with another agency for the electrification.

- c) **For communication and computer equipment, hardware and/or software, or any other eligible miscellaneous equipment in support of eligible projects**, complete and attach the “Communication/Computer Equipment Request Form” included as **Attachment D**. List the specific items to be purchased and attach three (3) like-kind estimates with this application. Estimates can be quotes received from manufacturers or Internet sites, advertisements, or product catalogs. Use the average cost of the three estimates to calculate the estimated unit cost in the proposal.
- i) **For replacement equipment**, provide a detailed description of the make, model, and year of the equipment to be replaced. Explain how it is currently being used to support your service and how its replacement is needed to improve service efficiency.
 - ii) **For “new” equipment**, provide a detailed description of how it is going to be used to support your service and why it is needed to improve service efficiency.
- d) **For safety equipment, supplies and services in support of eligible projects**, provide a detailed description of the specific equipment and supplies to be purchased, and services to be obtained due to the COVID-19 impact on operating services. Explain how it will be used to support your service.
- e) **For improved passenger facilities**, attach two photos that show existing conditions and describe the proposed facility improvements. For transit stop improvements, provide the project’s location and service area (including street names), as well as the total annual boardings and alightings at each location.
- 2) Explain how the proposed project (new, continuing, and/or enhanced/expanded) was developed or is being implemented in consultation with interested parties to ensure adequate coordination of existing and proposed transportation services, including seeking and considering comments and views of affected private and public transportation providers. Specify the agencies, groups, or stakeholders involved in the development of the proposed project and/or its implementation phase and their roles (such as health and human services agencies, agencies from the private sector, non-profit agencies, transportation providers, and members of the general public) to successfully implement the project, support coordination of services, and avoid duplication **(Up to 3 points)**.
- 3) Discuss how the project is or will be marketed to promote public awareness and expand coordination efforts with other parties **(Up to 2 points)**.

**Section B: Coordinated Plan Consistency and Prioritization
(Up to 15 points)**

Projects selected for FTA Section 5310 funding must be included in a locally developed, coordinated, public transit, human services transportation plan (Coordinated Plan) to comply with Federal requirements. The 2021-2024 Coordinated Plan for Los Angeles County (<https://www.metro.net/cp>) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private and nonprofit transportation, human services providers, and other members of the public such as veterans and persons of low-income. The outreach and public input obtained through focus groups, surveys, and project concept forms created the foundation of understanding the critical needs of target populations over the next four years.

One of the key outcomes of the 2021-2024 Coordinated Plan is a prioritized list of projects and programs to address the mobility needs and service gaps identified for the target populations. To ensure consistency with the plan, you will need to review the 2021-2024 Coordinated Plan ([direct link](#)) and complete Section B of the application and address the following evaluation criteria:

1. Indicate the priority ranking of the proposed project based on the overall prioritization ranking table on page 5 of the 2021-2024 Coordinated Plan. If the proposed project addresses more than one priority, select all that apply and indicate the percentage of the project in each priority level. The following points will be awarded based on the priority ranking of your proposed project: Priority 1 (**up to 10 points**); Priority 2 (**up to 7 points**); Priority 3 (**up to 4 points**).
2. Explain how the proposed project addresses specific gap(s), barriers, goals and/or strategies identified in the 2021-2024 Coordinated Plan. If the proposed project addresses more than one priority, include details on the percentage of the project in each priority level. Include references to any other studies, surveys, or other information that were used to develop the project and substantiate its need using qualitative and/or quantitative analyses (**Up to 5 points**).

**Section C: Project Implementation, Operating and Management Plans
(Up to 15 points)**

To receive the maximum number of points, describe your agency/organization's project operating and management plans as applicable to new, continuing, and/or enhanced/expanded project proposal. Include a proposed project schedule and provide key project milestones, potential risks along with associated mitigation strategies. Assume the start of eligible activities to be approximately eight (8) months after the application deadline. Include and address each of the following as applicable to the proposed project:

1. Describe the project's management plan, key milestones, and schedule, including a brief description of: 1) your agency/organizations experience and history in providing

transportation services and/or non-transportation services for seniors (65+), individuals with disabilities, welfare recipients, and/or eligible low-income individuals; 2) the role of key personnel and their relevant experience with implementing and managing similar transportation projects; and 3) any third-party contracts to be procured by the applicant after grant award and the proposed procurement method to be used **(Up to 10 points)**.

2. Describe your agency or organization's contingency plan to avoid service disruption due to staffing, mechanical, or technical problems. Further include response to the item (a) below if applicable to the proposed project **(Up to 5 points)**.
 - a) For new, continuing, expanded and/or enhanced vehicular transportation service projects, describe your agency or organization's driver training program, maintenance program (i.e., daily pre-trip and post-trip inspection, and description of preventive and routine maintenance policies and procedures). Include a summary of your agency or organization's fleet. Responses shall apply to directly operated and/or contracted services.

Section D: Performance Indicators and Project Effectiveness (Up to 15 points)

To receive the maximum number of points, identify the performance measures applicable to the proposed project to monitor that stated objectives are being met. Address the following evaluation criteria:

1. Provide quantitative and qualitative project performance measure(s) as required for each project type for each calendar year during the life of the proposed project. Include the methodology used to develop the performance measure estimates. Discuss any other performance indicators applied to the proposed project, such as projections for annual vehicle hours in service or number of persons receiving travel training. When projecting future performance, consider the current trends due to the COVID-19 pandemic and the proposed response activities expected to continue to regain ridership lost during COVID-19. **(Up to 10 points)**.

All performance measure data listed below under your proposed project type, **must** be identified in Part II of the grant application.

a. For Section 5310 Traditional Capital

- i. Gaps in Service Filled - The actual or estimated number of seniors (65+) and people with disabilities afforded mobility annually as a result of the Traditional Capital Section 5310 project.
- ii. Ridership - The actual or estimated number of rides measured by one-way passenger trips provided annually for seniors (65+) and individuals with disabilities as a result of the Traditional Section 5310 Capital project.

b. For Section 5310 Other Capital and Operating

- i. Service Improvements - Increases or enhancements related to geographic coverage, service quality, and/or service times that impact availability of transportation services for seniors (65+) and individuals with disabilities as a result of Other Capital and/or Operating Section 5310 project.
 - ii. Physical Improvements - Additions or changes to physical infrastructure (e.g., transportation facilities, sidewalks, etc.), technology, and vehicles that impact availability of transportation services for seniors (65+) and individuals with disabilities as a result of Other Capital and/or Operating Section 5310 project.
 - iii. Ridership - Actual or estimated annual number of rides measured by one-way passenger trips provided for seniors (65+) and individuals with disabilities as a result of Other Capital and/or Operating Section 5310 project.
2. Explain how each applicable Program performance measure (ref Section D.1) will be used by the agency/organization to evaluate the effectiveness of the project in meeting the transportation needs of the targeted population(s). Identify potential strategies to mitigate performance measures that are not achieving the stated objectives **(Up to 2 points)**.
 3. Describe the management tools and/or procedures to be used for collecting, tracking, and reporting the project's performance, including the on-going management and evaluation of performance indicators **(Up to 3 points)**.

Section E: Project Financial Plan / Project Readiness (Up to 10 points)

Project Readiness is essential in determining whether a project is ready for funding or in immediate need of funding. It is important that subrecipients provide accurate and complete information for evaluating project readiness. Complete the Project Financial Plan table located in Section E of the application. Provide the projected expenditure amounts by year and quarter. Include a brief description of how the schedule is realistic to enable project completion based on the years of requested funding. If the proposed project is currently funded with other grants (through Metro or outside Metro), provide those details. The oldest funding will be used first, so if new funding is sought to continue a project, push the start date to the actual anticipated usage date **(Up to 10 points)**.

Section F: Budget Justification (Up to 10 points)

Describe the assumptions for developing the budget for the proposed project included in Part III of the application. All costs must be broken down, and a detailed description for how you determined each cost must be provided. The total project net cost calculated should be the net of operating revenues (i.e., operating cost - farebox revenue collected = net cost).

FY 2023 Section 5310 Solicitation for Proposals

Address the following (1-4) evaluation criteria (**up to 10 points**):

1. Assumptions used to prepare the budget, such as quantity and level of service, basis for costs, inflation rate and prior experience. Include maintenance and repair costs, cost of fuel, casualty and liability insurance, and other administrative and direct costs; in-direct costs are **not eligible**. Note: Subrecipients may use up to a maximum of five (5) percent of the total operating project costs to support operating project activities including administration, planning, and technical assistance, which may be funded at 100 percent federal share. Program administrative costs for traditional and other capital projects are **not eligible**.
2. Identify all sources and amounts of operating revenue, including farebox revenue where applicable and revenue from local, state, and/or federal discretionary and/or formula grants that are proposed to be used to fund the proposed project.
3. Identify the total amount of federal funds requested from the specific Section 5310 Program and discuss the eligibility of the proposed expenditures.
4. Specify the amount and source of non-USDOT Local Match funds committed for the proposed project to meet statutory local match requirements. In addition:
 - a. If providing cash match, attach a **Local Match Commitment Letter** to your application. The letter must:
 - i. include the local match amount committed to the project
 - ii. include the specific source of funding (i.e., Prop A., Donations)
 - iii. be placed on your agency letterhead
 - iv. be signed by a duly authorized representative
 - b. If providing in-kind match, attach an **In-Kind Commitment Letter** to your application (in place of local match commitment letter). The letter must:
 - i. include a detailed description of each in-kind item or service
 - ii. include the real or approximate value of each item or service
 - iii. describe how each value was determined (e.g., actual, appraisal, fair market value, independent cost estimate)
 - iv. provide formulas/methodologies or assumptions used for determining the costs
 - v. state if any of the contributions were obtained with or supported by federal funds
 - vi. be placed on your agency letterhead
 - vii. be signed by a duly authorized representative

PART III - PROJECT BUDGET

Complete the budget sheet for the proposed project, based on the funding category (traditional capital, other capital, or operating). Include all sources of revenue, including user fees and fares. Review all notes embedded in some of the worksheet's cells.

Important! Total project expenses must equal the total project funding requested.

1. Project Expenses: Identify and record project expenses over the proposed period of performance. All expenses must be eligible, reasonable, and justified.
2. Project Funding: Identify the Federal Section 5310 funding requested, and user fees and/or fare revenue expected to be collected (if applicable).
3. Each project must be fully funded; proposed local matches over the required minimum are acceptable.
4. Include all revenue from grants, donations, and local fund-raising projects that will be used to fund your proposed project.
5. Identify the source of local or in-kind match

PART IV - CERTIFICATIONS

Private Nonprofit (501(c)(3)) Organizations – Status Inquiry and Certification

Applicants claiming eligibility based on its status as a private nonprofit (501(c)(3)) organization must complete the status inquiry and certification. In addition, they must attach an online California “Business Search” record verifying their business status, along with their Internal Revenue Service (IRS) 501(c)(3) determination letter verifying their exemption status.

1. Nonprofit organizations must obtain verification of its current legal standing from the Secretary of State's California Business Search database and attach it as an appendix to the application. To assist your organization in obtaining this information, use one of these two methods:
 - a) To obtain the records online, go to <https://bizfileonline.sos.ca.gov/search/business>. Enter the name of your organization or file number. If its status is active, screen print the page and submit it as an appendix to the application. If the verification of your status is not available at the time you submit your application, you must indicate the date on which you requested the verification and the estimated date it will be forwarded to Metro.
 - b) If your organization is unable to locate the information on-line, it may obtain a “Status Inquiry” document by completing a Business Entities Records Request -

Order form. Instructions can be found here: <https://bpd.cdn.sos.ca.gov/pdf/be-records-requests.pdf>

2. Nonprofit organizations must be recognized under section 501(c)(3) of the Internal Revenue Code and must obtain a letter from the IRS confirming the organization's 501(c)(3) status. The **IRS 501(c)(3) determination letter must be attached** as an appendix to the application. If your determination letter is unavailable, an IRS exempt organizations affirmation letter is acceptable. Instructions on requesting that letter can be found here: <https://www.irs.gov/charities-non-profits/exempt-organizations-affirmation-letters>

Local Government Authority Certification

A local governmental authority includes: a political subdivision of a state, such as a city or county; a state authority or an authority of a political subdivision of a state; and a public corporation, board, or commission established under the laws of a state.

Metro may award funds to a local governmental authority to implement Traditional Section 5310 Capital projects under two conditions. First, if the governmental authority certifies that there are no non-profit organizations readily available in the area to provide the service. Second, if the governmental authority is approved by the state to coordinate services for seniors and individuals with disabilities.

For governmental authorities certifying that there are no non-profit organizations readily available in the area to provide the service, a **public hearing is required** and must be completed between the release date of the FY 2023 Solicitation of Proposals and the due date of the application. A copy of the public hearing notice and a letter summarizing the outcome of the hearing signed by an authorized representative **must be attached** as part of the application. The public hearing should be scheduled accordingly taking into consideration the minimum required 30-day public comment period prior to the date of the public hearing.

General Certifications and Assurances Summary

All applicants must sign the General Certifications and Assurances Summary form, in which the applicant assures that it will comply with federal statutes, regulations, executive orders, and administrative requirements, which relate to applications made to and grants received from FTA. The applicant acknowledges receipt and awareness of the list of such statutes, regulations, executive orders, and administrative requirements that are provided as references in FTA Circular 9070.1G ("Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions") and incorporated by reference in the Funding Agreement to be executed by/between Metro and successful applicants.

Civil Rights Certification

A **Civil Rights Certification Letter must be attached** as an appendix to the application describing any lawsuits or complaints against your agency or organization within the last 12 months alleging discrimination on the basis of race, color, creed, national origin, sex, age or disability. The summary of lawsuits should include the date of complaint, lawsuit received and/or acted on, description status or outcome, corrective action taken, and date of final resolution. If no lawsuits or complaints were received or acted on, the letter should state that, "There were no lawsuits or complaints received or acted on in the last 12 months relating to Title VI or other relevant Civil Rights requirements." This letter should also discuss if your agency or organization has a Title VI Plan. If not, explain why and provide a date your agency or organization anticipates completing the plan. Discuss policies and procedures to make written and oral information available to clients and potential clients in languages other than English. This letter is to be printed on letterhead, signed by an authorized representative, and attached as an appendix to the application.

Current Grant Subrecipient Compliance

All applicants must indicate whether they currently have an active capital and/or operating project funded through a Metro grant subrecipient program or are reporting to Metro on a past capital project. If yes, applicants must answer whether or not they are currently in compliance with their grant program funding agreement, scope of work, and/or Metro annual self-certification reporting.

Debarment/Suspension Certification

Federal law (2 CFR part 1200) requires that all agencies receiving federal funds must certify that neither they nor their subcontractors have been debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any federal department or agency from doing business with the federal government.

All applicants must sign the Debarment/Suspension Certification form certifying that neither their agency/organization nor any subcontractor affiliated with their agency has been debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any federal department or agency.

A **SAM.gov Registration Status must be downloaded and attached** as an appendix to the application, showing an "Active" status of your agency/organization. This can be obtained by logging in and searching with your agency/organization name or Unique Entity ID (UEI) at <https://sam.gov/search>. Details on registering in the SAM or renewing or updating your existing SAM entity can be found on page 17 "System for Award Management (SAM)" of this solicitation.

Los Angeles County
Metropolitan Transportation Authority

FTA Section 5310 Program

Enhanced Mobility of Seniors and Individuals with Disabilities

FY 2023 Competitive Grant Application



Application Deadline: 5:00 pm on Monday, February 27, 2023



Metro

December 2022

Competitive Grant Application

FTA Section 5310 Program

FY 2023 Solicitation for Proposals

Application Deadline: 5:00 PM on Monday, February 27, 2023

Application Package Contents

Part I. General Information

Part II. Project Narrative

Part III. Project Budget

Part IV. Certifications

Attachments:

Attachment A: Vehicle Purchasing Schedule

Attachment B: Vehicle Replacement Request Form

Attachment C: New Service/Service Expansion Vehicle Request Form

Attachment D: Communications/computer Equipment Request Form

Application Instructions

Each agency/organization is allowed to submit one or more application(s), under any funding category. Separate applications must be submitted for each proposed project, and/or funding category. Categories cannot be combined in one application, even if the request is for one project. Total applicant funding request may not exceed **\$1,200,000**.

The complete signed application with all required attachments must be combined into one single PDF. The PDF or a link to view/download the PDF must be emailed to Section5310@metro.net by the application deadline, 5:00 PM on Monday February 27, 2023.

Application packages with incomplete and/or missing information (e.g., status inquiry, certifications, not signed by a duly authorized representative) may render the proposal non-responsive and may not be evaluated. Use the application checklist to ensure completeness.

Applications will be evaluated and scored and must receive a minimum score of 70 out of 100 to be considered for funding. Funding requests may be partially funded, and we may request a reduction in a scope of work and associated budget.

Applications as submitted are to be complete and final. Modifications, amendments, or supplements to the application will not be accepted after the application deadline.

The application is provided in fillable PDF form. All questions must be concisely answered in the space provided. **No additional pages** can be included to answer the questions. Only required attachments can be included as appendices to the application.

Technical Assistance

If you have any questions, contact Ruben Cervantes at cervantesr@metro.net, or Anne Flores at floresa@metro.net. For additional information and resources, refer to the program website <https://www.metro.net/about/fta5310>.

Grant Application Checklist

FTA Section 5310 Program

FY 2023 Solicitation for Proposals

PART I- GENERAL INFORMATION	Completed Y_N_N/A
All questions are addressed as directed in the Section 5310 Solicitation for Proposals	
Map or Brochure is attached to the application showing existing service area, any proposed expansion, applicable list of zip codes	
The application is signed by a duly authorized representative; If a public entity, authorizing resolution is attached as an appendix to the application	
PART II- PROJECT NARRATIVE	
> Section A: Scope of Work, Need, Objectives, Coordinated and Outreach	
All questions are addressed as directed in the Section 5310 Solicitation for Proposals	
All Vehicle Purchases: Completed Attachment A "Vehicle Purchasing Schedule" is included with the application	
Vehicle Replacement Projects: Completed Attachment B "Vehicle Replacement Request Form" is included with the application	
Vehicle Expansion Projects: Completed Attachment C "New Service/Service Expansion Vehicle Request Form" is included with the application	
Communication/Computer Equipment Purchases: Completed Attachment D "Communication/Computer Equipment Request Form" is included with application	
Communication/Computer Equipment Purchases: Three (3) quotes are included with the application	
Facility Improvement Projects: Two (2) photos showing existing conditions are included with the application	
> Section B: Coordinated Plan Consistency and Prioritization	
All questions are addressed as directed in the Section 5310 Solicitation for Proposals	
Priority ranking table is completed, and specific gap(s), barriers, goals and/or strategies identified	
> Section C: Project Implementation, Operating and Management Plans	
All questions are addressed as directed in the Section 5310 Solicitation for Proposals	
Proposed project schedule with key milestones included in the narrative	
> Section D: Performance Indicators and Project Effectiveness	
All questions are addressed as directed in the Section 5310 Solicitation for Proposals	
All required performance measure data listed in the solicitation have been included with the application	
> Section E: Project Financial Plan / Project Readiness	
All questions are addressed as directed in the Section 5310 Solicitation for Proposals	
All current grants/funding for proposed project (if any) are included in the Project Financial Plan description	
> Section F: Budget Justification	
All questions are addressed as directed in the Section 5310 Solicitation for Proposals	
All costs are broken down, and a detailed description of how each cost was determined is included	
Providing Cash Match: Local Match Commitment Letter is attached to the application	
Providing In-Kind Match: In-Kind Commitment Letter is attached to the application	
PART III- PROJECT BUDGET	
All questions are addressed as directed in the Section 5310 Solicitation for Proposals	
Corresponding budget sheet is completed, and Total Project Expenses equals Total Project Funding	
PART IV- CERTIFICATIONS	
Private Nonprofit Agencies: Completed/Signed "Private Nonprofit Organizations – Status Inquiry and Certification"	
Private Nonprofit Agencies: "business search" record and 501(c)(3) status letter attached as appendices to the application	
Local Government Authorities: Completed/Signed "Local Government Authority Certification"	
Local Government Authorities Applying for Traditional Capital: A copy of the public hearing notice and a letter summarizing the outcome of the hearing attached to the application	
All Applicants: Completed/Signed "General Certifications and Assurances Summary"	
All Applicants: Completed/Signed "Civil Rights Certification" letter attached to the application	
All Applicants: Completed/Signed "Debarment/Suspension Certification"	
All Applicants: SAM.gov registration status attached to the application	

Part I

General Information

Name of Agency or Organization:
Project Title:
Project Description (Brief):
Total Federal Funding Request: \$

Application Information

SAM Unique Entity ID (UEI): _____

Address: _____

City/State/Zip: _____

Contact Person (Name and Title): _____

E-mail of Contact Person: _____

Phone (Area code + Number): _____

Project Budget Summary (indicate amounts, percentages, and source of local match)

A. Total Federal Funding Request _____ \$ _____ % _____

B. Total Local Match | **Source:** _____ \$ _____ % _____

C. Total Project Expenses _____ \$ _____ % _____

If the federal funding request is not fully awarded, would your agency/organization be amenable to implementing a reduced Scope of Work?

Yes No

AUTHORIZATION

I, _____, am the person duly authorized to sign this this application and associated certifications on behalf of my agency/organization. I also acknowledge that the information in this application package is a public record. To the best of my knowledge and belief, all data in this application is true and correct. My agency/organization will comply with applicable Certifications and Assurances, Metro Funding Agreement, and Metro and FTA requirements if federal financial assistance is awarded. If the agency/organization is a public entity, I acknowledge that there is an **authorizing resolution** attached to the application designating myself as the duly authorized person to sign on its behalf.

Signature of Authorized Representative

Date

3

Title of Authorized Representative

Name of Agency/Organization

Part I

General Information (continued)

Name of Agency or Organization:

Project Title:

Project Description (Brief):

Total Federal Funding Request: \$

Funding Category (Select only one)

- Traditional Capital
- Other Capital
- Operating

Applicant Eligibility (Select only one)

- Private Nonprofit (501(c)(3)) Organization
- State or Local Government Authority
- Operator of Public Transportation

Project Service Area (Select all applicable)

- Los Angeles, Long Beach, Anaheim Urbanized Area
- Lancaster, Palmdale Urbanized Area
- Santa Clarita Urbanized Area
- Other cities and unincorporated areas within LA County not listed above
- Areas outside of LA County

Project Goal (Select all applicable)

Refer to 2021–2024 Coordinated Public Transit – Human Services Transportation Plan for LA County

- Fund Mobility Options [\(https://www.metro.net/cp\)](https://www.metro.net/cp)
- Address Mobility Service Gaps
- Provide Support Services
- Promote and Improve Information Portals
- Enhance Accountable Performance Monitoring Systems
- Provide COVID-19 Support Services

Part I

General Information (continued)

Description of Applicant Agency/Organization

(Follow and address all section guidelines and evaluation criteria, and include all attachments, as detailed in the FY 2023 Section 5310 Solicitation for Proposals).

Part I

General Information (continued)

Description of Applicant Agency/Organization (continued)

Part II - Project Narrative

Section A

Part II consists of six sections (A-F) totaling 100 possible points. To receive the maximum number of points for each section, ensure that the narrative responses are clear, concise, complete, and accurate. Follow the application instructions in the Solicitation for Proposals carefully for expanded section descriptions, project applicability and evaluation criteria as guidance to complete each section. All questions must be concisely answered in the space provided. No additional pages can be included to answer the questions.

A. Scope of Work, Need, Objectives, Coordination And Outreach (Up To 35 Points)

(Follow and address all section guidelines and evaluation criteria, and include all attachments, as detailed in the FY 2023 Section 5310 Solicitation for Proposals).

Part II - Project Narrative

Section A (continued)

A. Scope of Work, Project Need, Objectives, Coordination And Outreach

Part II - Project Narrative

Section A (continued)

A. Scope of Work, Project Need, Objectives, Coordination And Outreach

Part II - Project Narrative

Section A (continued)

A. Scope of Work, Project Need, Objectives, Coordination And Outreach

Part II - Project Narrative

Section B

B. Coordinated Plan Consistency and Prioritization (Up To 15 Points)

(Follow and address all section guidelines and evaluation criteria, and include all attachments, as detailed in the FY 2023 Section 5310 Solicitation for Proposals).

Project Priority Ranking (Select all applicable)

2021–2024 Coordinated Public Transit – Human Services Transportation Plan for LA County

<https://www.metro.net/cp>

Refer to the "Overall Prioritization Ranking" table on page 5 of the Coordinated Plan ([direct link to Plan](#)). If the proposed project addresses more than one priority, select all that apply and indicate the percentage of the project in each priority level.

Priority 1 % _____

Priority 2 % _____

Priority 3 % _____

None % _____

% _____

Part II - Project Narrative

Section B (continued)

B. Coordinated Plan Consistency and Prioritization

Part II - Project Narrative

Section B (continued)

B. Coordinated Plan Consistency and Prioritization

Part II - Project Narrative

Section C

C. Project Implementation, Operating and Management Plans (Up To 15 Points)

(Follow and address all section guidelines and evaluation criteria, and include all attachments, as detailed in the FY 2023 Section 5310 Solicitation for Proposals).

Part II - Project Narrative

Section C (continued)

C. Project Implementation, Operating and Management Plans

Part II - Project Narrative

Section C (continued)

C. Project Implementation, Operating and Management Plans

Part II - Project Narrative

Section D

D. Performance Indicators and Project Effectiveness (Up To 15 Points)

(Follow and address all section guidelines and evaluation criteria, and include all attachments, as detailed in the FY 2023 Section 5310 Solicitation for Proposals).

Part II - Project Narrative

Section D (continued)

D. Performance Indicators and Project Effectiveness

Part II - Project Narrative

Section D (continued)

D. Performance Indicators and Project Effectiveness

Part II - Project Narrative

Section E

E. Project Financial Plan / Project Readiness (Up To 10 Points)

(Follow and address all section guidelines and evaluation criteria, and include all attachments, as detailed in the FY 2023 Section 5310 Solicitation for Proposals).

Year	Q1 (Jul - Sep)	Q2 (Oct - Dec)	Q3 (Jan - Mar)	Q4 (Apr - Jun)	Totals

Description:

Part II - Project Narrative

Section E (continued)

E. Project Financial Plan / Project Readiness

Part II - Project Narrative

Section F

F. Budget Justification (Up To 10 Points)

(Follow and address all section guidelines and evaluation criteria, and include all attachments, as detailed in the FY 2023 Section 5310 Solicitation for Proposals).

Part II - Project Narrative

Section F (continued)

F. Budget Justification

Part II - Project Narrative

Section F (continued)

F. Budget Justification

Part III

Project Budget

1. Traditional Capital (Section 5310)

Project Expenses	
a. Contracted Services with Human Services Agencies	
b. Vehicle (purchase)	
c. Vehicle (lease)	
d. Equipment (purchase)	
e. Equipment (lease)	
f. Mobility Management	
g. Other (explain in Part II)	
Administration Expenses are Not Eligible	
Total Project Expenses* (Sum a-g) must equal total project funding	\$

*Direct costs only; net of farebox revenue

Project Funding	
a. Total Federal Funding Request	
b. Total Local Match (source and amount)	
State Fund source:	
Local Fund source:	
Revenues from Contracts with Human Services Agencies	
Donations source:	
Applicant In-kind (e.g., property, land, office space, etc.)	
Non-applicant In-kind (e.g., volunteer drivers, escorts, travel aides)	
Non USDOT Federal Funding source:	
Other (explain in Part II)	
Total Local Match	
Total Project Funding* (Sum a+b) must equal total project expense	\$

*Net of farebox revenue

Part III

Project Budget (continued)

2. Other Capital (Section 5310)

Project Expenses	
a. Contracted Services with Human Services Agencies	
b. Vehicle (purchase)	
c. Vehicle (lease)	
d. Equipment (purchase)	
e. Equipment (lease)	
f. Other (explain in Part II)	
Administration Expenses are Not Eligible	
Total Project Expenses* (Sum a-f) must equal total project funding	\$

*Direct costs only; net of farebox revenue

Project Funding	
a. Total Federal Funding Request	
b. Total Local Match (source and amount)	
State Fund Source:	
Local Fund Source:	
Revenues from Contracts with Human Services Agencies	
Donations Source:	
Applicant In-kind (e.g., property, land, office space, etc.)	
Non-applicant In-kind (e.g., volunteer drivers, escorts, travel aides)	
Non USDOT Federal Funding Source:	
Other (explain in Part II)	
Total Local Match	
Total Project Funding* (Sum a+b) must equal total project expense	\$

*Net of farebox revenue

Part III

Project Budget (continued)

3. Operating (Section 5310)

Project Expenses	
a. Contracted Services	
b. Vehicle Maintenance and Repair	
c. Vehicle Fuel	
d. Casualty & Liability Insurance	
e. Project Marketing	
f. Driver Labor	
g. Escorts, Travel Aides Labor	
h. Other (explain in Part II)	
i. Administration (cannot exceed 5% of Total Project Expenses)	
Total Project Expenses* (Sum a-i) must equal total project funding	\$

*Direct costs only; net of farebox revenue

Project Funding	
a. Total Federal Funding Request	
b. Total Local Match (source and amount)	
State Fund Source:	
Local Fund Source:	
Revenues from Contracts with Human Services Agencies	
Donations Source:	
Applicant In-kind (e.g., property, land, office space, etc.)	
Non-applicant In-kind (e.g., volunteer drivers, escorts, travel aides)	
Non USDOT Federal Funding Source:	
Other (explain in Part II)	
Total Local Match	
Total Project Funding* (Sum a+b) must equal total project expense	\$

*Net of farebox revenue

Part IV

Certifications

Private Nonprofit (501(c)(3)) Organizations – Status Inquiry And Certification

Applicants claiming eligibility based on its status as a private nonprofit (501(c)(3)) organization must complete the status inquiry and certification. In addition, they must attach an online California “Business Search” record verifying their business status, along with their Internal Revenue Service (IRS) 501(c)(3) determination letter verifying their exemption status.

1. Nonprofit organizations must obtain verification of its current legal standing from the Secretary of State's California Business Search database and attach it as an appendix to the application. To assist your organization in obtaining this information, use one of these two methods:

a) To obtain the records online, go to <https://bizfileonline.sos.ca.gov/search/business>. Enter the name of your organization or file number. If its status is active, screen print the page and submit it as an appendix to the application. If the verification of your status is not available at the time you submit your application, you must indicate the date on which you requested the verification and the estimated date it will be forwarded to Metro.

b) If your organization is unable to locate the information on-line, it may obtain a “Status Inquiry” document by completing a Business Entities Records Request - Order form. Instructions can be found here: <https://bpd.cdn.sos.ca.gov/pdf/be-records-requests.pdf>

2. Nonprofit organizations must be recognized under section 501(c)(3) of the Internal Revenue Code and must obtain a letter from the IRS confirming the organization’s 501(c)(3) status. The **IRS 501(c)(3) determination letter must be attached** as an appendix to the application. If your determination letter is unavailable, an IRS exempt organizations affirmation letter is acceptable. Instructions on requesting that letter can be found here:

<https://www.irs.gov/charities-non-profits/exempt-organizations-affirmation-letters>

Private Non-Profits (501(c)(3)) Organizations

Legal Name of Non-profit Applicant: _____

State of California Articles of Incorporation Number: _____

Date of Incorporation: _____

Part IV

Certifications (continued)

Local Government Authority Certification

A local governmental authority includes: a political subdivision of a state, such as a city or county; a state authority or an authority of a political subdivision of a state; and a public corporation, board, or commission established under the laws of a state.

Metro may award funds to a local governmental authority to implement **Traditional Section 5310 Capital** projects under two conditions.

1. Certifies that there are no non-profit organizations readily available in the area to provide the service; or
2. Is approved by the state to coordinate services for seniors and individuals with disabilities.

Local governmental authorities must certify that no non-profit agencies are readily available to provide the proposed service, by completing and signing the Certification below.

For governmental authorities certifying that there are no non-profit organizations readily available in the area to provide the service, a **public hearing is required** and must be completed between the release date of the FY 2023 Solicitation of Proposals and the due date of the application. A copy of the public hearing notice and a letter summarizing the outcome of the hearing signed by an authorized representative must be attached as part of the application. The public hearing should be scheduled accordingly taking into consideration the minimum required 30-day public comment period prior to the date of the public hearing.

Please check the option that most applies to your agency or organization to determine its eligibility as a local governmental authority to receive Section 5310 Program funds to implement traditional capital projects.

- Certifying that my agency or organization is a local government and that there are no non-profit organizations readily available in the service area to provide the proposed service.
- Certifying that my agency or organization is approved by the state to coordinate services for seniors and individuals with disabilities.

Certifying Representative

Name (print): _____

Title (print): _____

Signature: _____ Date: _____

Date of Public Hearing: _____

Part IV

Certifications (continued)

General Certifications and Assurances Summary

The "Certifying Representative" must complete the form. Use the legal name of your agency or organization. If the agency or organization is a public entity, attach an authorizing resolution as an appendix to the application, designating the person to sign on its behalf.

Legal Name of Applicant: _____

Address: _____

Contact Person: _____ Phone: _____ Email: _____

A. Pursuant to 49 CFR, Part 21, Title VI of the Civil Rights Act of 1964: The applicant assures that no person, on the grounds of race, color, creed, national origin, sex, age, or disability shall be excluded from participating in, or denied the benefits of, or be subject to discrimination under any project, program, or activity (particularly in the level and quality of transportation services and transportation-related benefits) for which the applicant receives federal assistance funded by the Federal Transit Administration (FTA).

B. Pursuant to 49 CFR, Part 21, Title VI of the Civil Rights Act of 1964: The applicant assures that it shall not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability and that it shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, age, or disability.

C. The applicant certifies that it will conduct any program or operate any facility that receives or benefits from federal financial assistance administered by FTA in compliance with all applicable requirements imposed by or pursuant to 49 CFR Part 27, "Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance" and the Americans with Disabilities Act of 1990, as amended, at 49 CFR Parts 27, 37, & 38.

D. The applicant assures that it will comply with the federal statutes, regulations, executive orders, and administrative requirements, which relate to applications made to and grants received from FTA. The applicant acknowledges receipt and awareness of the list of such statutes, regulations, executive orders, and administrative requirements that are provided as references in FTA Circular 9070.1G ("Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions").

E. The applicant certifies that the contracting and procurement procedures that are in effect and will be used by the applicant for equipment are in accordance and comply with the significant aspects of FTA Circular 4220.1F, "Third Party Contracting Guidance."

F. The applicant certifies that any proposed project for the acquisition of or investment in rolling stock is in conformance with FTA rolling stock guidelines.

G. The applicant certifies that any proposed project for the acquisition of or investment in rolling stock, facilities and equipment will remain in safe, operating order, and the applicant will have written policies and/or procedures in place to maintain them. The applicant will maintain in operative condition those features of rolling stock and facilities that are required to make the rolling stock and facilities readily accessible. The applicant will repair the ADA accessibility features promptly if they are damaged or out of order. The applicant will establish a system of regular and frequent maintenance checks of lifts sufficient to determine if they are operative.

H. The applicant certifies that any proposed project for the acquisition of or investment in rolling stock, facilities and equipment will not be disposed of, the use modified, or the ownership terms changed, without permission and instructions from Metro, and in accordance with the disposition procedures referenced in FTA Circular 9070.1G and established in part 18 of the common rule at 49 CFR 18.32(e).

I. The applicant certifies that it will comply with 49 U.S.C 5323(d), 49 U.S.C. 5323(f), 5323(r), and 49 C.F.R. part 604, and not engage in charter and school bus operations using federally funded equipment or facilities in competition with private operators of charter and school buses, except as permitted.

J. The applicant certifies that it will comply with Government Code 41 USC. 701 et seq, and 49 CFR, Part 32 in matters relating to providing a drug-free workplace.

To the best of my knowledge and belief, the data in this application are true and correct, and I am authorized to sign these certifications and assurances and to file this application on behalf of the applicant.

Certifying Representative

Name (print): _____

Title (print): _____

Signature: _____ Date: _____

Part IV

Certifications (continued)

Civil Rights Certification

A **Civil Rights Certification Letter must be attached** as an appendix to the application describing any lawsuits or complaints against your agency or organization within the last 12 months alleging discrimination on the basis of race, color, creed, national origin, sex, age or disability. The summary of lawsuits should include the date of complaint, lawsuit received and/or acted on, description status or outcome, corrective action taken, and date of final resolution.

If **NO** lawsuits or complaints were received or acted on in the last 12 months relating to Title VI or other relevant Civil Rights requirements, please include the following statement in the letter:

“THERE WERE NO LAWSUITS OR COMPLAINTS RECEIVED OR ACTED ON IN THE LAST 12 MONTHS RELATING TO TITLE VI OR OTHER RELEVANT CIVIL RIGHTS REQUIREMENTS.”

This letter should also discuss if your agency or organization has a Title VI Plan. If not, please explain why and provide a date your agency or organization anticipates completing the plan. Discuss policies and procedures to make written and oral information available to clients and potential clients in languages other than English. This letter is to be printed on letterhead, signed by a duly authorized representative, and attached as an appendix to the application.

Part IV

Certifications (continued)

Current Grant Subrecipient Compliance

If you are a current grant subrecipient with Metro and are not compliant with all subrecipient grant program requirements, you may not be eligible to apply for grant funds.

	YES	NO
Does your agency/organization currently have an active capital and/or operating project funded through a Metro grant subrecipient program, or is currently reporting to Metro on a past capital project?	<input type="checkbox"/>	<input type="checkbox"/>
If yes, is your agency/organization currently in compliance with its grant program funding agreement, scope of work, and/or Metro annual self-certification reporting?	<input type="checkbox"/>	<input type="checkbox"/>

Debarment/Suspension Certification

Federal law (2 CFR part 1200) requires that all agencies receiving federal funds must certify that neither they nor their subcontractors have been debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any federal department or agency from doing business with the federal government.

A **SAM.gov Registration Status must be printed and attached** as an appendix to the application, showing an “Active” status of your agency/organization. This can be obtained by logging in and searching with your agency/organization name or Unique Entity ID (UEI) at <https://sam.gov/search>. Details on registering in the SAM or renewing or updating your existing SAM entity can be found on page 17 “System for Award Management (SAM)” of the solicitation.

By signing this Debarment/Suspension Certification form, you're certifying that neither your agency/organization nor any subcontractor affiliated with your agency/organization has been debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any federal department or agency.

Certifying Representative

Name (print): _____

Title (print): _____

Signature: _____ Date: _____

Attachment A

Vehicle Purchasing Schedule

Applicants are encouraged to purchase vehicles through the federally compliant CalACT/MBTA Purchasing Cooperative as per the vehicle schedule below. Should applicants choose to purchase their own vehicles, the agency must follow all federal procurement requirements and vehicle approval will be limited to the similar type of vehicles shown below. The Estimated Unit Cost per vehicle represents the maximum eligible award available and includes the estimated cost of a standard accessible vehicle with wheelchair lift/ramp and securements, DMV fees, procurement fees, and applicable sales tax, and are subject to change at the time of purchase. If the actual cost per vehicle exceeds the estimated unit cost, the subrecipient will be required to fully fund the remaining cost.

VEHICLE TYPE	QUANTITY	ESTIMATED UNIT COST	TOTAL	DELIVERY LEAD TIMES
Class A Small Bus- Gas (Ford T350); 8 Ambulatory Passengers (AMB); 2 Wheelchairs (WC)				9 MONTHS
Class B Medium Bus- Gas (Ford E450); 12 AMB, 2 WC				9 MONTHS
Class B Medium Bus- CNG (Ford E450); 12 AMB, 2 WC				10 MONTHS
Class C Large Bus (Cutaway)- Gas (Ford E450); 16 AMB, 2 WC				9 MONTHS
Class C Large Bus (Cutaway)- CNG (Ford E450); 16 AMB, 2 WC				10 MONTHS
Class D Low Floor Minivan- Gas; 5 AMB, 2 WC				1 MONTH
Class G Low Floor Cutaway- Gas (Ford E450, GM 4500); 22 AMB, 2 WC				12-18 MONTHS
Class G Low Floor Cutaway- CNG (Ford E450, GM 4500); 22 AMB, 2 WC				12-18 MONTHS
Class V Raised Top Van- Gas; 9 AMB, 3 WC				6 MONTHS
Class Z-1 Electrified Class V Van; 9 AMB, 3 WC				TBD
Class Z-2 Electrified Class C Cutaway; 12 AMB, 2 WC				TBD
TOTALS				

View CalACT Vehicle Types [HERE](#)

Bus Vendor Websites: [Creative Bus Sales](#), [A-Z Bus Sales](#), [RO Bus Sales](#)

Attachment B

Vehicle Replacement Request Form

This form is to be completed by agencies requesting replacement vehicles. Complete the following items and the chart below:

- > Total number of miles traveled per day for all active vehicles in revenue service _____ (Do not include miles traveled using backup vehicles).
- > Agency's normal days and hours of operation (e.g., Monday thru Sunday 7:00 am to 7:00 pm).

- > Average service hours per day. _____
- > Current wheelchair/lift users _____ % (To compute, divide total number of wheelchair/lift clients by total number of riders).
- > Total fleet count after replacement _____
- > Total peak service fleet count _____ (number of vehicles in service during peak service hours)

	Vehicle Discription (Year, Make and Type)	Last 5 Digits of (VIN)	Current Backup Vehicle? Y/N	Current Mileage	# of Fold Down Seats	Passenger Capacity Ambulatory / Wheelchair	Date Purchased or Leased (indicate if leased)	Vehicle Disposition (Backup or Sell)	Registered Owner (not lienholder)	Procured with Federal Funds? Y/N	If YES, name of Federal Fund Source	Vehicle Service Hours Per Day	Total One-Way Passenger Trips Per Day
Ex	2017 Ford Starcraft	09354	No	195,000	4	18A/4W	Jun-17	Sell	City of Los Angeles	Yes	FY17 Section 5310	8	30
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
13													
14													
15													

Attachment C

New Service/Service Expansion Vehicle Request Form

This form is to be completed by agencies requesting vehicles to:

- > Start a new transportation service, or
- > Add new or additional service to their current program

To complete the chart below:

- > Indicate if vehicle request is for a New (N) transportation service or Service Expansion (SE) for an existing transportation service.
- > Indicate type of requested vehicle, such as Van, Small Bus, Medium Bus, etc.
- > Indicate the number of days of vehicle service (e.g., Monday – Friday = 5, Monday – Sunday = 7).
- > Indicate the average number of vehicle service hours per day, exclude idle time (the time the vehicle is not in direct passenger service). Use whole hours; do not use ranges of hours or portions of hours.
- > Calculate vehicle service hours by multiplying number of days of vehicle service with total service hours per day (exclude idle time)(e.g., 5 days per week x 8 hours per day = 40 hours per week).
- > Indicate the number or estimated number of one-way passenger trips per day (each time a passenger boards the vehicle, a round trip would be counted as two passenger trips), and of this total how many are wheelchair/lift users.
- > Indicate the projected average number of miles that the vehicle will travel per day.
- > Total fleet count with new vehicles _____
- > Total peak service fleet count _____ (number of vehicles in service during peak service hours)

	Type of Request N – New Service or SE – Service Expansion	Vehicle Type	No. of Days of Vehicle Service	Average Service Hours Per Day	Total Vehicle Service Hours Per Week	Total One-Way Passenger Trips Per Year	From the One-Way Passenger Trips Per Year, How Many are Wheelchair Trips	Projected Miles Per Day
Ex	N or SE	Small Bus	5	8	40	5,000	1,200	400
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								

Attachment D

Communication/Computer Equipment Request Form

This form is to be completed by agencies requesting:

- > Computer equipment (software or hardware)
- > Communications equipment (radios, base station, etc.) or
- > Other equipment such as wheelchair restraints or improved passenger facilities (benches, shelters, etc.)

Applicant must attach **three estimates** of like-kind equipment with this application. The average of the three estimates will become the requested grant amount. After grant approval, the subrecipient must receive prior approval from Metro before purchasing. The subrecipient will be responsible for purchasing the equipment and submitting invoice to Metro to be reimbursed for the federal share.

Implementation of any ITS project shall be consistent with the Regional ITS Architecture. ITS projects must comply with Metro's Countywide ITS Policy and Procedures adopted by the Metro Board of Directors, including the submittal of a completed, signed self-certification form.

Equipment	Quantity Request	Estimated Unit Cost	Total Cost
Computer Hardware			+
Computer Software			+
Maintenance Equipment			+
Other Eligible Equipment (describe below)			+

Complete for Requesting Communication Equipment			
Base Station			+
Mobile Radio			+
Total Equipment Request			



Board Report

File #: 2022-0661, File Type: Contract

Agenda Number: 11.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 16, 2022

**SUBJECT: ACCESS FOR ALL PROGRAM FUNDING OPPORTUNITY FOR THE FISCAL YEAR
2023**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the Fiscal Year (FY) 2023 Solicitation for Proposals for up to \$7,865,833 in funds available to Metro through the State of California's Access for All Program.

ISSUE

The State of California's Access for All Program provides funding to increase the availability of on-demand wheelchair accessible vehicle (WAV) service throughout the state. Consistent with Metro's role as the administrator of these funds for Los Angeles County, staff requests Board approval to issue a competitive funding opportunity to potential service providers.

BACKGROUND

Senate Bill (SB) 1376 requires the California Public Utilities Commission (CPUC), as part of its regulation of Transportation Network Companies (TNCs) such as Uber and Lyft, to establish a program to improve the accessibility of persons with disabilities to on-demand transportation services requested through online-enabled applications or platforms. Through this program, TNCs pay a fee of \$0.10 to the CPUC for each passenger trip originating in each county statewide that their providers complete. From the fees collected, the CPUC created an "Access Fund" to deposit the revenue, which is then redistributed to Local Access Fund Administrators (LAFAs) to pay for services of competitively selected Access Providers to operate on-demand WAV service in their counties. The CPUC also approved allowing LAFAs to use up to 15 percent of the amount it allocates to each county each year to cover administrative expenses.

In June 2021, the Metro Board of Directors authorized Metro to serve as the Los Angeles County LAFA. As such, Metro is responsible for the planning, distribution, management, and oversight of funds for each annual funding cycle (until the SB 1376 sunset date in 2027, unless extended). Per the CPUC program requirements, LAFAs must distribute funds via a competitive solicitation process. Metro staff have been conducting outreach with interested parties and stakeholders throughout Los Angeles County to guide the local priorities of this program.

DISCUSSION

The Access for All Program funds provide Los Angeles County with the opportunity to expand access to on-demand WAV service to persons with disabilities in Los Angeles County. The program aims to improve the response time of on-demand WAVs. This performance metric was a common concern heard during meetings with an advisory program working group. Another program goal is to increase the number and availability of WAVs for hire. Through our outreach and learning from other LAFAs' experiences, we considered several options to structure a program in Los Angeles County. These included partnering with government agencies to provide service directly, funding software or other solution to broker on-demand service across multiple transportation providers across LA, and conducting a project solicitation process to make one or more awards to operating or capital projects throughout the county. Our approach for this funding opportunity is the last, which we estimate will best meet the program goals above.

We will release a funding application (see Attachment A: Draft Solicitation for Proposals and Application Package) with a submittal deadline in February 2023 to the public following Board approval. Government, non-profit, and for-profit organizations will be eligible to apply if they provide direct WAV transportation service and otherwise meet the definition of Access Provider per the CPUC. After evaluating the applications, Metro will make funding recommendations to the Board and provide ongoing oversight of any successful Access Providers.

Available Funding

Los Angeles County has received \$9,253,922 in funding from the FY 2021 and FY2022 funding cycles combined. Of these funds, 15% is set-aside for administrative expenses, leaving a total of \$7,865,833 for eligible projects.

DETERMINATION OF SAFETY IMPACT

Approval of the recommended actions will not impact the safety of Metro's customers and employees.

FINANCIAL IMPACT

There is no budget impact in FY 2023. Since these are multi-year projects, the cost center manager for 0441 (Planning - Subsidies to Others) and the Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

Access for All Program funds will fully fund the recommended action. No other Metro funds will be required to manage, administer, and oversee the program. The Access for All funds are not eligible for Metro's bus and rail operating and capital expenditures.

EQUITY PLATFORM

The Access for All Program aims to improve WAV on-demand transportation service in Los Angeles County, which will directly benefit persons with disabilities—a population that as a whole experience disproportionate challenges to accessing mobility options. For example, nationally, people with disabilities make twice as many TNC/taxi trips as non-disabled persons per capita. Still, taxis account for two-thirds of their TNC/taxi trips—indicating an undersupply of WAV TNC trip capacity. As part of Metro’s AFA Program Development and as part of our Coordinated Plan update in 2020, we engaged persons with disabilities and other stakeholders (e.g., seniors) to discuss funding needs and priorities. A consistent theme was the need for more WAV on-demand services. Metro does not offer a service equivalent to curb-to-curb WAV on-demand transportation, and the funding available through this opportunity will help address this demand countywide. With the available data, Metro focuses on the mobility needs of persons with disabilities as a demographic priority and carries this consideration through the current solicitation. Consistent with the goals of the Access for All Program, Metro will evaluate project proposals based on their potential to enhance mobility for the target population. Metro will present award recommendations to the Technical Advisory Committee and assess how the awards would benefit Equity Focus Communities (EFCs). Per Metro’s competitive grants process, 5% of the total funding amount is set aside for TAC to allocate at their discretion, which should include equity considerations, evaluation results, and appeals. Metro will also use project location information in future Coordinated Plan updates to define areas or populations of higher need within the target population and future funding opportunities to ensure sufficient coverage of Equity Focus Communities (EFCs).

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling; and

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

ALTERNATIVES CONSIDERED

The Board could elect not to approve the recommended action. Staff does not recommend this alternative because without Board approval, Metro cannot fulfill its responsibilities as the local fund administrator for Access for All Program funds. Metro could also risk losing program funding if no action is taken to use the program funds for achieving program goals.

NEXT STEPS

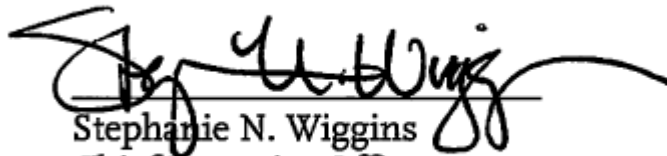
With Board approval, staff will proceed to administer the activities necessary to make the Access for All Program funds available for the FY2023 Solicitation for Proposals. The application will be released on December 5, 2022, and applications will be due on February 6, 2023. Staff expects to return to the Board for approval of funding recommendations in Spring 2023.

ATTACHMENTS

Attachment A - FY 2023 AFA Solicitation for Proposals and Application Package

Prepared by: Anne Flores, Sr. Manager, Countywide Planning & Development, (213) 922-4894
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

**The Los Angeles County Metropolitan
Transportation Authority**

Access for All Grant Program

*To expand access to Wheelchair Accessible Vehicle (WAV)
demand-responsive transportation.*

**FY 2023 Solicitation for Proposals and
Application Package**



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I. PROGRAM INTRODUCTION

In 2018, the SB 1376 – TNC Access for All (AFA) Act, became law and required the California Public Utilities Commission (CPUC) to establish a statewide program to improve on-demand wheelchair-accessible vehicle (WAV) transportation services. The AFA requires a Transportation Network Company (TNC) on-demand service like Uber and Lyft to collect a ten-cent fee on each TNC ride, which is deposited into a State Access Fund that supports local efforts to increase WAV access. In June 2021, the Board authorized Metro to serve as the Los Angeles County Local Access Fund Administrator (LAFA).

The LAFA is responsible for developing the AFA program for the region, engaging with community stakeholders and establishing a process for procuring WAV access providers through a competitive solicitation. The CPUC requires the LAFA to award contracts to access providers by July 1 of the following year, and selected access providers must liquidate the awarded funds within 12 months.

CURRENT FUNDING OPPORTUNITY

The Los Angeles County Metropolitan Transit Agency (Metro) is soliciting proposals from eligible applicants for its Fiscal Year (FY) 2023 Access for All Grant Program for eligible projects that best achieve program goals and meet Access for All program requirements. This solicitation is a competitive selection process that will result in the award of available state funds to eligible organizations after an evaluation and ranking of proposals and the approval of funding awards by the Metro Board of Directors.

The Access for All funds made available for the FY2023 Solicitation for Proposals include State funds allocated to the County of Los Angeles in Cycle 1 and Cycle 2 (2021 and 2022) as authorized under the TNC Access for All Act. The TNC Access for All Act provides an opportunity to expand access to WAV demand-responsive transportation to people with disabilities from the net revenue generated from the TNC fee per trip originating in each county in California.

The Access for All Grant Program can provide operating and capital assistance to establish on-demand transportation programs or partnerships to meet the needs of persons with disabilities, specifically wheelchair users who need a WAV. Eligible applicants include public agencies, not-for-profit organizations, and private/commercial entities. Eligible projects must increase the availability of on-demand WAV transportation in the County of Los Angeles.

FY 2023 Access for all Grant Program Tentative Schedule

After detailed evaluation and ranking by a panel including external representatives, Metro staff, in consultation with the Metro's Technical Advisory Committee (TAC), will recommend to the Metro Board the applicants selected for award. A schedule for the 2023 Access for All Grant Program is as follows, subject to change:

FY 2023 Access for All Solicitation for Proposals

Notice of Funding Availability: Release Solicitation for Proposals	December 5, 2022
Convene Potential Applicant Workshops*	December 14, 2022
AFA Applications Due	February 6, 2023
Application Review and Evaluation Period	February/March 2023
Notify Applicants of Preliminary Award Recommendations	March 6, 2023
TAC Appeal Hearings	April 5, 2023
Board Approval: Funding Award Recommendations	May 2023
Notify Applicants of Awards	May 2023
Convene Successful Applicant Workshops	June 2023
Send Funding Agreements/Contracts to Access Providers	June 2023

FY 2023 Access for All Solicitation for Proposals

Glossary of Terms

Access for All (AFA) refers to the TNC Access for All Program, created by the California Public Utilities Commission to implement [Senate Bill \(SB\) 1376](#) or the Access for All Act (Hill: 2018). In this Call for Projects, AFA also refers to the SANDAG Access for All Program.

Access Provider means an organization or entity that directly provides, or contracts with a separate organization or entity to provide, On-Demand Transportation to meet the needs of persons with disabilities, as defined in Public Utilities Code Section 5431.5(a).

Americans with Disabilities Act (ADA) prohibits discrimination against and ensures equal opportunity for persons with disabilities in employment, state and local government services, public accommodations, commercial facilities, and transportation (42 U.S.C. § 12101 et seq.).

California Public Utilities Commission (CPUC) is a regulatory agency that regulates privately owned public utilities in the state of California, including TNCs. The CPUC was required to establish a program relating to accessibility for persons with disabilities as part of its regulation of TNCs under the implementation of SB 1376.

Direct Cost is an expense that can be directly assigned to a grant-funded project relatively easily with a with a high degree of accuracy.

Fixed-Route Transportation uses buses, vans, light rail, and other vehicles to operate a transportation service on a predetermined route according to a predetermined schedule.

Fulfilled Trip means a trip is requested by a rider, the trip is accepted by a provider, and the rider reaches their requested destination.

Grantee is an organization that has been awarded funding through the Access for All Grant Program and has entered into a grant agreement with Metro.

Indirect Cost is an expense incurred for a common or joint purpose benefitting more than one grant-funded project that cannot be readily assigned to a specific grant, contract, or other activity, without effort disproportionate to the results achieved.

Net Project Cost is calculated as the Total Project Cost less any revenue generated through the project.

Non-scalable Project is a project whose Project Scope of Work cannot be reduced because doing so (a) is not possible, (b) would create an incomplete project that contributes little to the grant program goals or provides little value to those intended to benefit from the project, and/or (c) would have scored substantially differently in the competitive process with a reduced Project Scope of Work.

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Notice to Proceed is the written authorization Metro issues to a Grantee after a Grant Agreement has been executed to allow for a project to begin. The Notice to Proceed includes the date the Grantee can incur expenses that may be eligible for reimbursement.

On-Demand Transportation means a transportation service that does not follow a fixed route or schedule and the provider can fulfill trip requests within twelve hours.

Period of Performance is the total time interval between the start of an awarded project that has received a Notice to Proceed, and the project's planned end date as specified in the Grant Agreement or, if applicable, an amendment to the Grant Agreement.

Response Time is the elapsed time between when a trip is requested and when the passenger is picked-up.

Scalable Project is a project whose Project Scope of Work can be reduced and still further the grant program goals while providing significant value to the public intended to benefit from the project. Metro staff will consider how the project would have scored in the competitive process if the Project Scope of Work were reduced. If the project would have scored substantially the same with the scaled-down Project Scope of Work and the scaled-down project would further the grant program goals and provide significant value to the public intended to benefit from the project, then the project may be scaled.

Total Project Cost is calculated as the sum of the grant award.

Transportation Network Company (TNC) is an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles.

Wheelchair-Accessible Vehicle (WAV) means a vehicle equipped with a ramp or lift capable of transporting non-folding motorized wheelchairs, mobility scooters, or other mobility devices, as defined in Public Utilities Code Section 5431.

II. FUND AVAILABILITY

The AFA funds available for the FY2023 solicitation total \$7,865,833. Applicants may apply for up to \$7,472,541, and 5% (\$393,292) of the total will be made available through the Metro Technical Advisory Committee's appeals process. Applicants that are not initially recommended for funding will be notified and given an opportunity to appeal to the TAC. Metro staff and TAC recommendations will be presented to the Metro Board for final approval of funding awards.

New funding becomes available annually from the CPUC based on the number of TNC passenger trips in Los Angeles County for the previous year. CPUC will announce the anticipated funding balance by January 30th of each year. Metro will make these funds available for new solicitations on an ongoing basis when sufficient funds are available to conduct an effective solicitation. Any unused or returned funds from previous years will roll over to be included in future solicitations.

Matching local funds are not required.

III. ELIGIBLE APPLICANTS

Eligible applicants for Access for All funds must directly provide, or contract with a separate organization or entity to directly provide, on-demand WAV transportation to meet the needs of persons with disabilities.

Eligible Access Providers include:

(1) Transportation carrier[s] that hold a Commission-issued permit prior to applying to be an Access Provider;

(2) A non-permitted transportation carrier if the carrier provides documentation that demonstrates the following:

- Background checks: Carriers must perform background checks that meet or exceed what is required of TNCs under the TNC Applications Form. (LINK)
- Insurance: Carriers must have levels of insurance equivalent to or higher than to what is required of charter-party carriers under General Order 115.(LINK)
- Controlled substance and alcohol testing: Carriers must be enrolled in a controlled substance and alcohol testing program.
- Secretary of State registration: Carriers must have their articles of incorporation filed with the Secretary of State.
- Motor Carrier Profile with California Highway Patrol (CHP): Carriers must complete the CHP 362 Motor Carrier Profile and obtain a CA Number from the CHP(LINK).

The approved non-permitted carrier shall submit a declaration to its respective AFA affirming compliance with each of the requirements and that each requirement is in effect during the term the carrier operates as an Access Provider

(3) TNCs that meet certain requirements and attest to meeting the eligibility requirements to

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apply as an Access Provider. The attestation must be included with their application. The attestation can be downloaded here <https://www.cpuc.ca.gov/regulatory-services/licensing/transportation-licensing-and-analysis-branch/transportation-network-companies/tnc-accessibility-for-persons-with-disabilities-program/tnc---access-for-all-program-access-provider>.

IV. ELIGIBLE EXPENSES

A qualifying expense for an Access Provider must improve wheelchair accessible vehicle service and be reasonable, legitimate and included on the list of eligible expenses in this section.

For Access Providers that provide WAV services for a TNC, the Access Provider shall not use Access Fund moneys for trips that are compensated by a TNC. Accordingly, the AFA is permitted to request additional information from Access Provider applicants as necessary to sufficiently review the application. An Access Provider applicant shall disclose whether it is a current or former service provider for a TNC. The Access Provider applicant must demonstrate to the AFA that any Access Fund monies will not be used for services that are compensated by a TNC.

Eligible expenses must be directly related to the execution of the Project Scope of Work proposed in the application and finalized in the executed grant agreement. Metro will only reimburse costs that were actually incurred for the project after the Notice to Proceed has been issued, and only up to the amount awarded in the grant agreement. In the event of project cost overruns, Metro will not pay more than the original amount specified in the grant agreement.

Vehicle Costs
Lease/Rental/Purchase Costs
Rental Subsidies for Driver
Inspections
Maintenance, Service & Warranty
Fuel Cost
Cleaning Supplies/Services
Partnership Costs
Transportation Service Partner Fees/Incentives and/or Management Fees
Vehicle Subsidies
Consultants/Legal
Marketplace Costs
Recruiting
Driver Onboarding
Training Costs
Driver Incentives
Promo Codes for WAV
Operational Costs
Marketing Costs

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Technology Investments/Engineering Costs/Enhancements
Community Partnership/Engagement Costs
Rental Management
Pilot Management
Wages, Salaries and Benefits (non-maintenance personnel)

Ineligible Activities and Expenses

Ineligible projects and activities are those that do not align with program goals and objectives. The following activities and expenses are ineligible through the grant program:

- Administrative costs of persons employed by the Grantee for activities not directly related to the preparation and adoption of the proposed activity or activities;
- Costs for work performed prior to Metro issuing a Notice to Proceed to the Grantee;
- Claims or litigation costs.

V. PROGRESS REPORTING REQUIREMENTS

Grantees must complete and submit quarterly progress reports with documentation in conjunction with an invoice to receive reimbursement. Progress report data from Grantees must be submitted to Metro within 30 days after the end of each quarter. Copies of subcontracts must be submitted with the first report containing subcontracted work. Grantees may be required to use specific report templates and an online platform for submissions to Metro.

Metro will measure grant performance against the stated project goals and deliverables in the Project Scope of Work included in the grant agreement. Poor performance may be grounds for termination of the grant agreement and revocation of the grant

The first reports shall be due to Metro within 30 days following the first full quarter after Notice to Proceed. Reporting templates for Access Providers can be accessed [here](#) ([see Access Provider Templates](#)).

1. **Number of Unique WAVs in Operation** – by quarter and aggregated by hour of the day and day of the week. “In operation” is defined when a WAV: (a) is available to receive a trip request in that quarter/hour/day or (b) has accepted a trip request in that quarter/hour/day.
2. **Number and percentage of WAV trips completed, not accepted, cancelled by passenger, cancelled due to passenger no-show, and cancelled by driver** – by quarter and aggregated by hour of the day and day of the week.
3. **Completed WAV trip request response times** - in deciles, as well as broken out by Period A (time elapsed from when a trip is requested until the trip is accepted) and B (time elapsed from when a trip is accepted until the vehicle arrives). Response time is the elapsed time between when a trip is requested and when the passenger is picked-up (Period A plus Period B). For example, the Access Provider shall report that 10 percent of all trip requests originating in a geographic area and quarter were fulfilled in X response time minutes, 20 percent were fulfilled in X response time

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minutes, etc. In addition, the Access Provider shall report that the Period A time was X minutes for 10 percent of completed trips, that the Period B time was X minutes for 10 percent of completed trips, etc. Accordingly, to verify the Access Provider's WAV response times, the Access Provider shall provide WAV trip response times in deciles, as well as Periods A and B in deciles, by quarter.

4. **Trip Completion Rate** – % completed WAV Trip Requests. Calculated by dividing total trips completed by total requested unique trips, multiplied by 100%.
5. **Evidence of outreach** - to publicize and promote available WAV services to disability communities, how the partnership promoted WAV services, and marketing or promotional materials of those activities.
6. **Certification of Driver Training** – Certification that all WAV drivers operating on its platform have completed driver training on transporting peoples with disabilities within the past three years, including sensitivity training, passenger assistance techniques, accessibility equipment use, door-to-door service, and safety procedures.
7. **Report of WAV Driver Training Programs** – List of driver training programs completed and number of WAV drivers that completed each training in that quarter.
8. **Certification of Inspection** - that all WAVs operating on its platform have been inspected and approved to conform with the ADA Accessibility Guidelines for Transportation Vehicles within the past year.
9. **Number of complaints** - received related to WAV driver or WAV services, categorized as follows: securement issues, driving training, vehicle safety and comfort, Service animal issue, stranded passenger, and others.
10. **Funds Expended** – Itemized list of eligible activities funded through this program.
11. **Contract Information** – Identify the parties to the contract, the duration, the amount spent on the contract, and how the amount was determined.
12. **Safety Protocol Declaration Form** – Certify under penalty of perjury to comply with Safety Protocols.

VI. APPLICATION INSTRUCTIONS

Each applicant is allowed to submit one application. A minimum of 70 points per application score is required to be considered for funding. If the funding request is not fully awarded, applicant/agency may offer a reduced scope of work and associated budget or decline funding award.

1. Submit the application to Metro by 5:00 pm on February 6, 2023, via email at AccessForAll@metro.net. **The entire signed application and all attachments must be included in the electronic copies, preferably in a single pdf file.**
2. Applications are to be complete and final. Amendments or supplements to the application will not be accepted after 5:00 pm on February 6, 2023. **Application packages with incomplete and/or missing information will not be evaluated.**
3. The application format is provided in fillable PDF forms. An electronic version of the application can be accessed at <https://www.metro.net/about/access-for-all/.entire>

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4. Review these application instructions, guidelines, and evaluation criteria carefully to ensure a complete and competitive application that sufficiently address each of the required and applicable components.

Your attendance at a Workshop for Potential Applicants, to be organized by Metro, tentatively scheduled for December 14, 2022, is highly encouraged. The workshop information can be found at <https://www.metro.net/about/access-for-all/>.

Selection of Proposals for Funding Award Recommendations:

Applications will be evaluated and ranked based on the final score provided by the Evaluation Panel. Funds will be allocated according to the ranking of projects to the maximum amount made available for the FY 2023 Solicitation for Proposals. Award recommendations will be limited to proposals that receive a final score of 70 or above (out of a maximum of 100) and subject to funds availability. Ultimately, the Metro Board of Directors will approve the funding award recommendations.

Public Record Disclaimer:

Application materials and attachments submitted to the Los Angeles County Metropolitan Transportation Authority (Metro) in response to its FY 2023 Solicitation for Proposals for the Access for All Program are not considered confidential. Application contents and attachments received by Metro are considered public records. Applicants should not include confidential information such as client names, addresses, specific medical diagnoses, telephone numbers, and other personal information.

Responsibility of Grant Subrecipient

When an agency other than the applicant identified in the application is proposed to operate vehicles or other equipment for which Access for All Program funds are requested, control and responsibility for the operation of the vehicles or other equipment must remain with the grant subrecipient throughout the life of the asset operating consistent with the project or service proposal.

In this case, the subrecipient remains the registered owner of the vehicle or equipment and remains fully responsible for program compliance, including, but not limited to, operation oversight, reporting, insurance, maintenance and monitoring. Non-compliance with program requirements may result in the relinquishment of vehicles and/or equipment to Metro.

VII. APPLICATION GUIDELINES & EVALUATION CRITERIA

Los Angeles County Metropolitan Transportation Authority (Metro) staff will screen all proposals received by the time and date deadlines for completeness and eligibility for evaluation consideration. Application packages with incomplete and/or missing information may not be evaluated. Applications as submitted are to be complete and final. Amendments or supplements to the application will not be accepted after the due date. Review these application instructions, guidelines, and evaluation criteria carefully to ensure a complete and competitive application that sufficiently address each of the required and applicable components as detailed in the FY 2023 Access for All Solicitation for Proposals.

Metro will form an Evaluation Panel with representatives knowledgeable of on-demand transportation services for persons with disabilities which will evaluate and score the proposal applications. All proposal applications will be reviewed and scored to ensure the proposed projects are responsive to the eligibility criteria for the program, as well as to the evaluation criteria. The final score for each proposal, and corresponding ranking, will be calculated based on the average scores from the panel members who were tasked to evaluate and score the application.

Applications will be ranked based on the final scores. Award recommendations will be limited to proposals that receive a final score of 70 or above (out of a maximum of 100). From the list of projects with a final score of 70 or above, funds will be allocated from the highest ranked project down to the lowest until available funds have been exhausted. Please note that some projects that score a 70 or above may be partially funded or not recommended for funding due to funds availability.

Project sponsors of projects not recommended for funding will have an opportunity to appeal the decision at Metro's Technical Advisory Committee. Only information contained in the submitted application may be presented to TAC during the appeal. Detailed instructions on the appeal process will be transmitted when project award recommendations are made. Ultimately, the Metro Board of Directors will approve the funding award recommendations that will receive grant funds.

The following outlines in detail the application content required and the maximum score possible for each scoring segment of the application.

PART I - GENERAL INFORMATION

In this section of the application, describe your agency or organization and its experience with providing wheelchair accessible transportation service. Also briefly describe the proposed project's scope, schedule, and budget, and how it will increase the availability of WAVs in Los Angeles County. This section (PART I) will not be scored independently; however, it must support and be consistent with responses to the scored responses in Part II.

Description of Applicant Agency/Organization's Operations*

1. Briefly describe your agency or organization, including its mission, history, and organizational structure.
2. WAV transportation programs and services currently managed and/or provided including identification of third-party Access Providers (if any), existing WAV vehicles and other equipment necessary to provide on-demand WAV service, areas served, days/hours of service. Specifically, to the extent this information is available (if unavailable, please briefly explain):
 - a) Number of WAVs in operation - by quarter and aggregated by hour of the day and day of the week;
 - b) Number and percentage of WAV trips completed, not accepted, cancelled by passenger, cancelled due to passenger no-show, and cancelled by driver – by quarter and aggregated by hour of the day and day of the week;
 - c) Completed WAV trip request response times in deciles, as well as Periods A and B, by quarter
3. The number of individuals who currently receive on-demand WAV transportation assistance managed/provided by your agency or organization, WAV trip request response times and how rides are deployed.
4. Attach a map or brochure showing the existing or proposed service area of your agency or organization, as well as any proposed expansion requested to be funded (if applicable). The map should identify service boundaries and zip codes.
5. Describe WAV driver training programs used and the number of WAV drivers that completed training in the prior year and state whether WAVs have been inspected and approved to conform with ADA Accessibility Specifications for Transportation Vehicles within the past year (if applicable).
6. For services currently in operation, list the number of complaints received related to WAV drivers or WAV services, categorized as follows: securement issue, driving training, vehicle safety and comfort, service animal issue, stranded passenger, and other.
7. Provide financial information including estimated income, estimated expenses, and list and explain all sources of operating revenue.

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**Note: If any of the above information is unavailable or not applicable, please explain.*

Description of the Proposed Project

Briefly describe the scope, schedule, and budget for the proposed project using the space provided in the application.

1. What is your proposal for increasing on-demand WAV availability in Los Angeles County? Does it include utilization of existing WAV vehicles, coordination with third-party Access Provider, enhanced dispatch system, acquisition of WAV vehicles to enhance existing fleet or other approaches?
2. How will the project be phased to ensure implementation is successful within the one-year performance period?
3. What is the expected budget to support the successful implementation within the performance period?

PART II – PROJECT IMPLEMENTATION, OBJECTIVES AND BENEFITS

Part II consists of four sections (A-D). Metro will evaluate each application solely on the information provided in these sections. The weight of each section is indicated, and cumulatively total **100 possible points**. Ensure that the narrative responses are clear, concise, complete and accurate and specifically address the evaluation criteria provided as guidance for each section.

Section A: Project Readiness and Technical Capacity (Up to 15 points)

1. Project Readiness is essential in determining whether a project is ready for funding. The Applicant must demonstrate project readiness in providing on-demand WAV services. Applicants should demonstrate an ability to begin offering on-demand WAV services within 30 days of funding agreement execution.
2. The Applicant must demonstrate the technical capacity to manage the proposed grant funded project. Applicants must also demonstrate capacity to fulfil the grant requirements or provide on-demand WAV service to a broad range of users. Applicants should describe 1) the role of key personnel and their relevant experience with providing on-demand WAV service; and 2) any third-party Access Providers that will be assigned to the project.

Section B: Project Implementation Plan (Up to 35 points)

To receive the maximum number of points, provide a detailed and clear description of the project, emphasizing its goals and expected outcomes.

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1. Describe the project's operational plan, including: a description of day-to-day project operations for the on-demand WAV service to be provided; the service area to be covered; fare collection; and fare parity with current TNC operators.
2. Describe how the proposed project is consistent with the goals of the grant program to increase the presence and availability of WAV vehicles in service and to reduce response times.
3. Explain how the award of Program funds will allow your organization to continue existing services or otherwise meet existing demand.
4. What percent of the proposed service area covers areas currently unserved by the LA County Coordinated Paratransit operator Access Services? (see Figure A)
5. Describe the Applicant's procedures for preventative and routine vehicle maintenance.
6. Describe the management tools and/or procedures to be used for collecting, tracking, and reporting the project's performance, including the evaluation of performance indicators.

Section C: Customer Experience and Program Outreach (Up to 35 points)

1. Describe how the proposed project was developed in consultation with interested parties to ensure adequate coordination of existing and proposed transportation services. Specifically, to the extent this information is available (if unavailable, please provide a brief explanation): evidence of outreach efforts to publicize and promote available WAV services to disability communities, which may include a list of partners from disability communities, how the partnership promoted WAV services, or marketing and promotional materials of those activities. This should include discussion of any specific efforts to build and preserve relationships with disability communities.
2. Applicants should have a comprehensive and effective strategy to reach disability communities and promote their on-demand WAV services. Describe the proposed strategies to publicize and promote available on-demand WAV services to disability communities.
3. Applicants should provide alternative means to smartphones and other digital tools to access on-demand WAV services. Describe how on-demand WAV services will be available to individuals who do not have a smartphone, internet, or who need additional assistance in requesting the service.
4. Describe the contingency plan to avoid service disruption due to staffing, mechanical, or technical problems.

Section D: Budget Justification (Up to 15 points)

Describe the assumptions for developing the budget for the proposed project included in Part III of the application. All costs must be broken down, and a detailed description for how you determined each cost must be provided. The total project net cost calculated should be the net of operating revenues (i.e., operating cost - farebox revenue collected = net cost). Please address the following evaluation criteria:

1. Assumptions used to prepare the budget, such as quantity and level of service, basis for costs, inflation rate and prior experience. Include maintenance and repair costs, cost of fuel, casualty and liability insurance, and other direct costs; in-direct costs are ineligible.
2. Identify all sources and amounts of operating revenue, including farebox revenue where applicable and revenue from local, state, and/or federal discretionary and/or formula grants that are proposed to be used to fund the proposed project.
3. Identify the total amount of federal funds requested from the specific Access for All Program and discuss the eligibility of the proposed expenditures.

PART III. CERTIFICATIONS

All applicants must certify their ability and willingness to comply with the following requirements. These certifications will not be scored but are required for any organization receiving Access for All program funds.

Safety and Due Diligence Certifications

1. Certify that the Access Provider's WAV drivers have completed WAV driver training, including sensitivity training and passenger assistance techniques, within the past three years or will receive such training prior to receiving an award under this program. Include, if available, a report of WAV driver training programs used and number of WAV drivers that completed the training that quarter.
2. Certify that all WAVs operating on an access provider's platform have been inspected and approved to conform with the ADA Accessibility Specifications for Transportation Vehicles within the past year or will receive such inspection and approval prior to receiving an award under this program.
3. Background checks: Carriers must perform background checks that meet or exceed what is required of TNCs under the TNC Applications Form. (available at https://www.cpuc.ca.gov/-/media/cpuc-website/files/uploadedfiles/cpuc_public_website/content/licensing/transportation_network_companies/basicinformationfortnics.pdf)
4. Insurance: Carriers must have levels of insurance equivalent to or higher than to what is required of charter-party carriers under General Order 115. (available at:

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<https://www.cpuc.ca.gov/proceedings-and-rulemaking/cpuc-general-orders>)

5. Controlled substance and alcohol testing: Carriers must be enrolled in a controlled substance and alcohol testing program.
6. Secretary of State registration: Carriers must have their articles of incorporation filed with the Secretary of State.
7. Motor Carrier Profile with California Highway Patrol (CHP): Carriers must complete the CHP 362 Motor Carrier Profile and obtain a CA Number from the CHP28.

Civil Rights Certification

All applicants must **attach a Civil Right Certification Letter** describing any lawsuits or complaints against your agency or organization within the last 12 months alleging discrimination on the basis of race, color, creed, national origin, sex, age or disability. The summary of lawsuits should include the date of complaint, lawsuit received and/or acted on, description status or outcome, corrective action taken, and date of final resolution. If no lawsuits or complaints were received or acted on, the letter should indicate that, "There were no lawsuits or complaints received or acted on in the last 12 months relating to Title VI or other relevant Civil Rights requirements." This letter should also discuss if your agency or organization has a Title VI Plan. Discuss policies and procedures to make written and oral information available to clients and potential clients in languages other than English. This letter is to be printed on letterhead, signed by a duly authorized representative, and attached to the application.

Current Grant Subrecipient Compliance

All applicants must indicate whether or not they are a current Metro grant recipient/subrecipient. If yes, applicants must indicate whether or not they are in good standing or in compliance with any existing Agreement and/or Scope of Work.

Los Angeles County
Metropolitan Transportation Authority

Access for All (AFA) Grant Program

To expand access to Wheelchair Accessible Vehicle (WAV)
demand-responsive transportation

FY 2023 Competitive Grant Application



Application Deadline: 5:00 pm on Monday, February 6, 2023



Metro

December 2022

Competitive Grant Application

Access for All (AFA) Grant Program

FY 2023 Solicitation for Proposals

Application Deadline: 5:00 PM on Monday, February 6, 2023

Application Package Contents

Part I. General Information

Part II. Project Implementation, Objectives and Benefits

Part III. Certifications

Application Instructions

Each applicant is allowed to submit one application. A minimum of 70 points per application score is required to be considered for funding. If the funding request is not fully awarded, applicant/agency may offer a reduced scope of work and associated budget or decline funding award.

Submit the application to Metro via email at AccessForAll@metro.net by the application deadline, **5:00 PM on Monday February 6, 2023**. The entire signed application and all attachments must be included in the electronic copies, preferably in a single pdf file.

Applications are to be complete and final. Amendments or supplements to the application will not be accepted after 5:00 pm on February 6, 2023. **Application packages with incomplete and/or missing information will not be evaluated.**

Review these application instructions, guidelines, and evaluation criteria carefully to ensure a complete and competitive application that sufficiently address each of the required and applicable components.

Your attendance at a Workshop for Potential Applicants, to be organized by Metro, tentatively scheduled for December 14, 2022, is highly encouraged. The workshop information can be found at <https://www.metro.net/about/access-for-all>.

The application is provided in fillable PDF form. All questions should be concisely answered in the space provided. Use additional pages as needed.

Technical Assistance

If you have any questions, contact Adam Stephenson at stephensona@metro.net, or Anne Flores at floresa@metro.net. For additional information and resources, refer to the program website at <https://www.metro.net/about/access-for-all>.

Part I

General Information

Name of Agency or Organization:
Project Title:
Project Description (Brief):
Total Funding Request: \$

Application Information

Address: _____

City/State/Zip: _____

Contact Person (Name and Title): _____

E-mail of Contact Person: _____

Phone (Area code + Number): _____

Funding Category (Select only one)

Capital Operating

Applicant Eligibility (Select only one)

Permitted Transportation Carrier	Non-Permitted Transportation Carrier	TNC that Meets Requirements
Permit No. _____	Documents Attached:	Attestation Attached
	Background Checks	
	Insurance	
	Controlled Substance and Alcohol Testing	
	Secretary of State Registration	
	Motor Carrier Profile with CHP	

AUTHORIZATION

I, _____, am the person duly authorized to sign this this application and associated certifications on behalf of my agency/organization. I also acknowledge that the information in this application package is a public record. To the best of my knowledge and belief, all data in this application is true and correct. My agency/organization will comply with applicable Certifications, Metro Funding Agreement, and Metro requirements if financial assistance is awarded.

Signature of Authorized Representative

Date

Title of Authorized Representative

Name of Agency/Organization

Part I

General Information (continued)

Description of Applicant Agency/Organization's Operations

(Follow and address all application guidelines and evaluation criteria, and include all attachments, as detailed in the FY 2023 Access for All Solicitation for Proposals).

A map or brochure showing the existing or proposed service area of your agency or organization, as well as any proposed expansion requested to be funded (if applicable), is attached.

The map identifies service boundaries and zip codes.

Part I

General Information (continued)

Description of Applicant Agency/Organization's Operations (continued)

Part I

General Information (continued)

Description of Applicant Agency/Organization's Operations (continued)

Part I

General Information (continued)

Description of the Proposed Project

(Follow and address all application guidelines and evaluation criteria as detailed in the FY 2023 Access for All Solicitation for Proposals).

Part I

General Information (continued)

Description of the Proposed Project (continued)

Part I

General Information (continued)

Description of the Proposed Project (continued)

Part II - Project Implementation, Objectives and Benefits

Section A

Part II consists of four sections (A-D). Metro will evaluate each application solely on the information provided in these sections. The weight of each section is indicated, and cumulatively total 100 possible points. Ensure that the narrative responses are clear, concise, complete and accurate and specifically address the evaluation criteria provided as guidance for each section. All questions should be answered in the space provided. Use additional pages as needed.

A. Project Readiness and Technical Capacity (Up To 15 Points)

(Follow and address all application guidelines and evaluation criteria as detailed in the FY 2023 Access for All Solicitation for Proposals).

Part II - Project Implementation, Objectives and Benefits

Section A (continued)

A. Project Readiness and Technical Capacity (continued)

Part II - Project Implementation, Objectives and Benefits

Section B

B. Project Implementation Plan (Up To 35 Points)

(Follow and address all application guidelines and evaluation criteria as detailed in the FY 2023 Access for All Solicitation for Proposals).

Part II - Project Implementation, Objectives and Benefits

Section B (continued)

B. Project Implementation Plan (continued)

Part II - Project Implementation, Objectives and Benefits

Section B (continued)

B. Project Implementation Plan (continued)

Part II - Project Implementation, Objectives and Benefits

Section B (continued)

B. Project Implementation Plan (continued)

Part II - Project Implementation, Objectives and Benefits

Section B (continued)

B. Project Implementation Plan (continued)

Part II - Project Implementation, Objectives and Benefits

Section C

C. Customer Experience and Program Outreach (Up To 35 Points)

(Follow and address all application guidelines and evaluation criteria as detailed in the FY 2023 Access for All Solicitation for Proposals).

Part II - Project Implementation, Objectives and Benefits

Section C (continued)

C. Customer Experience and Program Outreach (continued)

Part II - Project Implementation, Objectives and Benefits

Section C (continued)

C. Customer Experience and Program Outreach (continued)

Part II - Project Implementation, Objectives and Benefits

Section C (continued)

C. Customer Experience and Program Outreach (continued)

Part II - Project Implementation, Objectives and Benefits

Section C (continued)

C. Customer Experience and Program Outreach (continued)

Part II - Project Implementation, Objectives and Benefits

Section D

D. Budget Justification (Up To 15 Points)

(Follow and address all application guidelines and evaluation criteria as detailed in the FY 2023 Access for All Solicitation for Proposals).

Part II - Project Implementation, Objectives and Benefits

Section D (continued)

D. Budget Justification (continued)

Part III - Certifications

Safety and Due Diligence Certifications

All applicants must certify their ability and willingness to comply with the following requirements. Check the box next to each requirement and sign the certification below, to confirm your agreement to comply. These certifications will not be scored but are required for any organization receiving Access for All program funds.

- (check)
1. Certify that the Access Provider's WAV drivers have completed WAV driver training, including sensitivity training and passenger assistance techniques, within the past three years or will receive such training prior to receiving an award under this program. Include, if available, a report of WAV driver training programs used and number of WAV drivers that completed the training that quarter.
 2. Certify that all WAVs operating on an access provider's platform have been inspected and approved to conform with the ADA Accessibility Specifications for Transportation Vehicles within the past year or will receive such inspection and approval prior to receiving an award under this program.
 3. Background checks: Carriers must perform background checks that meet or exceed what is required of TNCs under the TNC Applications Form. (available at https://www.cpuc.ca.gov/-/media/cpuc-website/files/uploadedfiles/cpuc_public_website/content/licensing/transportation_network_companies/basicinformationfortncs.pdf)
 4. Insurance: Carriers must have levels of insurance equivalent to or higher than to what is required of charter-party carriers under General Order 115. (available at: <https://www.cpuc.ca.gov/proceedings-and-rulemaking/cpuc-general-orders>)
 5. Controlled substance and alcohol testing: Carriers must be enrolled in a controlled substance and alcohol testing program.
 6. Secretary of State registration: Carriers must have their articles of incorporation filed with the Secretary of State.
 7. Motor Carrier Profile with California Highway Patrol (CHP): Carriers must complete the CHP 362 Motor Carrier Profile and obtain a CA Number from the CHP28.

Certifying Representative

Name (print): _____

Title (print): _____

Signature: _____ Date: _____

Part III - Certifications *(continued)*

Civil Rights Certification

All applicants must **attach a Civil Right Certification Letter** describing any lawsuits or complaints against your agency or organization within the last 12 months alleging discrimination on the basis of race, color, creed, national origin, sex, age or disability. The summary of lawsuits should include the date of complaint, lawsuit received and/or acted on, description status or outcome, corrective action taken, and date of final resolution.

If **NO** lawsuits or complaints were received or acted on in the last 12 months relating to Title VI or other relevant Civil Rights requirements, please include the following statement in the letter:

“THERE WERE NO LAWSUITS OR COMPLAINTS RECEIVED OR ACTED ON IN THE LAST 12 MONTHS RELATING TO TITLE VI OR OTHER RELEVANT CIVIL RIGHTS REQUIREMENTS.”

This letter should also discuss if your agency or organization has a Title VI Plan. Discuss policies and procedures to make written and oral information available to clients and potential clients in languages other than English. This letter is to be printed on letterhead, signed by a duly authorized representative, and attached to the application.

Check Here if a Civil Rights Certification Letter is Attached

Current Grant Subrecipient Compliance

If you are a current grant subrecipient with Metro and are not compliant with all subrecipient grant program requirements, you may not be eligible to apply for grant funds.

YES **NO**

Does your agency/organization currently have an active capital and/or operating project funded through a Metro grant subrecipient program, or is currently reporting to Metro on a past capital project?

If yes, is your agency/organization currently in compliance with its grant program funding agreement, scope of work, and/or Metro annual self-certification reporting?



Board Report

File #: 2022-0683, File Type: Agreement

Agenda Number: 12.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 16, 2022

**SUBJECT: AUTHORIZATION FOR METRO SUPPORT SERVICES FOR METROLINK SCORE
PHASE 1 PROGRAM**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or her designee to:

- A. PROCEED with property acquisition and negotiation related activities in support of the Chatsworth Station Improvements, El Monte Siding Extension, Marengo Siding Extension, and Burbank Junction Speed Improvements Metrolink SCORE Phase 1 Program capital projects within Los Angeles County (SCORE Projects);
- B. EXECUTE funding agreements with SCRRA in the amount of \$4,177,500 for the SCORE Projects; and,
- C. NEGOTIATE AND EXECUTE all necessary agreements and/or amendments with SCRRA for Metro support associated with the SCORE Projects.

ISSUE

At request of the Southern California Regional Rail Authority (SCRRA), approval of the recommended actions will support the Southern California Optimized Rail Expansion Program (SCORE) Phase 1 Program by providing Real Estate, Design Review, Third Party Utility Coordination Support and Community Outreach Support.

BACKGROUND

Metro is a member of the Southern California Regional Rail Authority (SCRRA) Joint Powers Authority, which operates Metrolink commuter rail service in and through LA County. In September 2019, the Metro Board received a presentation on the Metrolink SCORE Program and approved a Board motion to “adopt as policy SUPPORT for the build-out of the Metrolink SCORE master plan to improve regional mobility, increase transit ridership, and reduce greenhouse gas emissions.”

SCORE Program

SCORE is SCRRA's \$10 Billion capital program which invests in track, signal, grade crossing, station, and other capacity and safety improvements to meet the region's future passenger rail needs. When SCORE is implemented, anticipated in time for the 2028 Olympic and Paralympic Games, most Metrolink lines will have the capacity to operate 30-minute bi-directional service, a significant increase compared to current service levels. Additional SCORE benefits will include cleaner air and greenhouse gas reductions, more access to jobs, economic development and affordable housing, and seamless connections to other transportation services as described further in the Attachment A to this report.

Los Angeles County would see reduced traffic congestion and emissions on adjacent freeways, as Metrolink removes the equivalent of one lane of parallel freeway traffic during the peak hour in peak direction in some locations, with similar improvements in other counties served. Fewer vehicles on the road results in fewer accidents, reduced air pollution and emissions, and decreased energy consumption for the residents in Los Angeles County. The envisioned SCORE program is expected to reduce 7.4 million pounds of reactive organic gas emissions, 103.6 million pounds of oxides of nitrogen, 3.6 million pounds of atmospheric particulate matter that have a diameter less than 2.5 micrometers, and 4.0 million pounds of diesel particulate matter (black soot) between 2023 and 2078, and well beyond.

The Los Angeles Economic Development Corporation produced a study assessing the impact of the construction investment in the SCORE program. Through construction and service improvements, Los Angeles County residents can expect to see 45,700 new jobs and \$9.801 billion in gross regional product by 2028. By 2050, there will be 704,900 new jobs and a collective total of \$356 billion in economic activity. To date, SCRRA has received \$2.3 Billion in committed funding, and most of the projects are in various stages of environmental clearance, design, and pre-construction activities. Of the committed funding to-date, Metro had a significant role in achieving total awarded funds. In partnership with the SCORE Program, Metro was successfully awarded \$337.57 million by CalSTA in 2018 TIRCP grant funds toward the LINK Union Station Phase A project. Then in 2019, North Los Angeles County Transportation Coalition Board committed up to \$113.8 million using Measure M subregional funds in order for Metro to successfully receive an additional \$97.05 million by CalSTA in 2020 TIRCP grant funds for the Antelope Valley Line Capital Improvements consisting of Balboa Double Track, Canyon Siding Extension, Lancaster Terminal Improvements and Brighton to McKinley Double Track Improvements. It should be noted, Brighton to McKinley is Segment 1 of the Brighton to Roxford Double Track Improvements which is now in 90% final design. Attachment B shows the location of the 21 SCORE Phase 1 projects that SCRRA or the member agencies are currently advancing to a shovel-ready level.

DISCUSSION

Staff is requesting approval of the recommended actions that provide support services to SCRRA for four (4) of the 21 capital projects for the Metrolink SCORE Phase 1 program which include Chatsworth Station Improvements, El Monte Siding Extension, Marengo Siding Extension, and Burbank Junction Speed Improvements (i.e the SCORE Projects).

SCRRA is currently in final design process for Chatsworth Station Improvements, El Monte Siding Extension and Marengo Siding Extension projects. The Burbank Junction Speed Improvements project is starting construction which is entirely within the Metro owned right-of-way. On a parallel path, SCRRA is in the process of completing appraisals and preparing to extend offers for various parcels on the other projects. SCRRA requests that Metro provides various real estate services in support of property acquisition, including condemnation support, if needed. SCRRA also requests that Metro provide additional support services for design review, third party utility coordination support and communication outreach support on an as needed basis. See Attachment C for a list of representative Metro tasks and responsibilities in support of the SCORE Phase 1 Program.

Supporting Four SCORE Phase 1 Projects

Metro staff has worked closely with SCRRA staff to develop separate funding agreements for Chatsworth Station Improvements, El Monte Siding Extension, Marengo Siding Extension and Burbank Junction Speed Improvement projects which will identify roles and responsibilities, terms, and reimbursement to Metro for providing support services for the SCORE Phase 1 Program as summarized below.

Chatsworth Station Improvements

The Chatsworth Station Improvements Project will create a pedestrian underpass and make other pedestrian, signal, and track improvements at the Metrolink Chatsworth Station such track rehabilitation, signal upgrades, and removal of an existing pedestrian at-grade crossing. Representative Metro support functions may include design oversight and condemnation counsel support, plus property acquisition costs. Since this project is more than the CEO's \$500,000 signature authority, board action will authorize the Chief Executive Officer to enter into a funding agreement with SCRRA in the amount of \$3,160,391 for the Chatsworth Station Improvements Project.

Burbank Junction Speed Improvements

The Burbank Junction Speed Improvement Project will install higher-speed trackwork. A new crossover will be installed between the Ventura and Valley subdivisions to assist with passenger train and freight movement. Other improvements include reconfiguration and lengthening of tracks within the railroad right-of-way, allowing this key junction to service trains more efficiently, ultimately leading to more frequent and reliable service. This project funding agreement with SCRRA will be under the CEO's \$500,000 limit for signature authority.

Marengo Siding Extension

The Marengo Siding Extension Project is along the San Bernardino line and will allow continuous movement of trains. The existing Marengo Siding will be lengthened by 3,300 feet towards Cal State Los Angeles. The work includes performing grading along the guideway, installing approximately 0.75 miles of track, installing a turnout, removing existing signals and installing new signals and segment of wall. This project funding agreement with SCRRA will be under the CEO's \$500,000 limit for signature authority.

El Monte Station Improvements and Siding Extension

The El Monte Station Improvements and Siding Extension project consist of two main items of work. First are the pedestrian improvements at the station and the Tyler Avenue grade crossing and second is the lengthening of the existing siding by approximately 2,900 feet further east to the Peck Road bridge, allowing for more capacity, throughput, and reliability along the Metrolink San Bernardino Line. Additional work involves sidewalk improvements, emergency swing gates, pedestrian gates, warning signals, walkway delineators and signage. Existing track shall be shifted, and new track will need to be constructed to support the additional trackwork. This project funding agreement with SCRRA will be under the CEO's \$500,000 limit for signature authority.

Other SCORE Phase 1 Program in Los Angeles County

The other SCORE Phase 1 capital projects will require separate funding agreements with specified roles and responsibilities for Metro and Metrolink under separate future board actions such as Link Union Station, Chatsworth ADA Improvements and the Antelope Valley Line Capital Improvements. It is important to note, the Antelope Valley Line Capital Improvements would provide the capacity required to allow commuter and intercity rail service to increase along the Antelope Valley Line to 30-minute bi-directional headways between Los Angeles Union Station and Santa Clarita Valley and up to 60 minute bi-directional headways to Lancaster Terminal by the year 2030.

DETERMINATION OF SAFETY IMPACT

The Metrolink SCORE Program will construct additional sidings, double track segments, pedestrian grade separated crossings, improved signal and communications infrastructure, and make quiet zone ready improvements to the at-grade crossings, all consistent with improved safety along the Metrolink commuter rail system. All improvements will be designed to the latest safety standards established by the FRA and other regulatory agencies.

FINANCIAL IMPACT

SCRRA was awarded a \$875,708,000 Transit and Intercity Rail Capital Program (TIRCP) grant by CALSTA in April 2018 for the SCORE Program, including design and construction of these four capital projects. These Projects are eligible for funding and reimbursement of all Metro's support service costs under the 2018 TIRCP grant.

Subject to Metro Board approval, the SCRRA funding agreements will provide a mechanism for SCRRA to reimburse Metro costs in support of the Metrolink SCORE Program. Eligible Metro costs for reimbursement would include staff time, property acquisition related costs, and consultant support costs. SCRRA has received CTC allocations of 2018 TIRCP funds for SCORE Phase 1 project costs for the four projects identified within this report. Metro will track SCORE Phase 1 project costs via a new project number, advance any expenses required to support the Metrolink SCORE program, generate monthly invoices and obtain reimbursement by SCRRA, via the funding agreement terms.

EQUITY PLATFORM

The Metrolink SCORE program represents a 21st Century transportation system accessible to residents in each of the five counties, regardless of occupation or neighborhood. In Los Angeles County, the SCORE Phase 1 capital projects would directly improve quality of life in the Equity Focus Communities of Lancaster, Santa Clarita, San Fernando, Chatsworth, Burbank, Glendale, Los Angeles, Monterey Park, Alhambra, El Monte and Rosemead, which have or are located near a Metrolink system station.

It should be noted, all four SCORE Phase 1 capital projects that Metro will be supporting are within or adjacent to the Equity Focus Communities of Chatsworth, Burbank, Monterey Park, Alhambra, El Monte and Rosemead. These four capital projects collectively have operations on three of the seven Metrolink Rail Networks. Specifically, the Rail Networks for the capital projects that Metro is supporting under the SCORE Phase 1 program operate on the Ventura County Line, Antelope Valley Line, and San Bernardino Line. The median income by Line is \$76,166 on the Ventura, \$40,823 on the Antelope Valley and \$60,913 on the San Bernardino according to a 2022 Metrolink Rider Survey. 39% of all current Metrolink riders report household incomes below \$50,000. The average age of Metrolink riders in 2022 has increased to 51 years. The same data shows rider demographics at 38% Hispanic or Latino, 31% White, 17% Asian or Pacific Islander, 10% African American and 4% Other.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro membership in the new Agency supports Vision 2028 Strategic Plan goals 1, 2 and 3, as follows:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling;
- Goal 2: Deliver outstanding trip experiences for all users of the transportation system;
- Goal 3: Enhance communities and lives through mobility and access to opportunity;

ALTERNATIVES CONSIDERED

The Board could choose to not provide support services to SCRRA, such as Real Estate services. This would not allow SCRRA to finalize acquisitions offers since Metro is the owners of the railroad corridor. In other cases, SCRRA would have more costly third party related expenses, and they would not have the benefit of the existing Metro utility agreements, experience and subject matter experts. Metro involvement is also required for project messaging and community outreach support using internal resources and connections only available to Metro. Since Metro involvement is required for these support functions, these Board actions will enable Metro staff and their consultants support teams to participate fully in the SCORE project delivery process and obtain reimbursement for Metro's efforts.

NEXT STEPS

Subject to Board approval of the staff recommendation, Metro and Metrolink will execute the funding agreement required for the Chatsworth Station Improvements, El Monte Siding Extension, Marengo Siding Extension, and Burbank Junction Speed Improvements Metrolink SCORE Phase 1 Program capital projects. This will enable Metro Real Estate to provide real estate related support services

necessary to acquire permanent and temporary rights required for the four SCORE Phase 1 projects. Services include but are not limited to valuation analysis, acquisitions and negotiations, condemnation coordination, and execution of real estate related transactional documents. Metro Program Management will engage in design plan review and Third-party coordination support. Metro Community outreach staff will support future community meetings and SCORE project groundbreaking activities as requested by SCRRA, which will occur as early as November 2022. Staff will return to the Board on other SCORE Phase 1 Program in Los Angeles County such as the Link Union Station, Chatsworth ADA Improvements, and Antelope Valley Line Capital Improvements.

ATTACHMENTS

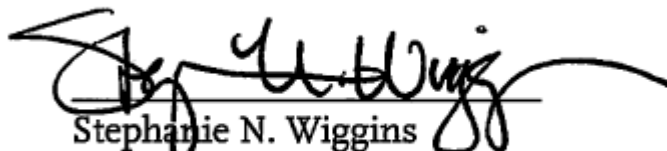
Attachment A - SCORE Program Fact Sheet

Attachment B - SCORE Phase 1 Projects

Attachment C - Metro Tasks in Support of SCRRA SCORE Phase 1 Program

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Stephanie N. Wiggins
Chief Executive Officer

METROLINK

SCORE

Southern California Optimized Rail Expansion

GET MORE WITH SCORE



What is SCORE?

Metrolink's Southern California Optimized Rail Expansion (SCORE) is a \$10+ billion capital improvement program that includes grade crossing, station and signal improvements as well as track additions across five counties. As Metrolink's service area continues to grow from its current 18 million people, we must do more to serve Californians and meet the state's ambitious goals to reduce greenhouse gases and improve access to affordable housing and jobs. SCORE will accelerate Metrolink's goal towards a zero-emissions future and prepare for the millions of tourists, workers and residents expected to celebrate the 2028 Olympics and Paralympics. SCORE represents a 21st Century transportation system equitable to residents in each of the five counties, regardless of occupation or neighborhood.

With

SCORE

the region gets **MORE.**



More safety improvements



More seamless connections to other transit providers



More peak and off-peak rail service



More jobs and economic development



More access to job centers and affordable housing



Healthier air for all

Metrolink is the only public transit option for long distance travel throughout the entire region.

Metrolink carries passengers across all city and county lines, taking riders from city-to-city, county-to-county for a region-wide commute, and runs parallel to five of Southern California's major freeways.

- SCORE investments advance access to transportation for those who need it most, including essential workers

- SCORE will reduce 51.7 million metric tons of carbon dioxide

- SCORE's construction plan alone will create over 113,100 good paying jobs – each on average nearly \$64,000

- The cross-county and inter-city connections will promote active transportation and improve public health and safety



2028 Goal:

With millions expected to visit California for the 2028 Olympics, the SCORE program is an ambitious plan to upgrade Metrolink's railway system. Metrolink is the third largest commuter rail system in the nation and has reduced 9.3 million car trips annually to eliminate 3.4 billion vehicle miles traveled from 2023-2078.

Metrolink is the answer to freeway gridlock and gives people a better quality of life, while protecting our environment. The benefits from SCORE will make the region increasingly attractive for the millions projected to arrive in SoCal in 2028 and, will contribute to the economic engine of the region for decades to come.



SCORE **Frequently Asked Questions (FAQs)**

1. How is SCORE funded?

The majority of SCORE is unfunded. After local partners contributed over \$595 million, Metrolink successfully leveraged those funds against state-level grant opportunities. In 2018, Metrolink was awarded an \$876 million grant from the California Transit Intercity Rail Capital Program (TIRCP) for Phase One of SCORE. To date, Metrolink has raised approximately 23%, or \$2.3 billion, of the \$10 billion funding goal. Metrolink is now in the process of identifying and pursuing additional grant opportunities to reach the overall funding goal.

2. How are SCORE projects identified and prioritized?

In alignment with the State Rail Plan – a 20-year planning and implementation framework for California's rail network – Metrolink identified railroad improvements that would upgrade safety, enable more frequent service, and make existing service more reliable. Metrolink's planning team underwent a comprehensive analysis to identify and prioritize major bottlenecks and projects that greatly benefit the operations for multiple rail operators such as Metrolink, Amtrak, BNSF, UPRR and future High-Speed Rail.

3. What are the benefits to the community?

The projects would generate jobs and business opportunities, provide environmental benefits, and increase the frequency and the reliability of Metrolink service. Los Angeles County would see reduced traffic congestion and emissions on adjacent freeways, as Metrolink removes the equivalent of 1 lane of parallel freeway traffic during the peak hour in peak direction in some locations, with similar improvements in other counties served. Fewer vehicles on the road results in fewer accidents, reduced air pollution and emissions, and decreased energy consumption.

4. How will the SCORE Improvements Projects benefit riders?

Passengers will go to a train station and wait no more than 30 minutes for the next train in both directions. The Project improvements and updates would enable Metrolink to operate safe and reliable services, which means a better customer experience for passengers.

5. Are there any economic benefits to the area?

The Los Angeles Economic Development Corporation (LAEDC) produced a study assessing the impact of the construction investment in the SCORE program. Through construction and service improvements, Los Angeles County residents can expect to see 45,700 new jobs and \$9.801 billion in gross regional product by 2028. By 2050, there will be 704,900 new jobs and a collective total of \$356 billion in economic activity. SCORE is Metrolink's legacy initiative.

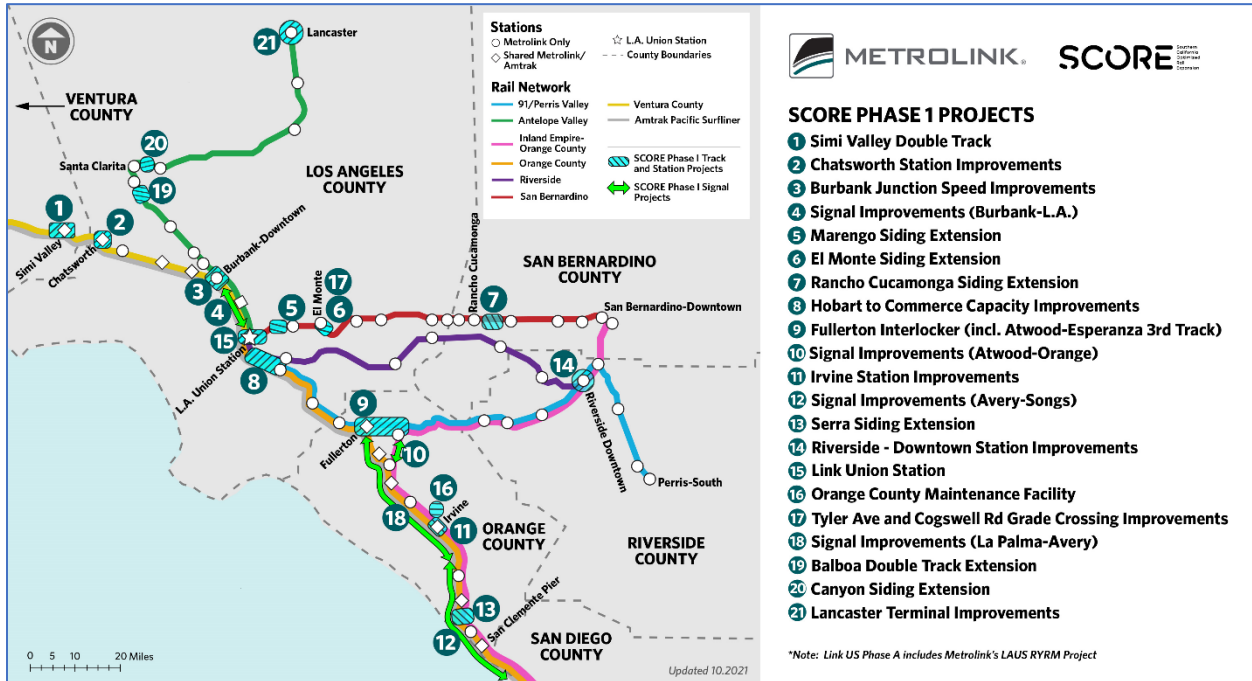
For more information about SCORE projects.

Please visit: metrolinktrains.com/score

Contact: Jeanette Flores,
Assistant Director of Public Affairs,
SCORE at floresj@scrra.net

Attachment B

Metrolink SCORE Phase 1 Projects



ATTACHMENT C

Metro Tasks and Responsibilities in Support of SCORE Program (Phase 1 Projects)

Chatsworth Station Improvements Burbank Junction Speed Improvements Marengo Siding Extension El Monte Station Improvement and Siding Extension (Design (PS&E) Phase)

Projects Status:

The Projects are currently in the Design (PS&E) Phase.

SCRRA has completed CEQA Environmental Clearance for the Projects, and is currently undertaking NEPA Environmental Clearance, if and where applicable. The Environmental Phase for the Projects has completed.

SCRRA has completed the Preliminary Design (30% design level) for the Projects, and SCRRA is currently developing the Final Design (90% to 100% / Camera-ready design level) for the Projects. The Design Phase for the Projects is scheduled to continue through 2023.

Scope of LACMTA Services:

This scope of work is for Los Angeles County Metropolitan Transportation Authority (LACMTA) to provide support to the Projects, as set forth below:

1. Right-of-Way Acquisition Support

LACMTA shall provide supporting right-of-way acquisition services for the Projects, which includes support to SCRRA for acquisition of right-of-way, easements, and temporary construction easements. LACMTA's roles and responsibilities for the ROW Acquisition Work are as follows:

1. Review title reports and provide comments to SCRRA regarding required property conditions/title clearances, SCRRA to coordinate title clearances
2. Review and comment on property impact statements
3. Set Just Compensation
4. Review and approve offer packages
5. Review and approve administrative and litigation settlements
6. Execute escrow and transaction related documents
7. In the event condemnation is needed to acquire any Property Interests, obtain approval from LACMTA Board of Directors or delegee in connection with

Resolutions of Necessity for condemnation, amount of just compensation, and any other approvals needed as determined by LACMTA in its sole discretion

8. Engage outside legal counsel and experts, as needed in connection with condemnation proceedings

2. Design Review

LACMTA shall review the design plans for each of the remaining design levels for the Projects, provide written comments to SCRRA, and participate in comment resolution meetings. As part of this review process, LACMTA will review the Projects' cost estimates, milestones for the Projects, and consultant deliverables at each of the milestones. LACMTA will provide comments on the design plans within twenty-five (25) business days' of receipt of the Project design documents. The work product from this phase of design review work shall be PS&E documents for the procurement of the construction of each of the Projects.

3. Utility Coordination Support

LACMTA shall provide legal support services for the Projects where existing utilities are impacted by the Projects. This includes coordination with utility owners on possible relocations or protections as agreed upon in existing license agreements between LACMTA and utility owners.

4. Community Outreach Support

LACMTA shall provide community outreach support services for the Projects. At least one LACMTA community outreach representative would attend community outreach meetings for the Projects as scheduled and led by SCRRA (or SCRRA's Public Outreach consultant). SCRRA anticipates three (3) community meetings and one (1) public hearing meeting for each of the Projects, The LACMTA Public Outreach representative would coordinate with SCRRA's Community Relations Manager and SCRRA's Public Outreach consultant during the and Design Phase of the Projects, and will distribute SCRRA-provided public notices as needed through digital media, such as LACMTA's metro.net website and social media.

Milestones and Deliverables:

Expected completion of Design (PS&E) Phase: December 30, 2023



Board Report

File #: 2022-0695, File Type: Project

Agenda Number:

REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 16, 2022

SUBJECT: TRANSPORTATION COMMUNICATION NETWORK ENVIRONMENTAL IMPACT REPORT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Transportation Communication Network (TCN) Project;
- B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR) for the Transportation Communication Network, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board’s independent judgment following CEQA Guidelines, section 15090;
- C. ADOPTING, in accordance with CEQA, the:
 - 1. Findings of Fact;
 - 2. Mitigation Monitoring and Reporting Program; and
- D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

ISSUE

The Metro Transportation Communication Network (TCN) Project proposes a network of transportation communication digital displays that will promote efficient roadways, increase public transit ridership, improve public safety, and provide revenue generation for transportation programs. Metro, as the Lead Agency, prepared and circulated for public comment a Draft Environmental Impact Report (Draft EIR). The public comment period closed on October 24, 2022. The Final EIR, Findings of Fact and Mitigation Monitoring and Reporting program are located at www.metro.net/tcn <<http://www.metro.net/tcn>>. Staff is recommending the Board adopt and certify the Final EIR.

BACKGROUND

Real Estate, ITS, Communications and Metro’s partner, Allvision, have been collaborating to

implement a network of transportation communication digital displays that will promote efficient roadways, increase public transit ridership, improve public safety and provide revenue generation for transportation programs. The desired outcome is to create a comprehensive communication network. The locations of the proposed TCN Structures include 34 freeway-facing and 22 non-freeway-facing locations within the City of Los Angeles (City) (see Attachment A).

Pursuant to Board Action (File# 2021-0062) on March 24, 2021, Metro staff and County Counsel negotiated a Memorandum of Agreement (MOA) with the City for the Metro TCN on Metro property within the City of Los Angeles. The City Council approved the MOA on December 16, 2021, and it was executed on January 12, 2022.

Metro is the Lead Agency for CEQA, and the City is a Responsible Agency. On April 18, 2022, Metro issued a Notice of Preparation (NOP) to commence the formal process for the EIR. The Draft EIR was circulated for public comment from September 9, 2022, to October 24, 2022.

DISCUSSION

California Environmental Quality Act (CEQA)

As the Lead Agency, Metro prepared the “Transportation Communication Network” EIR in accordance with CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines.

Project Analyzed Under the EIR

Metro proposes to implement the TCN Program which would provide a network of TCN Structures that would incorporate intelligent technology components to promote roadway efficiency, improve public safety, augment Metro’s communication capacity, provide for outdoor advertising where revenues would fund new and expanded transportation programs consistent with the goals of the Metro 2028 Vision Plan, and result in an overall reduction in static signage displays throughout the City. Implementation of the Project will include the installation of up to 34 Freeway-Facing TCN Structures and 22 Non-Freeway Facing TCN Structures all on Metro-owned property (see Attachment A). The total maximum amount of digital signage associated with the TCN Structures would be up to approximately 55,000 square feet.

As part of the TCN Program, a take-down component would be implemented including the removal of at least 110,000 square feet (2 to 1 square footage take-down ratio) of existing off-premises static displays. Signage to be removed would include, at a minimum, approximately 200 off-premises static displays located within the City of Los Angeles.

As part of the Project, the City must amend the City’s sign regulations in Chapter I of the Los Angeles Municipal Code (LAMC) to create a mechanism to review and approve the TCN Structures Zoning Ordinance and associated static display take-down program.

The site locations for the TCN Structures are located within property owned and operated by Metro along freeways and major streets, within the City. Most of the Site Locations are located on vacant land with limited vegetation and are generally inaccessible to the public. The Site locations for the TCN Structures are generally designated and zoned as commercial, public facilities, and

manufacturing uses. None of the site locations are zoned for residential use.

Project Objectives

In accordance with Section 15124(b) of the CEQA Guidelines, the following objectives were identified in the EIR:

- Incorporate features for real-time data collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services.
- Geographically space the multifunctional TCN Structures to expand Metro's transportation public messaging network and ability to broadcast information to commuters in a variety of ways to further increase Metro's visibility and accessibility for all commuters.
- Improve public safety by notifying the public of roadway improvements, road hazards, Earthquake Early Warning System notifications, Amber Alerts, and emergency situations.
- Maximize efficiency of the congested road network by promoting public awareness of travel alternatives based on geography and time constraints such as alternative routes, carpooling alternatives, and public transportation opportunities.
- Maximize advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that would further Goal 2 of the Metro Vision 2028 Strategic Plan, by creating a funding source for programs to enhance experiences for all Metro users such as improving security and increasing customer satisfaction.
- Implement Goal 4 of the Metro Vision 2028 Strategic Plan by creating an avenue for regional collaboration and comprehensive, timely, and real-time information sharing across government agencies to regionally improve traffic and transportation systems.
- Reduce overall square footage of existing static off-premise displays within the City of Los Angeles.
- Locate the TCN Structures at sites, elevations, and angles that would not increase distraction to motorists while still efficiently relaying information to commuters.

Notice of Preparation, Scoping Meeting, and AB52 Consultation

On April 18, 2022, a Notice of Preparation (NOP) was published, which included an Initial Study determining that a Draft EIR would be needed to evaluate potentially significant impacts to: Aesthetics, Air Quality, Biological Resources, Cultural and Historic Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use and Planning, Noise, Transportation, Tribal Cultural Resources, and Utilities and Service Systems.

Two virtual scoping meetings were held on Thursday, May 19, 2022, at 5:00 pm and Saturday, May 21, 2022, at 10:00 am. Following the scoping sessions, the scoping comment period was open for 45 days (versus the minimum required 30 days). In addition to the required public agency notifications, public notifications were placed in the Los Angeles Times, a digital/internet marketing effort was

focused on areas around each location, and 17,247 postcards, which included the scoping meeting information, were mailed to all properties within a 750-foot radius around each location. During the scoping period, LACMTA received six (6) comments/responses from the public and government agencies. The NOP and details of the scoping meetings can be found at the project website:

www.metro.net/TCN <<http://www.metro.net/TCN>>

As part of the CEQA process, Assembly Bill 52 (2014) requires Lead Agencies to follow certain procedures to consult with Native American tribes that are traditionally and culturally affiliated with the area of a proposed project to identify and address potential adverse impacts to tribal cultural resources. Pursuant to AB 52, staff initiated the tribal consultation process in May 2022 and continued through October 2022. Metro received comments from the Gabrielino Band of Mission Indians - Kizh Nation, the Gabrielino Tongva Indians of California, the Gabrielino Tongva Tribe, and the Santa Ynez Band of Chumash Indians. Consultations were held via meetings and correspondence in July and August 2022 and continued through the Draft EIR public comment period. Metro completed the consultation process with preparation of responses to comments on the Draft EIR.

Notice of Availability of the Draft EIR and Public Comment

The Notice of Availability (NOA) of the Draft EIR was circulated for public comment from September 9, 2022, to October 24, 2022. The NOA was mailed to 17,247 mailboxes consisting of residents, property owners, and business owners within a 750-foot radius around each location. Additionally, a legal ad containing the NOA was placed in the Los Angeles Times on September 9, 2022.

As the lead agency, Metro conducted virtual community meetings on October 6 and 7, 2022, to accept public comments on the Draft EIR. In general, comments received during the Draft EIR public comment period and at the community meetings consisted of concerns regarding the proposed takedown ratio of existing static displays to installation of digital displays, traffic safety, advertising revenue generation from the proposed displays, advertising content of the proposed digital displays, and conflicts with the City's existing sign ordinance.

In addressing the takedown ratio, the EIR allows for a takedown ratio of at least 2 to 1 square feet of static displays, however, the final takedown ratio will be determined as part of the City's consideration of the ordinance. About traffic safety, the Federal Highway Administration conducted an independent investigation (*Driver Visual Behavior in the Presence of Commercial Electronic Variable Message Signs (CEVMS), 2012*) on the effect of digital displays on drivers. In summary, the study found that drivers still dedicated their visual attention to driving, with minimal fixations on CEVMS, billboards, and/or other objects. In response to advertising revenue from the TCN Structures, revenue would be used to fund new and expanded transportation programs. Regarding advertising content, the Project would adhere to Metro's System Advertising Content Restrictions which prohibits advertisement of alcohol, smoking, cannabis, as well as any content containing violence, obscenities, and other related subject matters. Further, as part of Project the City would adopt an ordinance which would specifically allow for the 56 TCN Structures, and therefore, would not conflict with the existing sign ordinance.

Several comments in support of the project were also received from members of the public, specifically supporting the reduction and replacement of static displays with digital displays to generate revenue for public transportation improvements.

Agency comment letters on the Draft EIR were received from four (4) agencies including California Department of Transportation (Caltrans), South Coast Air Quality Management District, Los Angeles County Fire, and Los Angeles County Sheriff's Department. Specifically, comments from Caltrans acknowledged that the TCN Structures would be compliant with all Caltrans regulations regarding the placement of outdoor advertisement displays visible from California highways.

The community outreach program conducted a thorough and meaningful outreach to City of Los Angeles residents and businesses. This ensured that residents, business owners, neighborhood groups, and others had adequate and comprehensive opportunities to understand the program, ask questions about it, and provide their feedback. Key stakeholder groups such as neighborhood councils, business organizations, community-based organizations, transportation organizations and the Los Angeles/Orange Counties Building and Construction Trades Council.

In addition to soliciting feedback virtually through surveys, Allvision engaged in a digital outreach effort that utilized social media, search, and geo-fenced targeting that provided opportunities for feedback and ensured awareness of virtual and in-person community meetings. An additional email was released the last week in September reminding the public of the comment period.

Draft EIR Analysis

Below is a list of some of the key determinations that were included in the Draft EIR analysis:

- *Impacts Considered Less than Significant:* The Initial Study determined that the Project had the potential to result in significant impacts to a number of CEQA resource areas. However, upon further examination, the Draft EIR found that the Project would result in a "less than significant" impact with no mitigation required for: Air Quality, Energy, Geology and Soils, Greenhouse Gas Emissions, Transportation, and Electric Power.
- *Impacts Considered Less than Significant with Mitigation Measures Incorporated:* The Draft EIR found that impacts to Biological Resources, Archaeological Resources, Paleontological Resources, Hazards and Hazardous Materials, Noise, and Tribal Cultural Resources would be reduced to a "Less Than Significant Level" with mitigation measures incorporated. With the mitigation measures identified in the EIR, the Project was found to be less than significant in these CEQA resource areas.
- *Impacts Considered Significant and Unavoidable:* The Draft EIR found that the Project would have "Significant and Unavoidable" environmental impacts related to a subset of the TCN Structures for the following resource areas: Aesthetics, Historical Resources, and Land Use and Planning. Specifically, the Project would be inconsistent with goals and policies of the Central City North, Central City, and North Hollywood-Valley Village Community Plans regarding historic resources and visual impacts at four of the Site Locations (Site Locations NFF-2, NFF-3, NFF-16, and NFF-21) and would result in significant impacts associated with views, visual character and setting of historical resources. Additionally, the Project would also be inconsistent with Palms - Mar Vista - Del Rey Community Plan policies regarding placement of off-site premises signs within the coastal area (relative to Site Locations FF 29 and FF 30). Review of potential measures to reduce the Project's significant impacts, such as modification to the size and height of the

signs was considered. However, such modifications would not materially reduce these impacts. Rather, the primary way to substantially reduce these impacts would be to eliminate or relocate the subset of the Site Locations that are associated with these significant and unavoidable impacts. The EIR included Alternatives as part of the Project that would eliminate the significant and unavoidable impacts.

Alternatives

The EIR analyzed the following three alternatives:

- **Alternative 1, No Project Alternative:** Alternative 1 assumes that the Project would not be approved, no new permanent development would occur within the Site Locations, and the existing environment would be maintained. No existing static signs would be removed. Thus, the physical conditions of the Site Locations would generally remain as they are today. No new construction would occur. Further, no revenue would be generated from the Project to fund new and expanded transportation programs.
- **Alternative 2, Elimination of Impacts Relating to Historical Resources:** Alternative 2 would eliminate TCN Structures at Site Locations NFF-2, NFF-3, NFF-16, and NFF-21 proposed by the Project. The remaining 52 TCN Structures would be proposed under this alternative. As with the Project, Alternative 2 would provide for an overall reduction in static displays (at least a 2 to 1 square footage take-down ratio), throughout the City. Impacts to historical resources and the related aesthetic and land use impacts associated with Site Locations NFF-2, NFF-3, NFF-16, and NFF-21 would be eliminated. As with the proposed Project, under Alternative 2, the City would establish a Zoning Ordinance that would provide a mechanism to review and approve the TCN Structures citywide.
- **Alternative 3, Elimination of All Project Significant and Unavoidable Impacts:** Alternative 3 assumes that the Project would eliminate Site Locations NFF-2, NFF-3, NFF-16, and NFF-21, as well as eliminate or relocate FF-29 and FF-30 outside of the coastal area of the Palms-Mar Vista-Del Rey Community Plan. The remaining 50 TCN Structures would be proposed under this alternative. As with the Project, Alternative 3 would provide for an overall reduction in static displays (at least a 2 to 1 square footage take-down ratio), throughout the City. Impacts to aesthetics, historic resources, and land use would be eliminated. As with the Project, under Alternative 3 the City would establish a Zoning Ordinance that would provide a mechanism to review and approve the TCN Structures citywide.

As part of its consideration of the CEQA Findings of Fact for the TCN Program, the Board will determine whether the Alternatives are feasible, which will include an evaluation of whether and how each Alternative would fulfill the Project Objectives described above. The No Project Alternative would not fulfill any of the Project Objectives. Alternatives 2 and 3 would fulfill some of the Project Objectives, but not as well as the Project. Alternatives 2 and 3 would not fulfill the key Project Objective to maximize advertising revenue to fund new and expanded transportation programs.

City of Los Angeles Ordinance

The TCN Program is contingent on the adoption of a Zoning Ordinance by the City. The proposed Zoning Ordinance would amend the City's sign regulations in Chapter I of the LAMC to authorize the TCN Structures. On June 28, 2022, the City Council passed the motion to draft the ordinance.

The proposed Zoning Ordinance would create a mechanism for the review and approval of the TCN Structures; would not authorize new signage other than the TCN Structures; and would address the time, manner, and place aspects of the TCN Program, including the allowable locations, size and height limitations, urban design requirements, and applicable community benefits including take-down requirements for the removal of existing static off-premises signs.

The proposed Zoning Ordinance would not otherwise change the existing regulations for signs, including off-site and digital signage, in the City. Based on the above, the anticipated development from the Zoning Ordinance would be limited to the 56 TCN Structures as described above and in the EIR, Chapter 3, as well as the take-down of approximately 200 static displays located within the City.

The adoption of a Zoning Ordinance includes the drafting of said ordinance, a public hearing, review and recommendation by the City's Planning Commission, and consideration and adoption by the City Council.

FINANCIAL IMPACT

The TCN will generate additional revenue for public transportation purposes. No capital expenditure by Metro is required. Metro's partner, Allvision, is responsible for the upfront costs of the CEQA process, which will then be reimbursed from the future revenue stream, if the network is approved.

Until the Board and the City take final action on the project, the precise number of structures is not certain. Rough order of magnitude revenue estimates is between \$300-\$500 million over the initial 20-year term.

Impact to Budget

There is no impact to the Budget.

EQUITY PLATFORM

Communities have struggled with the blight of static billboards, which more often plague underserved communities and communities of color. The TCN will help reduce blight and readjust this imbalance by removing approximately 200 static sign faces located on 82 Metro-owned properties within the City. The 82 locations that will be part of the take down program include 47 properties (or 57% of all take downs) within Equity Focus Communities (EFCs). Whereas only 17 (30%) of the 56 proposed TCN Structure locations are in EFCs.

The MOA stipulates that the use of funds by the City be directed toward improving transportation, including projects that are consistent with Metro's Vision 2028 Plan and complement existing City goals. The MOA also notes that projects may include those that promote pedestrian and cyclist safety in the general vicinity of transit stops and that benefit bus riders in the City, with a focus on low-

income, persons of color in Metro's defined EFCs. Bus ridership in Los Angeles is disproportionately low-income (median income of under \$18,000), Latinx, Black, or Indigenous, and essential service workers.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The TCN will yield enhanced communication and support, as well as revenues, resulting in:

- Goal 1: High quality mobility options for all
- Goal 3: Enhancing communities and lives
- Goal 4: Transform LA County through collaboration and leadership.

NEXT STEPS

If the Metro board certifies the EIR, the City will consider the adoption of an ordinance that would amend the LAMC to authorize the TCN Structures. As part of that process, Metro in partnership with the City will continue community outreach on the proposed ordinance.

The outdoor advertising companies will be engaged to discuss potential additional takedowns within the City.

ATTACHMENTS

Attachment A - Locations

Attachment B - Findings of Fact

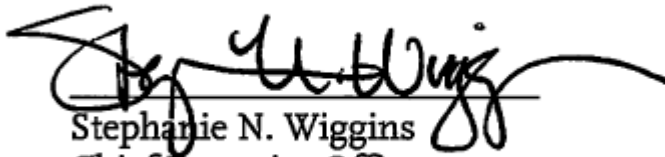
Attachment C - Mitigation Monitoring and Reporting Program

Attachment D - Notice of Determination

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Chief Executive Officer

ATTACHMENT A - LOCATIONS

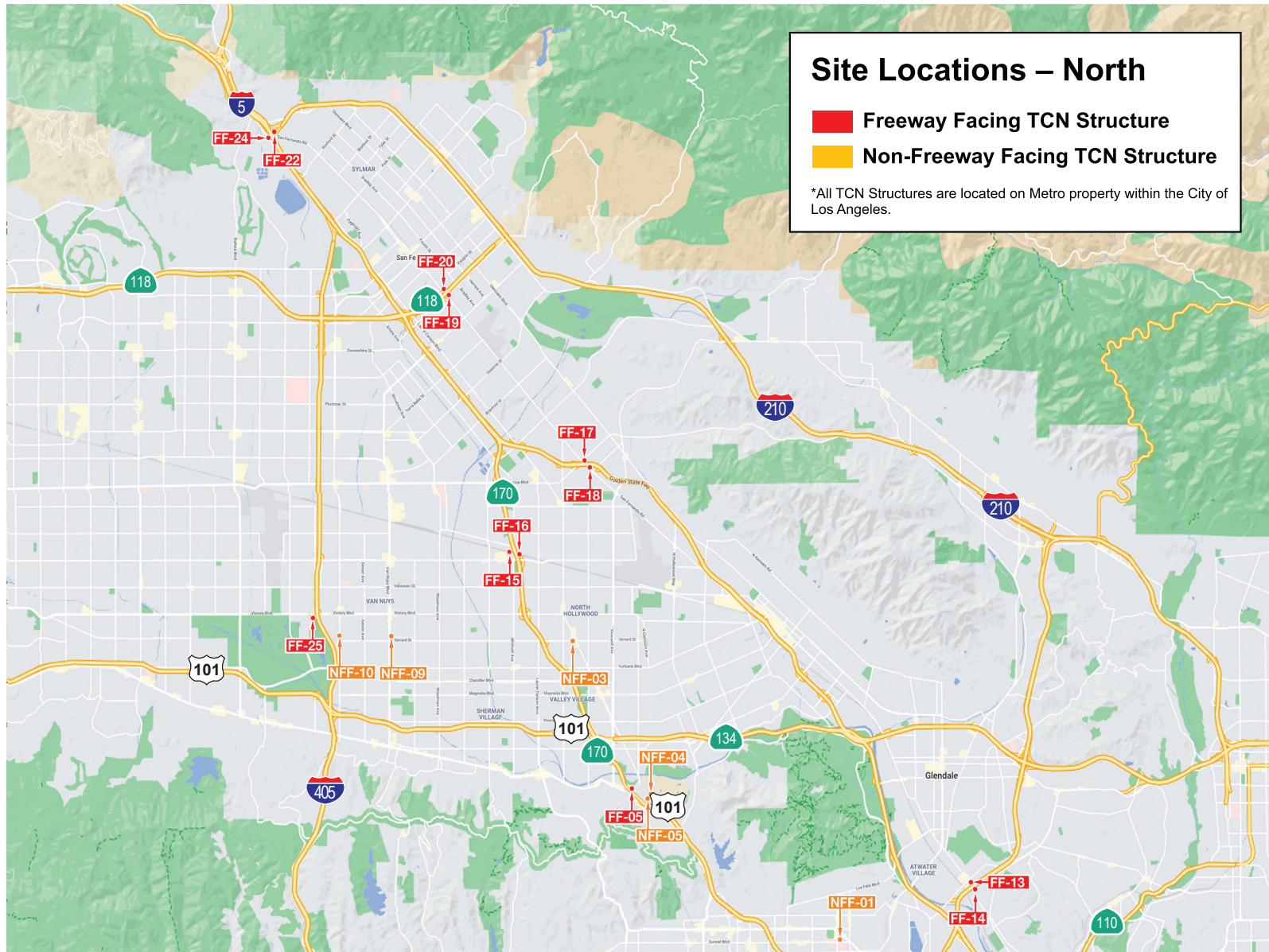


Figure 1
Regional Project Location Map – North

ATTACHMENT A - LOCATIONS

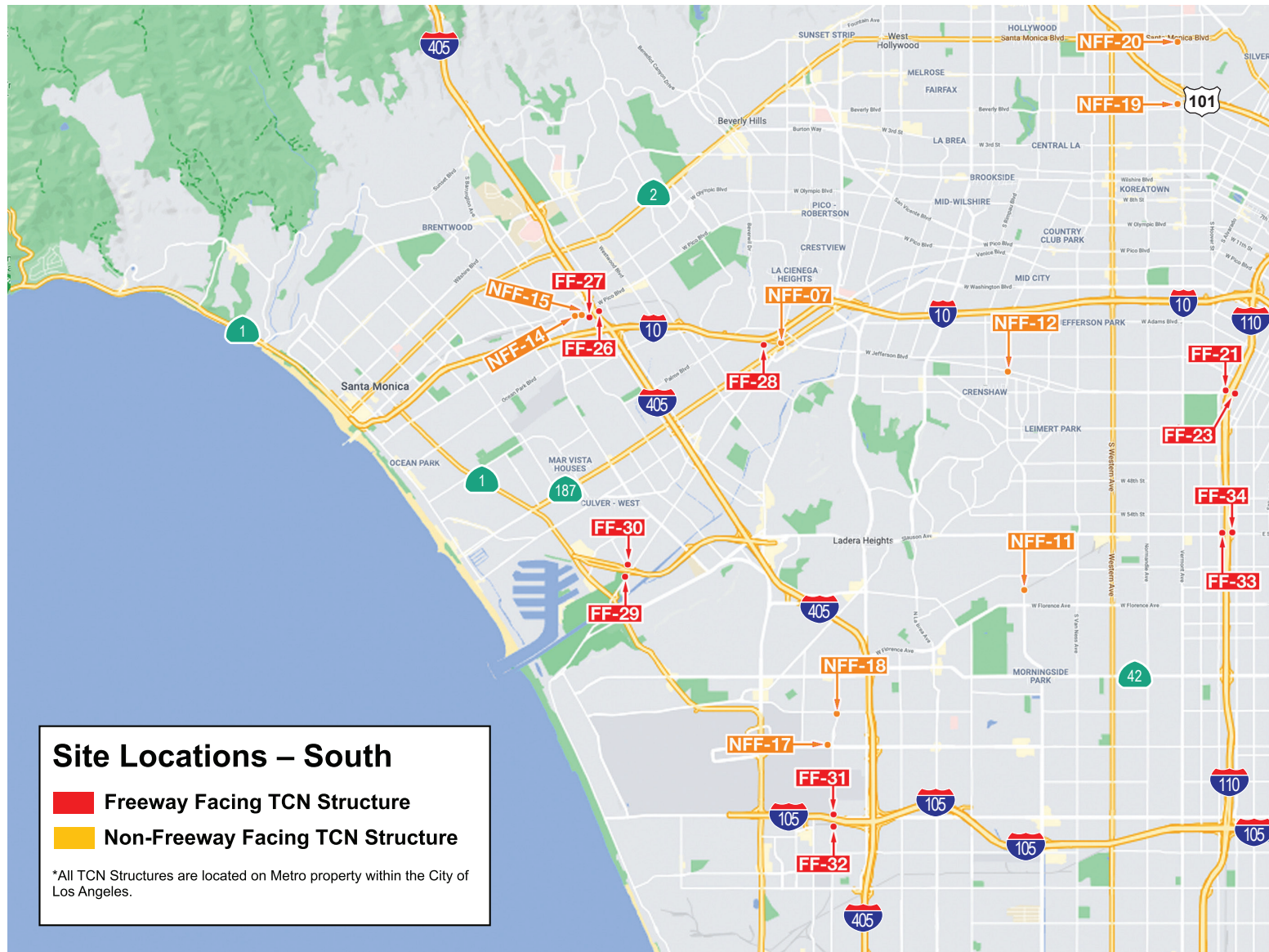


Figure 2
Regional Project Location Map – South

ATTACHMENT A - LOCATIONS



Figure 3
Regional Project Location Map – Downtown

Findings of Fact

Pursuant to CEQA Guidelines Section 15091 and
Public Resources Code Section 21081

Transportation Communication Network Program

November 2022



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ABBREVIATIONS/ACRONYMS

AB	Assembly Bill
ACM	Asbestos-containing material
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
BSA	Biological Study Area
CAAP	Climate Action and Adaptation Plan
CAFE	Corporate Average Fuel Economy
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of Los Angeles
CO	Carbon Monoxide
COC	Chemicals of Concern
County	Los Angeles County
EIR	Environmental Impact Report
ESA	Environmentally Sensitive Area
FF	Freeway-Facing
FTA	Federal Transit Administration
General Plan	City of Los Angeles General Plan
GHG	Greenhouse Gases
HASP	Health and Safety Plan
LADBS	Los Angeles Department of Building and Safety
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAMC	Los Angeles Municipal Code
LBP	Lead-Based Paint
LED	Light-Emitting Diode
Metro	Los Angeles County Metropolitan Transportation Authority
Mobility Plan	Mobility Plan 2035
MRDC	Metro Rail Design Criteria
MMRP	Mitigation Monitoring and Reporting Program
NAHC	Native American Heritage Commission
OHP	Office of Historic Preservation
PAHs	Polynuclear Aromatic Hydrocarbons
PCE	Perchloroethylene
PM2.5	Fine Particulate Matter ≤ 2.5 Microns
PM10	Particulate Matter ≤ 10 Microns
PPE	Personal Protective Equipment

ppm	Parts Per Million
PQS	Professional Qualifications Standards
PRC	Public Resources Code
RIITS	Regional Integration of Intelligent Transportation Systems
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCBs	Regional Water Quality Control Boards
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SHPO	State Historic Preservation Officer
SLs	Screening Levels
SMP	Soil Management Plan
SOI	Secretary of the Interior
State	State of California
SWCA	SWCA Environmental Consultants
TAC	Toxic Air Contaminant
TCE	Tetrachloroethylene
TCN	Transportation Communication Network
TCR MMP	Tribal Cultural Resource Mitigation and Monitoring Program
TPHd	Total Petroleum Hydrocarbons as Diesel
TPHg	Total Petroleum Hydrocarbons as Gasoline
TPHo	Total Petroleum Hydrocarbons as Oil
U.S.	United States
USACE	United States Army Corp of Engineers
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank
Vision Plan	Metro 2028 Vision Plan
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WEAP	Worker Environmental Awareness Program
WOS	Waters of the State

1. INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) followed a prescribed process, in accordance with California Environmental Quality Act (CEQA) and the CEQA regulations, to identify the issues to be analyzed, including the solicitation of input from the public, stakeholders, elected officials, and other affected parties. Implementation of the proposed Transportation Communication Network (TCN) Program (Project or TCN Program) would result in significant unavoidable impacts related to aesthetics, cultural resources, and land use and planning, and no feasible mitigation measures were identified to mitigate these impacts. In accordance with CEQA, Metro, in adopting these Findings of Fact, also adopts a Mitigation Monitoring and Reporting Program (MMRP). Metro finds that the MMRP, which is included in Chapter IV. MMRP of the Final Environmental Impact Report (EIR) and is provided as a part of these findings as Attachment B to the [Month] Metro Board Report, meets the requirements of Public Resources Code (PRC) Section 21081.6 by providing for the implementation and monitoring of measures to mitigate potentially significant effects of the Project.

In accordance with the CEQA Guidelines, Metro adopts these findings as part of the approval of the Project. Pursuant to PRC Section 21082.1(c)(3) and CEQA Guidelines Section 15090, Metro certifies that the Final EIR:

- 1) Has been completed in compliance with the CEQA;
- 2) The Final EIR was presented to the Board of Directors and that the Board reviewed and considered the information contained in the Final EIR prior to approving the Project; and
- 3) The Final EIR reflects Metro's independent judgment and analysis.

2. ORGANIZATION

The Findings of Fact and Statement is comprised of the following sections after the Introduction:

- Section 3. A brief description of the Project and its objectives
- Section 4. Statutory requirements of the findings and a record of proceedings
- Section 5. Significant impacts of the Project that cannot be mitigated to a less-than-significant level
- Section 6. Potentially significant impacts of the Project that can be mitigated to a less-than-significant level
- Section 7. Environmental impacts that are less than significant
- Section 8. Environmental resources to which the Project would have no impact
- Section 9. Potential cumulative impacts

Section 10. Alternatives analyzed in the evaluation of the Project and findings on mitigation measures

Section 11. Statement of Overriding Considerations

3. PROJECT DESCRIPTION AND OBJECTIVES

The Project would provide a network of structures with digital displays (TCN Structures) that would incorporate intelligent technology components to promote roadway efficiency, improve public safety, augment Metro's communication capacity, provide for outdoor advertising where revenues would fund new and expanded transportation programs consistent with the goals of the Metro 2028 Vision Plan, and result in an overall reduction in static signage displays throughout the City of Los Angeles (City). The specific objectives of the project are:

- Incorporate features for real-time data collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services.
- Geographically space the multifunctional TCN Structures to expand Metro's transportation public messaging network and ability to broadcast information to commuters in a variety of ways to further increase Metro's visibility and accessibility for all commuters.
- Improve public safety by notifying the public of roadway improvements, road hazards, Earthquake Early Warning System notifications, Amber Alerts, and emergency situations.
- Maximize efficiency of the congested road network by promoting public awareness of travel alternatives based on geography and time constraints such as alternative routes, carpooling alternatives, and public transportation opportunities.
- Maximize advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that would further Goal 2 of the Metro Vision 2028 Strategic Plan, by creating a funding source for programs to enhance experiences for all Metro users such as improving security and increasing customer satisfaction.
- Implement Goal 4 of the Metro Vision 2028 Strategic Plan by creating an avenue for regional collaboration and comprehensive, timely, and real-time information sharing across government agencies to regionally improve traffic and transportation systems.
- Reduce overall square footage of existing static off-premise displays within the City of Los Angeles.
- Locate the TCN Structures at sites, elevations, and angles that would not increase distraction to motorists while still efficiently relaying information to commuters.

As discussed in Section II, Project Description, of the Draft EIR, and shown in Tables 1 and 2 below, implementation of the Project would include the installation of up to 34 Freeway-Facing TCN Structures and 22 Non-Freeway Facing TCN Structures on Metro-owned property. The total amount of TCN Structure digital signage would be a maximum of approximately 55,000 square feet. The TCN Program would also include the removal of at least 110,000 square feet (2 to 1 square footage take-down ratio) of existing off-premise static displays within the City. The new TCN Structures would use intelligent technology to improve roadway efficiency and increase public safety and communication, while also generating advertising revenue for both Metro and the City.

The TCN Structures would be equipped with Metro's Regional Integration of Intelligent Transportation Systems (RIITS), which provides comprehensive real-time information among freeway, traffic, transit, and emergency systems and across various agencies. This information would be used to improve traffic and transportation systems and to disseminate information regarding roadway improvements and emergency events. Further, the TCN Structures may include live video and security feeds to supplement Caltrans' limited number of existing cameras on the freeway and street corridors for public safety. All information received from these additional cameras would only be used for mass traffic data, and no personal or private information would be collected or used. Additionally, the TCN Program would be designed to support future innovations such as autonomous vehicles, smart energy grids, and high-speed wireless cameras.

The TCN Structures would increase roadway efficiency by aiding traffic signal timing, micro-transit data, and Metro vanpool on-demand services. It would also improve the experience of bus passengers by facilitating transit signal priority, boosting bus wi-fi, and relaying accurate bus arrival time information. Finally, the TCN Program would enable data collection during large events in the City, to minimize congestion and provide parking information.

The TCN Program would create advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs. The TCN Structures would follow Metro's Advertising Content Guidelines. Off-site advertising would include information related to a business, commodity, industry or other activity which is sold, offered or conducted elsewhere than on the premises upon which the TCN Structure is located.

As part of the Project, the City would need to amend its sign regulations in Chapter I of the Los Angeles Municipal Code (the Zoning Code) to create a mechanism for reviewing and approving the TCN Structures (Zoning Ordinance) and the static display removals. The Zoning Ordinance, and other potential associated Zoning Code and General and/or Specific Plan amendments, would create a new class of signage for the TCN Structures given their unique attributes and intelligent technology.

Tables 1 and 2 below describe the Site Locations for freeway facing TCN structures, and non-freeway facing TCN structures, respectively.

**Table 1
Freeway Facing TCN Structure Locations**

Sign ID	Map No.	Location	Assessor's Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
FF-1	3	US-101 North Lanes at Union Station	5409023941	1,200 (1)	30	40	40
FF-2	3	US-101 South Lanes at Center Street	5173019901	672 (2)	14	48	72
FF-3	3	US-101 North Lanes at Keller Street	5409021902	672 (2)	14	48	72
FF-4	3	US-101 South Lanes at Beaudry Street	5160024904	672 (2)	14	48	75
FF-5	1	US-101 North Lanes, Northwest of Lankershim Boulevard	2423038970	672 (2)	14	48	65
FF-6	3	I-5 South Lanes at North Avenue 19	5415002903	672 (2)	14	48	85
FF-7	3	I-5 North Lanes at San Fernando Road	5445007903	672 (2)	14	48	85
FF-8	3	I-5 South Lanes and Exit Ramp to I-10	5410009901	672 (2)	14	48	85
FF-9	3	I-10 West Lanes (Bus Yard)	5410009901	672 (2)	14	48	50
FF-10	3	I-10 West Lanes and Entrance Ramp from I-5	5170010901	672 (2)	14	48	95
FF-11	3	I-10 East Lanes and Exit Ramp to SR-60 and I-5	5170010901	672 (2)	14	48	95
FF-12	3	I-10 West Lanes at Griffin Avenue and East 16th Street	5132029905	672 (2)	14	48	80
FF-13	1	SR-2 South Lanes Northeast of Casitas Avenue	5436033906	672 (2)	14	48	85
FF-14	1	SR-2 North Lanes Northeast of Casitas Avenue	5442001900	672 (2)	14	48	85
FF-15	1	SR-170 South Lanes at Raymer Street	2324002901	672 (1)	14	48	40
FF-16	1	SR-170 North Lanes North of Sherman Way	2307021901	672 (1)	14	48	40
FF-17	1	I-5 North Lanes South of Tuxford Street	2408038900	672 (2)	14	48	85
FF-18	1	I-5 South Lanes South of Tuxford Street	2632001901	672 (2)	14	48	85
FF-19	1	SR-118 East of San Fernando Road	2523001900	672 (2)	14	48	80

Sign ID	Map No.	Location	Assessor's Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
FF-20	1	SR-118 East of San Fernando Road	2523001900	672 (2)	14	48	80
FF-21	2	I-110 South Lanes at Exposition Boulevard	5037030902	672 (2)	14	48	80
FF-22	1	I-5 North Lanes at San Fernando Road	2603001901	672 (2)	14	48	65
FF-23	2	I-110 North Lanes at Exposition Boulevard	5122024909	672 (2)	14	48	80
FF-24	1	I-5 South Lanes at San Fernando Road and Sepulveda Boulevard	2605001915	672 (2)	14	48	95
FF-25	1	I-405 South Lanes at Victory Boulevard	2251002905	672 (2)	14	48	80
FF-26	2	I-405 North Lanes at Exposition Boulevard	4256010902	672 (2)	14	48	95
FF-27	2	I-405 South Lanes at Exposition Boulevard	4260039906	672 (1)	14	48	95
FF-28	2	I-10 West at Robertson Boulevard	4313024906	672 (1)	14	48	80
FF-29	2	SR-90 East at Culver Boulevard	4211007907	672 (2)	14	48	80
FF-30	2	SR-90 West at Culver Boulevard	4223009906	672 (2)	14	48	80
FF-31	2	I-105 West Lanes at Aviation Boulevard	4129028901	672 (2)	14	48	95
FF-32	2	I-105 East Lanes at Aviation Boulevard	4138001902	672 (2)	14	48	95
FF-33	2	I-110 South Lanes at Slauson Avenue	5001037907	672 (1)	14	48	80
FF-34	2	I-110 North Lanes at Slauson Avenue	5101040900	672 (2)	14	48	80

•
sf = square feet
ft = feet
 Source: *Eyestone Environmental, 2022.*

**Table 2
Non-Freeway Facing TCN Structure Locations**

Sign ID	Map No.	Location	Assessor Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
NFF-1	1	Northeast corner of Vermont Avenue and Sunset Boulevard	5542015900	300 (2)	10	30	30
NFF-2	3	Spring Street Bridge, 326 feet North of Aurora Street	5409002900	300 (2)	10	30	65
NFF-3	1	Northwest corner of Lankershim Boulevard and Chandler Boulevard	2350016906	300 (1)	10	30	30
NFF-4	1	Northwest corner of Lankershim Boulevard and Universal Hollywood Drive	2423036919	300 (1)	10	30	30
NFF-5	1	Southwest corner of Lankershim Boulevard and Universal Hollywood Drive	2423036919	300 (1)	10	30	30
NFF-6	3	Southwest corner of 4th Street and Hill Street	5149015902	300 (1)	10	30	30
NFF-7	2	Venice Boulevard, 240 feet West of Robertson Boulevard	4313024909	300 (1)	10	30	30
NFF-8	3	Southeast corner of Alameda Street and Commercial Street	5173001901	672 (2)	14	48	60
NFF-9	1	Northeast corner of Van Nuys Boulevard and Orange Line Busline	2240008905	300 (2)	10	30	30
NFF-10	1	Southeast corner of Sepulveda Boulevard and Erwin Street	2242001904	300 (1)	10	30	30
NFF-11	2	Southwest of Crenshaw Boulevard, 175 feet South of 67th Street	4006025900	300 (1)	10	30	30
NFF-12	2	Southeast corner of Crenshaw Boulevard and Exposition Boulevard	5044002900	300 (2)	10	30	30
NFF-13	3	Southeast corner of East Cesar Chavez Avenue and North Vignes Street	5409023941	300 (2)	10	30	30
NFF-14	2	Pico Boulevard and Exposition Boulevard, South of rail	4260025902	300 (1)	10	30	30
NFF-15	2	Pico Boulevard, 445 feet West of Sawtelle Boulevard	4260039906	300 (1)	10	30	30
NFF-16	3	Southeast corner of South Central Avenue and East 1st Street	5161018903	300 (2)	10	30	30

Sign ID	Map No.	Location	Assessor Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
NFF-17	2	Century Boulevard, 152 feet West of Aviation Boulevard	4125026904	672 (2)	14	48	80
NFF-18	2	Southwest Aviation Boulevard and South of Arbor Vitae Street	4125020907	672 (2)	14	48	30
NFF-19	2	Northwest corner of Vermont Avenue and Beverly Boulevard	5520019900	300 (2)	10	30	30
NFF-20	2	Southwest corner of Santa Monica Boulevard and Vermont Avenue	5538022903	300 (2)	10	30	30
NFF-21	3	South of 4th Street 210 feet East of South Santa Fe Avenue	5163017900	300 (2)	10	30	65
NFF-22	3	Northwest corner of East 7th Street and South Alameda Street	5147035904	300 (2)	10	30	30

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sf = square feet
ft = feet
Source: Eyestone Environmental, 2022.

4. STATUTORY REQUIREMENTS

CEQA (PRC Section 21081), and particularly the CEQA Guidelines (Title 14 California Code Regulations Section 15091) require that:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the Project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
1. Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR. [CEQA Finding 1]
 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been

- adopted by such other agency or can and should be adopted by such other agency.
[CEQA Finding 2]
3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. [CEQA Finding 3]
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.
- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that would otherwise occur with implementation of the Project.¹

For those significant impacts that cannot be mitigated to less-than-significant levels, the lead agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the Project outweigh the significant impacts on the environment.² CEQA Guidelines Section 15093(a) states that, "If the specific economic, legal, social, technological, or other benefits of a Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'" If the adverse environmental effects are considered acceptable the lead agency is required to prepare a Statement of Overriding Considerations.

¹ CEQA Guidelines Section 15091 (a) and (b).

² Public Resources Code Section 21081 (b).

4.1 RECORD OF PROCEEDINGS

For purposes of CEQA and the findings set forth herein, the record of proceedings for Metro's decision on the Project consists of: (a) matters of common knowledge to Metro, including, but not limited to, federal, State, and local laws and regulations; and (b) the following documents which are in the custody of Metro, One Gateway Plaza, Records Management, MS 99-PL-5, Los Angeles, CA 90012:

- Notice of Preparation and other public notices issued by Metro in conjunction with the Project;
- The Draft EIR dated September 2022, including all associated appendices and documents that were incorporated by reference;
- All testimony, documentary evidence, and all correspondence submitted in response to the Project during the scoping meetings or by agencies or members of the public during the public comment period on the Draft EIR, and responses to those comments (Chapter II, Responses to Comments, of the Final EIR);
- The Final EIR dated November 2022 including all associated appendices and documents that were incorporated by reference;
- The MMRP (Chapter IV of the Final EIR);
- All findings and resolutions adopted by Metro in connection with the Project, and all documents cited or referred to therein;
- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all planning documents prepared by Metro or the consultants relating to the Project;
- All documents submitted to Metro by agencies or members of the public in connection with development of the Project;
- All actions of Metro with respect to the Project; and
- Any other materials required by PRC Section 21167.6(e) to be in the record of proceedings.

5. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT AND UNAVOIDABLE

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Project would be significant and unavoidable.

5.1 AESTHETICS

As discussed in Section IV.A of the Draft EIR, the Project would have significant impacts related to aesthetics with respect to the following significance thresholds:

- Have a substantial adverse effect on a scenic vista; and

- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage point). In an urbanized area, conflict with applicable zoning and other regulations governing scenic quality.

Impacts. Scenic Vistas: As discussed more fully in Section IV.A, Aesthetics, Section IV.D, Cultural Resources, and Section VI, Other CEQA Considerations, of the Draft EIR, most of the TCN Structures would not have significant impacts on scenic vistas. However, the Project would include four TCN Structures (at Site Locations NFF-2, NFF-3, NFF-16, and NFF-21) that would be in close proximity to five historical resources (the North Spring Street Bridge (Caltrans Bridge No. 53C0859), Lankershim Depot, the Little Tokyo Historic District, the Japanese Village Plaza, and the Fourth Street Bridge (Caltrans Bridge No. 53C0044)). While these TCN Structures would not physically impact these historical resources, they would impede visibility of and thus detract from the character defining features of these five historical resources. Although these historical resources are located within urban areas where public views of these historical resources are affected by existing infrastructure and buildings, the proposed TCN Structures would further contribute to the urban visual components surrounding the historical resources. As such, the Project would result in a substantial adverse effect on a scenic vista, and this impact would be significant.

References. Section IV.A, Aesthetics, of the Draft EIR, pages IV.A-28 through IV.A-48. Section IV.D, Cultural Resources, of the Draft EIR, pages IV.D-32 through IV.D-64. Section VI, Other CEQA Considerations, of the Draft EIR, pages VI-1 through VI-3.

Mitigation Measures.

While Metro considered potential modifications to the size and height of the TCN Structures to mitigate this aesthetic impact, it determined that such modifications would not materially reduce this impact. Thus, no feasible mitigation measures have been identified to mitigate this impact.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that impacts to aesthetic resources related to scenic vistas would be significant. No feasible mitigation measures exist to mitigate these impacts. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines.

Impact. Existing Visual Character and Quality of Public Views: Most TCN Structures would not significantly impact visual character or public views. As discussed above, however, the TCN Structures at Site Locations NFF-2, NFF-3, NFF-16, and NFF-21 would detract from the character defining features of five historical resources. Thus, the Project would have significant impacts on the existing visual character and quality of public views in the vicinity of those historical resources.

References. Section IV.A, Aesthetics, of the Draft EIR, pages IV.A-28 through IV.A-48. Section IV.D, Cultural Resources, of the Draft EIR, pages IV.D-32 through IV.D-64. Section VI, Other CEQA Considerations, of the Draft EIR, pages VI-1 through VI-3.

Mitigation Measures.

While Metro considered potential modifications to the size and height of the TCN Structures to mitigate these aesthetic impacts, it determined that such modifications would not materially reduce the impacts. Thus, no feasible mitigation measures have been identified to mitigate these impacts.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts to aesthetic resources related to visual character and quality of public views would be significant. No feasible mitigation measures exist to mitigate the impacts. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines.

Impact. *Conflicts with Plans, Policies, and Regulations Governing Scenic Quality:* Most of the TCN Structures would not conflict with plans, policies, and regulations governing scenic quality. However, as discussed in Section IV.A, Aesthetics, Section VI, Other CEQA Considerations, and Appendix I, Land Use, of the Draft EIR, Site Locations NFF-2, NFF-3, NFF-16 and NFF-21 would be inconsistent with several goals and policies of the Central City North, Central City, and North Hollywood–Valley Villa Community Plans regarding historical resources and associated visual impacts. In addition, the Project would also be inconsistent with Palms–Mar Vista–Dey Community Plan policies regarding placement of off-site premises signs within the coastal area (relative to Site Locations FF-29 and FF-30). Thus, the project conflicts with applicable plans, policies, and regulations governing scenic quality, and this impact would be significant.

References. Section IV.A, Aesthetics, of the Draft EIR, pages IV.A-28 through IV.A-48. Section IV.D, Cultural Resources, of the Draft EIR, pages IV.D-32 through IV.D-64. Section VI, Other CEQA Considerations, of the Draft EIR, pages VI-1 through VI-3. Appendix I, Land Use, to the Draft EIR, pages 21–50.

Mitigation Measures.

While Metro considered potential modifications to the size and height of the TCN Structures to mitigate these aesthetic impacts, it determined that such modifications would not materially reduce the impacts. Thus, no feasible mitigation measures have been identified to mitigate these impacts.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts to aesthetic resources related to conflicts with plans, policies, and regulations governing scenic quality would be significant. No feasible mitigation measures exist to mitigate these impacts. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines.

5.2 CULTURAL RESOURCES

As discussed in Section IV.D of the Draft EIR, the Project would have significant impacts related to cultural resources with respect to the following significance threshold:

- Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.

Impact. Historical Resources: As discussed above and in Section IV.D, Cultural Resources, and Section VI, Other CEQA Considerations, of the Draft EIR, most of the TCN Structures would not significantly impact historical resources; however, the Project would result in visual impacts to five historical resources, including the North Spring Street Bridge (Caltrans Bridge No. 53C0859), the Lankershim Depot, the Little Tokyo Historic District, the Japanese Village Plaza, and the Fourth Street Bridge (Caltrans Bridge No. 53C0044). Such impacts are specifically associated with Site Locations NFF-2, NFF-3, NFF-16, and NFF-21. These Site Locations are within immediate proximity of these historical resources, and the Project would likely result in permanent and unavoidable visual impacts by fundamentally affecting the integrity of setting and feeling. Although these historical resources are within an urban setting subjected to the visual, atmospheric, and audible effects of the environment on a regular basis, the TCN Structures at these Site Locations would likely detract from the character-defining features and affect the viewsheds of the resources. As such, these impacts to historical resources would be significant.

References. Section IV.D, Cultural Resources, of the Draft EIR, pages IV.D-32 through IV.D-64. Section VI, Other CEQA Considerations, of the Draft EIR, pages VI-2 through VI-3.

Mitigation Measures.

While Metro considered potential modifications to the size and height of the TCN Structures to mitigate the cultural impacts to historical resources, it determined that such modifications would not materially reduce the impacts. Thus, no feasible mitigation measures have been identified to mitigate these impacts.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts to cultural resources related to historical resources would be significant. No feasible mitigation measures exist to mitigate these impacts. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines.

5.3 LAND USE AND PLANNING

As discussed in Section IV.I of the Draft EIR, the Project would have significant impacts related to land use and planning with respect to the following significance threshold:

- Conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Impacts. As discussed more fully in Section IV.I, Land Use and Planning, and Section VI, Other CEQA Considerations, of the Draft EIR, the Project would not conflict with most of the goals, policies, and objectives in state, regional, and local plans that were adopted for the purpose of avoiding or mitigating an environmental effect. Specifically, the Project would not overall conflict with environmental policies of or impede implementation of the Coastal Act, SCAG's 2020-2045

RTP/SCS, Metro's Vision Plan, the Mobility Plan and most of the policies set forth in the General Plan, including the Community Plans. However, the Project would conflict with a few goals and policies related to historical and aesthetic resources associated with Site Locations NFF-2, NFF-3, NFF-16 and NFF-21 in the Central City North, Central City, North Hollywood–Valley Village Community Plans, as well as the General Plan's Conservation Element policies related to historical resources. In addition, the Project would conflict with the Palms–Mar Vista–Del Rey Community Plan policy regarding placement of off-site advertising within coastal areas due to Site Locations FF-29 and FF-30. As such, these impacts related to conflicts with applicable plans, policies, and regulations would be significant.

References. Section IV.I, Land Use and Planning, of the Draft EIR, pages IV.I-13 through IV.I-26. Section VI, Other CEQA Considerations, of the Draft EIR, page VI-3.

Mitigation Measures.

Review of potential measures such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. Thus, there are no feasible measures that would mitigate these impacts to less-than-significant levels.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts to land use and planning would be significant. No feasible mitigation measures exist to mitigate these impacts. Thus, Metro adopts CEQA Finding 3, as identified in Section 4 above and in Section 15091(a)(3) of the CEQA Guidelines.

6. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITH MITIGATION

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Project are potentially significant, but can be reduced to less-than-significant levels through the proposed mitigation measures listed below and in the MMRP. The following Findings summarize the analysis in the EIR, but do not purport to provide the full analysis of each environmental impact contained in the EIR. A full explanation of these environmental findings and conclusions can be found in the Draft EIR and Final EIR and these Findings hereby incorporate by reference the discussion and analysis in those documents supporting the Final EIR's determinations regarding mitigation measures and the Projects' impacts and mitigation measures designed to address those impacts. As identified in the EIR, the Metro Board finds that changes or alterations which avoid or substantially lessen the significant environmental effects have been required in, or incorporated into, the Project.

6.1 BIOLOGICAL RESOURCES

As discussed in Section IV.C of the Draft EIR, the Project would result in potentially significant impacts related to biological resources with respect to the following significance thresholds:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; and
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Impact. *Candidate, Sensitive, and Special Status Species:* As discussed more fully in Section IV.C of the Draft EIR, the Project has the potential to impact 14 special-status wildlife species and 5 special-status plant species through construction activities, habitat removal, and the addition of new TCN structures within suitable habitat areas. To minimize these impacts to a less-than-significant level, Mitigation Measures **BIO-MM-1** through **BIO-MM-4**, set forth below, would be implemented.

Reference. Section IV.C, Biological Resources, of the Draft EIR, pages IV.C-23 through IV.C-39.

Mitigation Measures

BIO-MM-1: Implement Biological Resource Protection Measures during Construction (All Site Locations and takedown locations of existing static displays). The following BMPs shall be implemented during construction to minimize direct and indirect impacts on biological resources and special-status species:

- Prior to the commencement of construction, a Project biologist (a person with, at minimum, a bachelor's degree in biology, ecology, or a related environmental science; greater than five years of experience and knowledge of natural history, habitat affinities, and id of flora and fauna species; and knowledge of all relevant federal, state, and local laws governing biological resources, including CDFW qualifications for field surveyors)) shall be designated to be responsible for overseeing compliance with protective measures for biological resources during vegetation clearing and work activities within and adjacent to areas of native habitat. The Project biologist will be familiar with the local habitats, plants, and wildlife and maintain communications with the contractor on issues relating to biological resources and compliance with applicable environmental requirements. The Project biologist may designate other qualified biologists or biological monitors to help oversee Project compliance or conduct preconstruction surveys

for special-status species. These biologists will have familiarity with the species for which they would be conducting preconstruction surveys or monitoring construction activities.

- The Project biologist or designated qualified biologist shall review final plans; designate areas that need temporary fencing (e.g., ESA fencing); and monitor construction activities within and adjacent to areas with native vegetation communities, regulated aquatic features, or special-status plant and wildlife species. The qualified biologist shall monitor compliance with applicable environmental requirements during construction activities within designated areas during critical times, such as initial ground-disturbing activities (fencing to protect native species). The qualified biologist shall check construction barriers or exclusion fencing and provide corrective measures to the contractor to ensure the barriers or fencing are maintained throughout construction. The qualified biologist shall have the authority to stop work if a federally or state-listed species is encountered within the Project footprint during construction. Construction activities shall cease until the Project biologist or qualified biologist determines that the animal will not be harmed or that it has left the construction area on its own. The Project biologist shall notify Metro, and Metro shall notify the appropriate regulatory agency within 24 hours of sighting of a federally or State-listed species.
- Prior to the start of construction, all Project personnel and contractors who will be on the Site Locations during construction shall complete mandatory training conducted by the Project biologist or a designated qualified biologist. Any new Project personnel or contractors that start after the initiation of construction shall also be required to complete the mandatory Worker Environmental Awareness Program training before they commence with work. The training shall advise workers of potential impacts on special-status vegetation communities and special-status species and the potential penalties for impacts on such vegetation communities and species. At a minimum, the training shall include the following topics: (1) occurrences of special-status species and special-status vegetation communities within the Site Location footprints (including vegetation communities subject to USACE, CDFW, and RWQCB jurisdiction); (2) the purpose for resource protection; (3) sensitivity of special-status species to human activities; (4) protective measures to be implemented in the field, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced areas to avoid special-status resource areas in the field (i.e., avoided areas delineated on maps or in the BSA by fencing); (5) environmentally responsible construction practices; (6) the protocol to resolve conflicts that may arise at any time during the construction process; (7) reporting requirements and procedures to follow should a special-status species be encountered during construction; and (8) Avoidance Measures designed to reduce the impacts on special-status species.

- The training program will include color photos of special-status species and special-status vegetation communities. Following the education program, the photos will be made available to the contractor. Photos of the habitat in which special-status species are found will be posted on site. The contractor shall provide Metro with evidence of the employee training (e.g., a sign-in sheet) on request. Project personnel and contractors shall be instructed to immediately notify the Project biologist or designated biologist of any incidents that could affect special-status vegetation communities or special-status species. Incidents could include fuel leaks or injury to any wildlife. The Project biologist shall notify Metro of any incident, and Metro shall notify the appropriate regulatory agency.
- The Project biologist shall conduct a preconstruction survey for special-status species within the Project footprint prior to vegetation clearing, and/or ground disturbance. Any wildlife encountered will be encouraged to leave the Site Location footprint or relocated outside of the Site Location footprint if feasible.
- The Project biologist shall request that the contractor halt work, if necessary, and confer with Metro prior to contacting the appropriate regulatory agencies to ensure the proper implementation of species and habitat protection measures. The Project biologist shall report any noncompliance issue to Metro, and Metro will notify the appropriate regulatory agencies.
- The Project biologist shall inspect the Site Location footprint immediately prior to, and during, construction to identify the presence of invasive weeds and recommend measures to avoid their inadvertent spread in association with the Project. Such measures may include inspection and cleaning of construction equipment and use of eradication strategies.
- ESA fencing shall be placed along the perimeter of the Site Location footprint, where necessary, to prevent inadvertent intrusions into habitat identified as ESA. Work areas will be clearly marked in the field and confirmed by the Project biologist or designated biologist prior to any clearing, and the marked boundaries will be maintained throughout the duration of the work. Staging areas, including lay down areas and equipment storage areas, will be flagged and fenced with ESA fencing (e.g., orange plastic snow fence, orange silt fencing). Fences and flagging will be installed by the contractor in a manner that does not impact habitats to be avoided and such that it is clearly visible to personnel on foot and operating heavy equipment. If work occurs beyond the fenced or demarcated limits of impact, all work shall cease until the problem has been remedied to the satisfaction of Metro.
- No work activities, materials or equipment storage, or access shall be permitted outside the Site Location footprint without permission from Metro. All parking and equipment storage used by the contractor related to the Project shall be confined to the Site Location footprint and established paved areas. Undisturbed areas and

special-status vegetation communities outside and adjacent to the Site Location footprint shall not be used for parking or equipment storage. Project-related vehicle traffic shall be restricted to the Site Location footprint and established roads and construction access points.

- The contractor shall be required to conduct vehicle refueling and maintenance in upland areas where fuel cannot enter waters of the U.S. or WOS waters of the State and areas that do not have suitable habitat to support federally and/or state-listed species. Equipment and containers shall be inspected daily for leaks. Should a leak occur, contaminated soils and surfaces shall be cleaned up and disposed of in accordance with applicable local, State, and federal requirements.

BIO-MM-2: Avoid Impacts on Migratory and Nesting Birds (All Site Locations and takedown locations of existing static displays) If construction activities occur between January 15 and September 15, a preconstruction nesting bird survey (within seven days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within the area proposed for disturbance in order to avoid the nesting activities of breeding birds by establishing a buffer until the fledglings have left the nest. The size of the buffer area varies with species and local circumstances (e.g., presence of busy roads) and is based on the professional judgement of the monitoring biologist, in coordination with the CDFW. The results of the surveys shall be submitted to Metro (and made available to the wildlife agencies [USFWS/CDFW], upon request) prior to initiation of any construction activities.

BIO-MM-3: Avoid impacts on Least Bell's Vireo, if present (Applicable to Site Locations FF-29 and FF-30) Suitable habitat for Least Bell's Vireo shall be removed outside of the nesting season (March 15 through September 30), between October 1 and March 14. Should habitat for Least Bell's Vireo require removal between March 15 and September 30, or construction activities are initiated during this time, preconstruction surveys consisting of three separate surveys no more than seven days prior to vegetation removal shall be conducted by a qualified biologist. Should Least Bell's Vireo be detected within 500 feet of the Site Location, construction activities shall be halted unless authorization has been obtained from USFWS.

BIO-MM-4: Avoid Potential Impacts on Special-Status Bats (All Site Locations and take down locations of static displays) A qualified bat biologist shall conduct a preconstruction survey for potential bat habitat within the take down area of the static display or Site Location footprint prior to vegetation clearing, and/or ground disturbance for take down locations and all Site Locations. If suitable habitat is not found, then no further action is required.

If suitable habitat is determined to be present:

- A qualified bat biologist shall survey potentially suitable structures and vegetation during bat maternity season (May 1st through October 1st), prior to construction, to assess the potential for the structures' and vegetation's use for bat roosting and

bat maternity roosting, as maternity roosts are generally formed in spring. The qualified bat biologist shall also perform preconstruction surveys or temporary exclusion within 2 weeks prior to construction during the maternity season, as bat roosts can change seasonally. These surveys will include a combination of structure inspections, exit counts, and acoustic surveys.

- If a roost is detected, a bat management plan shall be prepared if it is determined that Project construction would result in direct impacts on roosting bats. The bat management plan shall be submitted to CDFW for review and approval prior to implementation and include appropriate avoidance and minimization efforts such as:
- Temporary Exclusion. If recommended by the qualified bat biologist, to avoid indirect disturbance of bats while roosting in areas that would be adjacent to construction activities, any portion of a structure deemed by a qualified bat biologist to have potential bat roosting habitat and may be affected by the Project shall have temporary eviction and exclusion devices installed under the supervision of a qualified and permitted bat biologist prior to the initiation of construction activities. Eviction and subsequent exclusion shall be conducted during the fall (September or October) to avoid trapping flightless young bats inside during the summer months or hibernating/overwintering individuals during the winter. Such exclusion efforts are dependent on weather conditions, take a minimum of two weeks to implement, and must be continued to keep the structures free of bats until the completion of construction. All eviction and/or exclusion techniques shall be coordinated between the qualified bat biologist and the appropriate resource agencies (e.g., CDFW) if the structure is occupied by bats. If deemed appropriate, the biologist may recommend installation of temporary bat panels during construction.

If a roost is detected but would only be subject to indirect impacts:

- Daytime Work Hours. All work conducted under the occupied roost shall take place during the day. If this is not feasible, lighting and noise will be directed away from night roosting and foraging areas.

Finding. These potentially significant biological impacts would be mitigated through the use of best practices during construction, seasonally-appropriate surveying and monitoring of potentially impacted species, and techniques to avoid and minimize impacts on biological resources during the Project's construction and operations. For the reasons stated above and as set forth in the Draft EIR, Metro finds that, through implementation of Mitigation Measures **BIO-MM-1** through **BIO-MM-4**, the Project's impacts to biological resources related to candidate, sensitive, and special-status species would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines

Impact. *Riparian Habitat and Other Sensitive Natural Communities:* As discussed more fully in Section IV.C.3 of the Draft EIR, construction activities in two Site Locations could interfere with sensitive vegetation communities. To minimize these impacts to a less-than-significant level, Mitigation Measure **BIO-MM-1**, set forth above, would be implemented

Reference. Section IV.C, Biological Resources, of the Draft EIR, pages IV.C-23 through IV.C-39.

Mitigation Measure

BIO-MM-1: Implement Biological Resource Protection Measures during Construction
(See above)

Finding. These potentially significant biological impacts would be mitigated through the use of best practices during construction. For the reasons stated above and as set forth in the Draft EIR, Metro finds that, through implementation of Mitigation Measure **BIO-MM-1**, the Project's impacts to biological resources related to riparian habitat and other sensitive natural communities would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Impact. *Wetlands:* As discussed more fully in Section IV.C.3 of the Draft EIR, construction activities in eight site locations could have indirect impacts to downstream aquatic resources if fill or hazardous materials were to spill into nearby waterways. To minimize these impacts to a less-than-significant level, Mitigation Measure **BIO-MM-1**, set forth above, would be implemented.

Reference. Section IV.C, Biological Resources, of the Draft EIR, pages IV.C-23 through IV.C-39.

Mitigation Measure

BIO-MM-1: Implement Biological Resource Protection Measures during Construction
(See above)

Finding. These potentially significant biological impacts would be mitigated through the use of best practices during construction. For the reasons stated above and as set forth in the Draft EIR, Metro finds that, through implementation of Mitigation Measure **BIO-MM-1**, the Project's impacts to biological resources related to wetlands would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Impact. *Movement of Wildlife Species, Migratory Corridors, and Wildlife Nursery Sites:* As discussed more fully in Section IV.C of the Draft EIR, static display removal could interfere with bird nesting. Additionally, there could be impacts to wildlife that stray from ordinary migratory

corridors and pass closer to Project construction or operations. To minimize these impacts to a less-than-significant level, Mitigation Measures **BIO-MM-1**, **BIO-MM-2**, and **BIO-MM-4**, set forth above, would be implemented.

Reference. Section IV.C, Biological Resources, of the Draft EIR, pages IV.C-23 through IV.C-39.

Mitigation Measures

BIO-MM-1: Implement Biological Resource Protection Measures during Construction
(See above)

BIO-MM-2: Avoid Impacts on Migratory and Nesting Birds (See above)

BIO-MM-4: Avoid Potential Impacts on Special-Status Bats (See above)

Finding. The potentially significant biological impacts would be mitigated through the use of best practices during construction, seasonally-appropriate surveying and monitoring of potentially impacted species, and techniques to avoid and minimize impacts on biological resources during the Project's construction and operations. For the reasons stated above and as set forth in the Draft EIR, Metro finds that, through implementation of Mitigation Measures **BIO-MM-1**, **BIO-MM-2**, and **BIO-MM-4**, the Project's impacts to biological resources related to movement of wildlife species, migratory corridors, and wildlife nursery sites would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines

6.2 CULTURAL RESOURCES

As discussed in Section IV.D of the Draft EIR, the Project would create potentially significant impacts related to cultural resources with respect to the following significance threshold:

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.

Impact. Archaeological Resource: As discussed more fully in Section IV.D of the Draft EIR, the Project would include excavations to a maximum depth of approximately 50 feet below ground surface. As a result, unknown archaeological resources at the Site Locations could potentially be impacted. Mitigation Measure CUL-MM-1, as set forth below, would be implemented to mitigate these impacts to a less-than-significant level.

Reference. Section IV.D, Cultural Resources, of the Draft EIR, pages IV.D-32 through IV.D-64.

Mitigation Measures

CUL-MM-1: Prior to the start of ground disturbance activities during Project construction, including demolition, digging, trenching, drilling, or a similar activity (Ground

Disturbance Activities), a qualified principal archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology shall be retained to prepare a written Cultural Resource Monitoring and Treatment Plan in accordance with the Secretary of the Interior's Standards for Archaeological Documentation, to reduce potential Project impacts on unanticipated archaeological resources unearthed during construction. The Cultural Resource Monitoring and Treatment Plan shall include the professional qualifications required of key staff, monitoring protocols relative to the varying archaeological sensitivity across the Site Locations, provisions for evaluating and treating unanticipated cultural materials discovered during ground-disturbing activities, situations under which monitoring may be reduced or discontinued, and reporting requirements.

Prior to the commencement of any Ground Disturbance Activities, the archaeological monitor(s) shall provide Worker Environmental Awareness Program (WEAP) training to construction workers involved in Ground Disturbance Activities that provides information on regulatory requirements for the protection of cultural resources. As part of the WEAP training, construction workers shall be informed about proper procedures to follow should a worker discover a cultural resource during Ground Disturbance Activities. In addition, construction workers shall be shown examples of the types of resources that would require notification of the archaeological monitor. The Applicant shall maintain on the Site Locations, for Metro inspection, documentation establishing that the training was completed for all construction workers involved in Ground Disturbance Activities.

The archaeological monitor(s) shall observe all Ground Disturbance Activities on the Site Locations that involve native soils. If Ground Disturbance Activities are occurring simultaneously at multiple Site Locations, the principal archaeologist shall determine if additional monitors are required for other Site Locations where such simultaneous Ground Disturbance Activities are occurring. The on-site archaeological monitoring shall end when the archaeological monitor determines that monitoring is no longer necessary.

Finding. The potential impacts to archaeological resources would be mitigated by requiring a qualified archeologist to oversee construction activities. For the reasons set forth above and in the Draft EIR, Metro finds that, through implementation of Mitigation Measure **CUL-MM-1**, the Project's impacts to cultural resources related to archaeological resources would be mitigated to less-than-significant levels. Because this impact related to cultural resources would be reduced to less-than-significant levels, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

6.3 GEOLOGY AND SOILS

As discussed in Section IV.F of the Draft EIR, the Project would create potentially significant impacts related to geology and soils with respect to the following significance threshold:

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Impact. Paleontological Resources: As discussed in Section IV.F of the Draft EIR, the Project would include excavations up to 50 feet below grade in soils that could be conducive to preserving vertebrate fossils. It is possible that paleontological resources may be encountered during grading and drilling operations within the Site Locations. Therefore, potential impacts to unique paleontological resources would be potentially significant. To minimize these impacts to a less-than-significant level, Mitigation Measure **GEO-MM-1**, set forth below, would be implemented.

Reference. Section IV.F, Geology and Soils, of the Draft EIR, page IV.F-46 through IV.F-56.

Mitigation Measure

GEO-MM-1: The services of a Project paleontologist who meets the Society of Vertebrate Paleontology standards (including a graduate degree in paleontology or geology and/or a publication record in peer reviewed journals, with demonstrated competence in the paleontology of California or related topical or geographic areas, and at least two full years of experience as assistant to a Project paleontologist), shall be retained prior to ground disturbance activities associated with Project construction in order to develop a site-specific Paleontological Resource Mitigation and Treatment Plan. The Paleontological Resource Mitigation and Treatment Plan shall specify the levels and types of mitigation efforts based on the types and depths of ground disturbance activities and the geologic and paleontological sensitivity of the Site Locations. The Paleontological Resource Mitigation and Treatment Plan shall also include a description of the professional qualifications required of key staff, communication protocols during construction, fossil recovery protocols, sampling protocols for microfossils, laboratory procedures, reporting requirements, and curation provisions for any collected fossil specimens.

Finding. The potential impacts to paleontological resources would be mitigated by requiring a qualified paleontologist to preemptively develop protocols for reporting and handling any paleontological resources that are discovered during ground disturbance activities. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measure **GEO-MM-1**, the Project's impacts to geology and soils related to paleontological resources would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

6.4 HAZARDS AND HAZARDOUS MATERIALS

As discussed in Section IV.H of the Draft EIR, the Project would result in potentially significant impacts related to hazards and hazardous materials with respect to the following significance thresholds:

- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; and
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

Impact. Release of Hazardous Materials: As discussed more fully in Section IV.H of the Draft EIR and in the Hazards Report, impacts related to the release of hazardous materials into the environment would be potentially significant. The primary Chemicals of Concern (COCs) likely to be encountered at all sites include Total Petroleum Hydrocarbons as Gasoline (TPHg), Total Petroleum Hydrocarbons as Diesel (TPHd), Total Petroleum Hydrocarbons as Oil (TPHo), arsenic, lead, chromium and polynuclear aromatic hydrocarbons (PAHs). A Soil Management Plan (SMP)/Health and Safety Plan (HASP) will be implemented for all Site Locations during construction activities, as provided below in Mitigation Measure **HAZ-MM-1**. In addition, 19 of the 54 Site Locations were identified as high risk and may contain solvent hydrocarbons (primarily Perchloroethylene [PCE]/Tetrachloroethylene [TCE] and breakdown by-products) and gasoline in addition to the primary COCs listed above. Furthermore, four Site Locations are near suspected oil wells and may have Underground Storage Tanks (USTs) on the parcels. Therefore, impacts related to the release of hazardous materials into the environment would be potentially significant. To mitigate these impacts to a less-than-significant level, Mitigation Measures **HAZ-MM-1** through **HAZ-MM-3**, described below, would be implemented.

References. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49. Appendix H, Hazards Technical Report, to the Draft EIR.

Mitigation Measures

HAZ-MM-1: (All Site Locations): Soil Management Plan (SMP)—The Project Applicant shall implement an SMP, which shall be submitted to the Metro Capital Engineering Group and/or City of Los Angeles Department of Building and Safety for review and approval prior to the commencement of excavation and grading activities. The Site Locations shall be subject to the general protocols described in the SMP regarding prudent precautions and general observations and evaluations of soil conditions to be implemented throughout grading, excavation, or other soil disturbance activities on the Site Locations.

The protocols in the SMP shall include, but not be limited to, the following:

- Special precautions shall be taken to manage soils that will be disturbed during Project earthwork activities in areas containing Chemicals of Concern (COCs) above screening levels (SLs).

- The following requirements and precautionary actions shall be implemented when disturbing soil at the Site Locations: no soil disturbance or excavation activities shall occur without a Project-specific Health and Safety Plan (HASP). Any soil that is disturbed, excavated, or trenched due to on-site construction activities shall be handled in accordance with applicable local, state, and federal regulations. Prior to the re-use of the excavated soil or the disposal of any soil from the Site Locations, the requirements and guidelines in the SMP shall be implemented. The General Contractor shall conduct, or have its designated subcontractor conduct, visual screening of soil during activities that include soil disturbance. If the General Contractor or subcontractor(s) encounter any soil that is stained or odorous (Suspect Soil), the General Contractor and subcontractor(s) shall immediately stop work and take measures to not further disturb the soils (e.g., cover suspect soil with plastic sheeting) and inform the Metro's representative and the environmental monitor. The environmental monitor, an experienced professional trained in the practice of the evaluation and screening of soil for potential impacts working under the direction of a licensed Geologist or Engineer, shall be identified by Metro prior to the beginning of work.
- Prior to excavation activities, the General Contractor or designated subcontractor shall establish specific areas for stockpiling Suspect Soil, should it be encountered, to control contact by workers and dispersal into the environment, per the provisions provided in the SMP.
- The General Contractor shall ensure that on-site construction personnel comply with all applicable federal, state, and local regulations, as well as the State of California Construction Safety Orders (Title 8). Additionally, if Suspect Soil is expected to be encountered, personnel working in that area shall comply with California Occupational Safety and Health Administration regulations specified in CCR Title 8, Section 5192. The General Contractor shall prepare a Project-specific HASP. It is the responsibility of the General Contractor to review available information regarding Site Location conditions, including the SMP, and potential health and safety concerns in the planned area of work. The HASP should specify COC action levels for construction workers and appropriate levels of personal protective equipment (PPE), as well as monitoring criteria for increasing the level of PPE. The General Contractor and each subcontractor shall require its employees who may directly contact Suspect Soil to perform all activities in accordance with the General Contractor and subcontractor's HASP. If Suspect Soil is encountered, to minimize the exposure of other workers to potential contaminants on the Site Location, the General Contractor or designated subcontractor may erect temporary fencing around excavation areas with appropriate signage as necessary to restrict access and to warn unauthorized on-site personnel not to enter the fenced area.
- The General Contractor shall implement the following measures as provided in the SMP to protect human health and the environment during construction activities involving contact with soils at the Site Location: decontamination of construction and transportation equipment; dust control measures; storm water pollution controls and best management practices; and proper procedures for the handling, storage, sampling, transport and disposal of waste and debris.

- The excavated soil should be screened using a calibrated hand-held PID to test for VOCs and methane as necessary.
- In the event volatile organic compound (VOC)-contaminated soil is encountered during excavation on-site, a South Coast Air Quality Management District (SCAQMD) Rule 1166 permit shall be obtained before resuming excavation. Rule 1166 defines VOC-contaminated soil as a soil which registers a concentration of 50 ppm or greater of VOCs as measured before suppression materials have been applied and at a distance of no more than three inches from the surface of the excavated soil with an organic vapor analyzer calibrated with hexane. Notifications, monitoring, and reporting related to the SCAQMD Rule 1166 permit shall be the responsibility of the General Contractor. Protection of on-site construction workers shall be accomplished by the development and implementation of the HASP.
- Known below-grade structures at the Site Locations (i.e., storm water infrastructure) shall be removed from the ground or cleaned, backfilled, and left in place as appropriate during grading and excavation. If unknown below-grade structures are encountered during Site Location excavation, the General Contractor shall promptly notify the Metro's representative the same day the structure is discovered. Based on an evaluation of the unknown below-grade structure by the appropriate professional (e.g., environmental monitor, geotechnical engineer), Metro shall address the below-grade structure in accordance with applicable laws and regulations.
- A geophysical investigation shall be conducted at the Site Locations to clear the construction area of buried utilities

HAZ-MM-2: (Site Locations FF-1, FF-2, FF-3, FF-4, FF-5, FF-6, FF-13, FF-14, FF-29, FF-30, NFF-1, NFF-2, NFF-3, NFF-8, NFF-12, NFF-13, NFF-18, NFF-19, and NFF-21): Soil/vapor sampling and testing of soil samples shall be obtained during the site location-specific, design-level geologic and geotechnical investigation. Results of the testing would be submitted and approved by the Metro Capital Engineering Group and/or the Los Angeles Department of Building and Safety (LADBS).

HAZ-MM-3: (Site Locations FF-4, NFF-3, NFF-18, and NFF-21): A geophysical investigation shall be conducted to clear the construction area of buried utilities and to identify buried substructures, specifically oil wells and USTs. Results of the geophysical investigation shall be submitted to and approved by the Metro Capital Engineering Group and/or LADBS.

Finding. The potential impacts related to hazards and hazardous materials described above would be mitigated by requiring compliance with site-specific Soil Management Plans, and where necessary, conducting additional testing and investigations at high-risk Site Locations and Site Locations near suspect oil wells. For the reasons set out above and in the Draft EIR, Metro finds that, through implementation of Mitigation Measures **HAZ-MM-1** through **HAZ-MM-3**, the Project's hazards and hazardous materials impacts related to release of hazardous materials would be reduced to less-than-significant levels. For each of these impacts, Metro

adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Impact. Hazards Near Schools: As discussed in Section IV.H of the Draft EIR, the Project would involve construction of TCN Structures and takedown of existing static displays on a variety of locations on Metro property within the City, some of which would be within 0.25 mile of a school. Although the Project would involve the use of hazardous materials common to urban construction projects and TCN Structure operations, all activities involving the handling, use, storage, transport, and disposal of hazardous materials and wastes would occur in compliance with applicable federal, state, and local requirements. In addition, as discussed above, if construction activities uncover hazardous conditions that have the potential to result in risk of upset, Mitigation Measures **HAZ-MM-1** through **HAZ-MM-3**, described above, would be implemented, which would reduce such impacts to less than significant levels. As such, the Project would not create a significant hazard to nearby schools. Therefore, impacts regarding potential emissions or the handling of hazardous materials and wastes within 0.25 mile of an existing school would be less than significant with mitigation.

Reference. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49.

Mitigation Measures

HAZ-MM-1: (All Site Locations): Soil Management Plan (SMP) (See above)

HAZ-MM-2: (Site Locations FF-1, FF-2, FF-3, FF-4, FF-5, FF-6, FF-13, FF-14, FF-29, FF-30, NFF-1, NFF-2, NFF-3, NFF-8, NFF-12, NFF-13, NFF-18, NFF-19, and NFF-21) (See above)

HAZ-MM-3: (Site Locations FF-4, NFF-3, NFF-18, and NFF-21) (See above)

Finding. These potential impacts related to hazards and hazardous materials would be mitigated by requiring compliance with site-specific Soil Management Plans, and where necessary, conducting additional testing and investigations at high-risk Site Locations and Site Locations near suspect oil wells. For the reasons set out above and in the Draft EIR, Metro finds that, through implementation of Mitigation Measures **HAZ-MM-1** through **HAZ-MM-3**, these hazards and hazardous materials impacts near schools would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines

Impact. Hazardous Materials Sites: As discussed in Section IV.H of the Draft EIR, two Site Locations have been identified as hazardous waste or contaminated sites pursuant to Government Code Section 65962.5. Although no current violations and no active regulatory cases were identified for the Site Locations, the Project may create a significant hazard to the public or the environment caused in whole or in part from the Project's exacerbation of existing environmental conditions. Therefore, impacts with respect to these sites would be potentially

significant. To mitigate these impacts to a less-than-significant level, Mitigation Measures **HAZ-MM-1** through **HAZ-MM-3**, described above, would be implemented. Therefore, impacts relating to hazardous materials sites would be less than significant with mitigation.

Reference. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49.

Mitigation Measures

HAZ-MM-1: (All Site Locations): Soil Management Plan (SMP) (See above)

HAZ-MM-2: (Site Locations FF-1, FF-2, FF-3, FF-4, FF-5, FF-6, FF-13, FF-14, FF-29, FF-30, NFF-1, NFF-2, NFF-3, NFF-8, NFF-12, NFF-13, NFF-18, NFF-19, and NFF-21) (See above)

HAZ-MM-3: (Site Locations FF-4, NFF-3, NFF-18, and NFF-21) (See above)

Finding. These potential impacts would be mitigated by requiring compliance with site-specific Soil Management Plans, and where necessary, conducting additional testing and investigations at high-risk Site Locations and Site Locations near suspect oil wells. For the reasons set out above and in the Draft EIR, Metro finds that, through implementation of Mitigation Measures **HAZ-MM-1** through **HAZ-MM-3**, the Project's hazards and hazardous materials impacts related to hazardous materials sites would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

6.5 NOISE

As discussed in Section IV.J of the Draft EIR, the Project would create potentially significant impacts related to noise with respect to the following significance thresholds:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; and
- Generate excessive groundborne vibration or groundborne noise levels.

Impact. *Increased Ambient Noise Levels (On-Site Construction):* As discussed in Section IV.J of the Draft EIR, noise generated by the Project's on-site construction equipment would cause a substantial temporary increase in ambient noise levels. Noise levels would exceed the City's significance criteria in the vicinity of seven Site Locations during the daytime and four Site

Locations at nighttime.³ To mitigate these noise impacts to less-than-significant levels, Mitigation Measures **NOI-MM-1** through **NOI-MM-3**, set forth below, would be implemented.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

Mitigation Measures

NOI-MM-1: A temporary and impermeable sound barrier shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.

- During TCN Structure NFF 11 Construction: Between the Project construction area and the residential uses on 67th Street north of the Site Location (receptor location R5). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R5.
- During TCN Structure NFF 12 Construction: Between the Project construction area and the residential uses on Victoria Avenue west of the Site Location (receptor location R6). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R6.
- During TCN Structure NFF 14 Construction: Between the Project construction area and the residential uses on Exposition Boulevard southeast of the Site Location (receptor location R7). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R7.
- During TCN Structure NFF 19 Construction: Between the Project construction area and the residential uses on New Hampshire Avenue west of the Site Location (receptor location R10). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R10.
- During TCN Structure NFF 20 Construction: Between the Project construction area and the residential uses on New Hampshire Avenue northwest of the Site Location (receptor location R12). The temporary sound barrier shall be designed to provide a minimum 7-dBA noise reduction at the ground level of receptor location R12.

³ Site Locations NFF 11, NFF 12, NFF 19, NFF 20, NFF 21, FF 28, and FF 33 will experience significant daytime ambient noise level increases, and Site Locations NFF 14, FF 13, FF 26, and FF 28 will experience significant nighttime ambient noise level increases.

- During TCN Structure NFF 21 Construction: Between the Project construction area and the residential uses on Mateo Street west of the Site Location (receptor location R13). The temporary sound barrier shall be designed to provide a minimum 7-dBA noise reduction at the ground level of receptor location R13.
- During TCN Structure FF 13 Construction: Between the Project construction area and the residential uses on Casitas Avenue Street west of the Site Location (receptor location R20). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R20.
- During TCN Structure FF 26 Construction: Between the Project construction area and the residential uses on Sepulveda Boulevard northeast of the Site Location (receptor location R25). The temporary sound barrier shall be designed to provide a minimum 6-dBA noise reduction at the ground level of receptor location R25.
- During TCN Structure FF 28 Construction: Between the Project construction area and the residential uses on Exposition Boulevard south of the Site Location (receptor location R27). The temporary sound barrier shall be designed to provide a minimum 6-dBA noise reduction at the ground level of receptor location R27.
- During TCN Structure FF 33 Construction: Between the Project construction area and the residential uses on Slauson Avenue north of the Site Location (receptor location R28). The temporary sound barrier shall be designed to provide a minimum 11-dBA noise reduction at the ground level of receptor location R28.

NOI-MM-2: Construction for TCN Structure NFF-20 shall be completed prior to occupation of the adjacent future residential building (receptor R12B). Alternatively, construction equipment for the installation of the TCN Structure NFF-20 shall be limited to a maximum 75 dBA (L_{eq}) at 50 feet from the equipment.

NOI-MM-3: A temporary noise barrier shall be provided during the removal of existing static signage where noise sensitive uses are located within 200 feet of and have direct line-of-sight to the existing static signage to be removed. The temporary noise barrier shall be a minimum six feet tall and break the line-of-site between the construction equipment and the affected noise sensitive receptors.

Finding. These potential noise impacts would be mitigated by requiring temporary sound barriers and limiting certain construction equipment, as described above. For the reasons stated above and as set forth in the Draft EIR, Metro finds that, through implementation of Mitigation Measures **NOI-MM-1** through **NOI-MM-3**, these noise impacts related to ambient noise from on-site construction would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

Impact. *Vibrations (Human Annoyance from On-Site Construction):* As discussed more fully in Section IV.J of the Draft EIR, the Project construction would result in vibration levels above the threshold for human annoyance at two Site Locations.⁴ To mitigate these impacts to a less-than-significant level, Mitigation Measure **NOI-MM-4**, set forth below, would be implemented.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

Mitigation Measure

NOI-MM-4: The use of large construction equipment (i.e., large bulldozer, caisson drill rig, and/or loaded trucks) shall be limited to a minimum of 80 feet away from the existing residences near proposed TCN Structure FF-33 (receptor 28) and the future residences near proposed TCN Structure NFF-20 (receptor 12B), if these residences are constructed and occupied at the time Project construction activities occurs.

Finding. These potential noise impacts would be mitigated by limiting certain construction equipment, as described above. For the reasons stated above and as set forth in the Draft EIR, Metro finds that, through implementation of Mitigation Measure **NOI-MM-4**, these impacts related to on-site construction vibrations would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

6.6 TRIBAL CULTURAL RESOURCES

As discussed in Section IV.L of the Draft EIR, the Project could result in significant impacts related to tribal cultural resources with respect to the following significance threshold:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - (i) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code section 5020.1(k); or
 - (ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

⁴ Site Locations FF-33 and NFF-20 will experience vibrations above the human annoyance threshold.

Impacts. As discussed more fully in Section IV.L of the Draft EIR, the Site Locations may contain known or reasonably foreseeable resources determined by Metro to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1 (i.e., tribal cultural resources). As such, the Project may cause a substantial adverse change in the significance of a known tribal cultural resource with cultural value to a California Native American tribe or that is listed or eligible for listing in the California Register or in a local register. Therefore, Project impacts related to tribal cultural resources would be potentially significant.

Reference. Section IV.L, Tribal Cultural Resources, of the Draft EIR, pages IV.L-34 through IV.L-42.

Mitigation Measures

TCR-MM-1: (Retain a Tribal Consultant and Qualified Archaeologist): Prior to any ground-disturbing activities on the Site Locations associated with the Project Area, a tribal consultant and qualified archaeologist shall be retained to monitor ground-disturbing activities and ensure proper implementation of the Tribal Cultural Resources Monitoring and Mitigation Program (described in Mitigation Measure TCR-2, below).

Ground disturbing activities are defined as excavating, digging, trenching, drilling, tunneling, grading, leveling, removing asphalt, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at a Site Location. A tribal consultant is defined as one who is on the Native American Heritage Commission (NAHC) Tribal Contact list. The tribal consultant will provide the services of a representative, known as a tribal monitor.

A qualified archaeologist is defined as one who meets the Secretary of the Interior's (SOI) Professional Qualifications Standards (PQS) for archaeology. The qualified archaeologist shall submit a letter of retention to Metro no fewer than 30 days before ground-disturbing activities commence. The letter shall include a resume for the qualified archaeologist that demonstrates fulfillment of the SOI PQS.

TCR-MM-2: (Develop a Tribal Cultural Resource Mitigation and Monitoring Program): Prior to any ground-disturbing activities within the Project Area, a Tribal Cultural Resource Mitigation and Monitoring Program (TCR MMP) shall be prepared by the qualified archaeologist. The TCR MMP shall incorporate the results of SWCA's Tribal Cultural Resources Assessment for the Los Angeles County Metropolitan Transportation Authority's Transportation Communication Network Project report, and reasonable and feasible recommendations from tribal parties resulting from consultation. The TCR MMP shall include provisions for avoidance of unanticipated discoveries and procedures for the preservation of unanticipated discoveries where possible.

The TCR MMP shall include, but not be limited to, provisions to conduct a worker training program, a monitoring protocol for ground-disturbing activities, discovery and processing protocol for inadvertent discoveries of tribal cultural resources, and

identification of a curation facility should artifacts be collected. The TCR MMP shall require monitoring of ground-disturbing activities at all Site Locations and will provide a framework for assessing the geoarchaeological setting to determine whether sediments capable of preserving tribal cultural resources are present, and include a protocol for identifying the conditions under which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate at any given Site Location. The duration and timing of the monitoring shall be determined based on the rate of excavation, geoarchaeological assessment, and, if present, the quantity, type, spatial distribution of the materials identified, and input of the tribal consultant or their designated monitor. During monitoring, daily logs shall be kept and reported to Metro on a monthly basis.

During ground-disturbing activities, the monitors shall have the authority to temporarily halt or redirect construction activities in soils that are likely to contain potentially tribal cultural resources, as determined by the qualified archaeologist in consultation with the tribal monitor. In the event that tribal cultural resources or potential tribal cultural resources are exposed during construction, work in the immediate vicinity of the find shall stop within a minimum of 25 ft or as determined by the qualified archaeologist in consultation with the tribal consultant based on the nature of the find and the potential for additional portions of the resource to remain buried in the unexcavated areas of the project site. The qualified archaeologist in consultation with the tribal consultant will evaluate the significance of the find and implement the protocol described in the TCR MMP before work can resume in the area surrounding the find that is determined to have sensitivity. Construction activities may continue in other areas in coordination with the qualified archaeologist and tribal consultant. Soils that are removed from the work site are considered culturally sensitive and will be subject to inspection on-site by the tribal and archaeological monitors. Provisions for inspection at an off-site location would be determined through consultation with the tribal and archaeological monitors, construction personnel, and Metro. Any tribal cultural resources that are not associated with a burial are subject to collection by the qualified archaeologist.

The TCR MMP shall also summarize the requirements for coordination with consulting tribal parties in the event of a tribal cultural resource or potential tribal cultural resource is inadvertently discovered, as well as the applicable regulatory compliance measures or conditions of approval for inadvertent discoveries, including the discovery of human remains, to be carried out in concert with actions described in the TCR MMP and treatment plan prepared in compliance with Mitigation Measure TCR-3. The TCR MMP shall be prepared in compliance with Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1. The TCR MMP shall be submitted to Metro at least 30 days prior to initiating ground-disturbing activities.

TCR-MM-3: (Treatment of Known Tribal Cultural Resources): A treatment plan will be developed for any historical archaeological sites that may be adversely

affected/significantly impacted by the Project, including but not limited to CA-LAN-1575/H. The treatment plan will be developed based on the known constituents to guide the post-discovery process and initial treatment requirements upon discovery. The treatment plan will outline data recovery procedures to be followed and shall require controlled archaeological excavation within the first eight feet (ft) at all Site Locations proposed to be located within known tribal cultural resources, specifically an excavation unit measuring 3.28 ft by 3.28 ft across extending to a depth of at least 4.92 ft below the unpaved surface, followed by the use of a 4 inch hollow stem hand-auger to a total depth of at least 9.84 ft below the unpaved surface. Subsequent mechanical drilling will be conducted in approximately 1.64-ft increments to a depth of approximately 20 ft below the surface. Sediments from each of the 1.64-ft mechanical excavation levels will be inspected for the presence of Native American objects or evidence of a tribal cultural resource, and relevant environmental information obtained from the sediments will be recorded. The treatment plan will include provisions to allow for standard mechanical excavation to resume at levels above these depths in the event that sufficient evidence is identified to demonstrate that the sediments are more than 20,000 years old.

The treatment plan may be modified and updated depending on the nature of the discovery and consultation with the State Historic Preservation Office (SHPO) and consulting parties. The treatment plan would be developed so that treatment of historical resources meets the Secretary of the Interior's Standards and Guidelines (1983) for archaeological documentation, the California Office of Historic Preservation (OHP)'s Archaeological Resources Management Report, Recommended Contents and Formats (1989), the Advisory Council on Historic Preservation's publication Treatment of Archaeological Properties: A Handbook, and the Department of the Interior's Guidelines for Federal Agency Responsibility under Section 110 of the National Historic Preservation Act, and the Society for California Archaeology's Guidelines for Determining the Significance of and Impacts to Cultural Resources and Fieldwork and Reporting Guidelines for Archaeological, Historic, and Tribal Cultural Resources

Findings. With the implementation of Mitigation Measures **MM-TCR-1** through **MM-TCR-3**, impacts related to tribal cultural resources would be reduced to a less than significant level. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these impacts related to tribal cultural resources would be reduced to less-than-significant levels. For these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a)(1) of the CEQA Guidelines.

7. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Project are less than significant, and no mitigation is required.

7.1 AESTHETICS

As discussed in Section IV.A of the Draft EIR, the Project would result in less-than-significant impacts related to aesthetics with respect to the following significance thresholds:

- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; and
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

Impact. *Scenic Resources Within a Scenic Highway:* As evaluated in the Initial Study for the Project and discussed in Section IV.A of the Draft EIR, the Site Locations identified for the Project are located within property owned and operated by Metro along freeways and major streets within the City. Most of the Site Locations are located on vacant land with limited vegetation and are generally inaccessible to the public. In addition, the Site Locations are not adjacent to any state-designated scenic highways. Thus, the Project would not result in the removal of any structures or trees or be located within a state scenic highway that may be considered scenic resources. Therefore, impacts with respect to scenic resources within a state-designated scenic highway would be less than significant.

References. Section IV.A, Aesthetics, of the Draft EIR, pages IV.A-28 through IV.A-48. Appendix A.1, Initial Study, to the Draft EIR, pages 16–17.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Initial Study and Draft EIR, Metro finds that these aesthetic impacts related to scenic resources within a scenic highway would be less than significant.

Impact. *Light and Glare:* As discussed more fully in Section IV.A of the Draft EIR, none of the digital displays proposed for the Project would generate enough light to introduce a substantial light trespass at any nearby residential or other light-sensitive sites. Similarly, none of the displays would generate enough light to create a new source of glare on the roadway. Additionally, the incorporation of Project Design Feature AES-PDF-1 would require state of the art louvers or other equivalent design features to be incorporated into the design of TCN

Structures FF-13, FF-14, FF-25, FF-29, and FF-30 such that the light trespass illuminance at sensitive habitat at the proposed Bowtie State Park, at the mapped biological resources in the vicinity of TCN Structure FF-25, and at the ~~the adjacent residential zoned property and~~ Ballona Wildlife Reserve to the south of the Marina Freeway, west of Culver Boulevard, does not exceed 0.02 footcandles. Therefore, impacts with respect to light and glare would be less than significant.

Reference. Section IV.A, Aesthetics, of the Draft EIR, pages IV.A-28 through IV.A-48.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these aesthetic impacts related to light and glare would be less than significant.

7.2 AIR QUALITY

As discussed in Section IV.B of the Draft EIR, the Project would result in less-than-significant impacts related to air quality with respect to the following significance thresholds:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; and
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Impact. *Consistency with Air Quality Plan (Pollutant Emissions):* As discussed more fully in Section IV.B of the Draft EIR, Project construction emissions would not exceed SCAQMD's recommended significance thresholds for local emissions of NO_x, CO, PM₁₀, or PM_{2.5}, and operational emissions of these pollutants would be less than significant. Therefore, the project would not significantly impact localized air quality, increase frequency or severity of an existing CO violation or contribute to new CO violations, or delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

Reference. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these air quality impacts related to air quality plan consistency would be less than significant.

Impact. *Consistency with Air Quality Plan (AQMP Assumptions):* As described more fully in Section IV.B, Air Quality, Section IV.G, Greenhouse Gas Emissions, and Appendix A, Initial Study, of the Draft EIR, the project would not generate substantial long-term employment or residential population growth. Additionally, the Project would comply with all applicable regulatory standards required by SCAQMD, as well as the Metro Green Construction Policy. Finally, the Project would reduce VMT and related vehicular air emissions by removing a higher number of static displays than it will erect TCN Structures, reducing daily vehicle trips for maintenance. For these reasons, the Project would not exceed assumptions utilized in preparing the AQMP and therefore would not conflict with or obstruct implementation of SCAQMD's AQMP.

References. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61. Section IV.G, Greenhouse Gas Emissions, of the Draft EIR, pages IV.G-39 through IV.G-72. Appendix A, Initial Study, to the Draft EIR, pages 44-45.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these air quality impacts related to air quality plan consistency would be less than significant.

Impact. *Consistency with Air Quality Element of City's General Plan:* As discussed above and in Section IV.B of the Draft EIR, the Project will not generate VMT, increase the frequency or severity of an existing air quality violation or cause or contribute to new violations, or exceed State and federal air quality standards or delay timely attainment of air quality standards or interim emission reductions specified in the AQMP. The Project would not conflict with growth projections assumed by the AQMP and thus would be consistent with emissions forecasts in the AQMP. Furthermore, compliance with applicable regulatory requirements would prevent any significant air quality impacts. Thus, the Project would serve to implement goals, objectives, and policies of the City's Air Quality Element pertaining to the Project. Therefore, the Project will have a less-than-significant impact on the implementation of the air quality plan.

References. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61. Section IV.G, Greenhouse Gas Emissions, of the Draft EIR, pages IV.G-39 through IV.G-72. Appendix A, Initial Study, to the Draft EIR, pages 44-45.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these air quality impacts related to General Plan consistency would be less than significant.

Impact. *Increase in Non-Attainment Criteria Pollutants:* As discussed above and in Section IV.B of the Draft EIR, Project construction and operations would not result in significant regional or

localized emissions. Therefore, Project emissions would result in a less than significant air quality impact.

Reference. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these air quality impacts related to criteria pollutant emissions would be less than significant.

Impact. Sensitive Pollutant Receptors: As described more fully in Section IV.B of the Draft EIR, maximum construction emissions for criteria pollutants would not exceed SCAQMD thresholds at the closest off-site sensitive receptors. Additionally, Project construction would not result in a long-term source of Toxic Air Contaminants (TACs). Similarly, Project operation would not introduce any significant new sources of criteria pollutants, mobile-source CO emissions, or TACs. Therefore, because the Project would not involve substantial TAC sources and would be consistent with applicable CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or TACs that exceed the maximum incremental cancer risk or chronic hazard index, and potential impacts would be less than significant.

Reference. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61. Appendix A, Initial Study, to the Draft EIR, pages 32–35. Appendix C-2, Air Quality Worksheets and Modeling Output Files, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these air quality impacts related to sensitive pollutant receptors would be less than significant.

Impact. Odors: As described more fully in Section IV.B, Air Quality, and Chapter VI, Other CEQA Considerations, of the Draft EIR, and as evaluated in the Initial Study, Appendix A.1 to the Draft EIR, no objectionable odors are anticipated to adversely affect a substantial number of people as a result of either construction or operation of the Project. Therefore, the potential odor impacts during construction and operation of the Project would be less than significant.

Reference. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61. Appendix A, Initial Study, to the Draft EIR, pages 32–35.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these air quality impacts related to odors would be less than significant.

7.3 BIOLOGICAL RESOURCES

As discussed in Section IV.C of the Draft EIR, the Project would result in less-than-significant impacts related to biological resources with respect to the following significance threshold:

- Conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands).

Impact. *Consistency with Local Policies and Ordinances:* As discussed more fully in Section IV.C, Biological Resources, and Chapter VI, Other CEQA Considerations, of the Draft EIR, and evaluated in the Initial Study, Appendix A.1 to the Draft EIR, the proposed Site Locations do not include any protected trees or shrubs and no trees would be removed. Any trees in the vicinity of the Site Locations would be avoided and preserved in place. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources. Any trees in the vicinity of the Site Locations would be avoided and preserved in place. As such, the Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, impacts related to a conflict with any local policies or ordinances protecting biological resources would be less than significant.

References. Section IV.C, Biological Resources, of the Draft EIR, pages IV.B-32 through IV.B-61. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-18. Appendix A.1, Initial Study, to the Draft EIR, pages 22–25.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these biological resources impacts related to consistency with local policies and ordinances would be less than significant.

7.4 CULTURAL RESOURCES

As discussed in Section IV.D of the Draft EIR, the Project would result in less-than-significant impacts related to cultural resources with respect to the following significance threshold:

- Disturb any human remains, including those interred outside of dedicated cemeteries.

Impact. As discussed in Section IV.D, Cultural Resources, Section VI, Other CEQA Considerations, and Appendix A, Initial Study, of the Draft EIR, the Site Locations for the TCN Structures are located within urbanized areas of the City that have been subject to previous grading and development. No known traditional burial sites have been identified on the Site Locations. Nevertheless, as the Project would require excavation at depths of up to 50 feet, the

potential to uncover existing but undiscovered human remains exists. If human remains are discovered during Project construction, work in the immediate vicinity of the construction area for the TCN Structure would be halted, and the County Coroner, construction manager, and other entities would be notified per California Health and Safety Code Section 7050.5. In addition, disposition of the human remains and any associated grave goods would occur in accordance with PRC Section 5097.98 and CEQA Guidelines Section 15064.5(e), which requires that work stop near the find until a coroner can determine that no investigation into the cause of death is required and if the remains are Native American. Specifically, in accordance with CEQA Guidelines Section 15064.5(e), if the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission who shall identify the most likely descendent. The most likely descendent may make recommendations regarding the treatment of the remains and any associated grave goods in accordance with PRC Section 5097.98. Compliance with these regulatory standards would ensure appropriate treatment of any potential human remains unexpectedly encountered during grading and excavation activities.

References. Section IV.D, Cultural Resources, of the Draft EIR, pages IV.D-32 through IV.D-64. Section VI, Other CEQA Considerations, of the Draft EIR, page VI-18. Appendix A, Initial Study, to the Draft EIR, pages 26–27.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these cultural resources impacts related to human remains would be less than significant.

7.5 ENERGY

As discussed in Section IV.E of the Draft EIR, the Project would result in less-than-significant impacts related to energy with respect to the following significance thresholds:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; and
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Impact. Energy Consumption: As discussed more fully in Section IV.E of the Draft EIR, the Project would not result in potentially significant environmental impacts due to wasteful, inefficient, and unnecessary consumption of energy resources during construction or operation. The Project's energy requirements would not significantly affect local and regional supplies or require additional capacity. The Project's energy usage during peak and base periods would also be consistent with electricity future projections for the region. As also discussed, gasoline fuel usage for the region is expected to be on the decline over the next 10 years. The Project's transportation fuel consumption is also expected to decline based on more stringent CAFE fuel economy standards. As transportation fuel supply is not expected to decrease significantly over

this same period, supplies would be sufficient to meet Project demand. Therefore, electricity generation capacity and supplies of transportation fuels would also be sufficient to meet the needs of Project-related construction and operations. With respect to operation, the Project would comply with existing energy efficiency requirements, such as CALGreen Code, as well as include energy conservation measure requirements. For all the reasons set forth above and in the Draft EIR, the Project's energy demands would not cause wasteful, inefficient, or unnecessary use of energy. Therefore, this Project impact related to energy use would be less than significant with respect to both construction and operation.

References. Section IV.E, Energy, of the Draft EIR, pages IV.E-18 through IV.E-36. Appendix F, Energy Calculations, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these energy impacts related to energy consumption would be less than significant.

Impact. Consistency with Energy Plans: The energy conservation policies and plans relevant to the Project include the California Title 24 energy standards, the 2019 CALGreen Code, Metro's Green Construction Policy, Metro's CAAP the City of Los Angeles Green Building Code, City of LA Green New Deal, and SCAG's 2020–2045 RTP/SCS. As these conservation policies would be incorporated as part of the Project, the Project would not conflict with applicable plans for renewable energy or energy efficiency. Regarding transportation uses, the Project would not generate trips or VMT on a regular basis. The removal of existing static displays would result in a net reduction in maintenance trips and VMT in comparison to the Project. In addition, the TCN Structures would relay traffic information to the public such as traffic congestion events and provide travel alternatives to maximum efficiency of the congested road network reducing fuel consumption. Further, the TCN Structures would provide off-site advertising create funds for new and expanded transportation programs including the potential to fund GHG reduction measures such as bus electrification programs and programs to further improve the experience for bus passengers. While these actions may not directly reduce VMT, the increase in efficiency of the roadway would reduce travel and delay times throughout the region. In addition, vehicle trips generated during Project operations would comply with CAFE fuel economy standards. During construction activities, the Project would be required to comply with CARB anti-idling regulations and the In-Use Off-Road Diesel Fleet regulations reducing unnecessary energy consumption. For these reasons, the Project would not conflict with or obstruct adopted energy conservation plans or violate State or local energy standards for renewable energy or energy efficiency. Therefore, Project impacts related to consistency with renewable energy or energy efficiency plans would be less than significant.

Reference. Section IV.E, Energy, of the Draft EIR, pages IV.E-18 through IV.E-36.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these energy impacts related to energy plan consistency would be less than significant.

7.6 GEOLOGY AND SOILS

As discussed in Section IV.F of the Draft EIR, the Project would result in less-than-significant impacts related to geology and soils with respect to the following significance thresholds:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42;
 - (ii) Strong seismic ground shaking; or
 - (iii) Seismic-related ground failure, including liquefaction;
- Result in substantial soil erosion or the loss of topsoil;
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site:
 - Lateral spreading;
 - Subsidence;
 - Liquefaction; or
 - Collapse; and
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.

Impact. *Earthquake Faults:* As discussed in Section IV.F of the Draft EIR and the Geology and Soils Evaluation included as Appendix G of the Draft EIR, no known active or potentially active faults underlie the Site Locations. In addition, the Site Locations are not located within a state-designated Alquist-Priolo Earthquake Fault Zone. Each Site Location is between 0.25 mile and 6 miles from its nearest fault, and the nearest fault varies by Site Location. The potential for surface rupture due to faulting occurring beneath the Site Locations is considered low. Additionally, ground disturbance associated with the removal of static displays would be temporary and minimal. Therefore, impacts associated with surface rupture from a known earthquake fault would be less than significant.

References. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to earthquake faults would be less than significant.

Impact. *Strong Seismic Ground Shaking:* As described in Section IV.F of the Draft EIR and the Geology and Soils Evaluation included as Appendix G of the Draft EIR, the Site Locations are located within the seismically active region of Southern California and would potentially be subject to strong seismic ground shaking if a moderate to strong earthquake occurs on a local or regional fault. However, State and local codes require that structures are designed and constructed to reduce risk of collapse during an earthquake. Additionally, compliance with Project Design Feature GEO-PDF-1, which would require all development activities to incorporate various geotechnical recommendations, will reduce these risks. Further, the Project would not involve any construction or operations activities that would create unstable seismic conditions or stresses in the earth's crust. As discussed above, there are no known active faults underlying the Project site. Therefore, impacts associated with strong seismic ground shaking would be less than significant.

References. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with the incorporation of project design features as well as applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to seismic ground shaking would be less than significant.

Impact. *Seismic-Related Ground Failure:* As discussed in Section IV.F of the Draft EIR and the Geology and Soils Evaluation included as Appendix G of the Draft EIR, site-specific liquefaction analyses would be required by Project Design Feature GEO-PDF-1 in order to determine if the site soils would be susceptible to liquefaction during the design-based seismic event, which is the event a structure is designed to withstand without collapsing. If the sites are susceptible to liquefaction, the proposed TCN Structures would be supported by a deep foundation system consisting of caissons or piles. Additionally, the Project would be designed in accordance with the MRDC and Los Angeles Building Code, which requires implementation of engineering techniques to minimize ground failure hazards. Lastly, ground disturbance associated with the removal of static displays would be temporary and minimal. As such, the Project would not exacerbate existing environmental conditions or cause or accelerate geologic hazards related to liquefaction. Therefore, impacts associated with seismic-related ground failure, including liquefaction, would be less than significant.

References. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with the incorporation of project design features as well as applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to seismic ground failure would be less than significant.

Impact. *Erosion and Soil Loss:* The TCN Structures would be constructed with the use of a drill rig that would drill a hole up to 50 feet in depth on an approximately 10-foot by 10-foot area, depending on soil conditions and size of the digital display. As such, grading activities and potential soil erosion and loss of topsoil would be limited. In addition, all grading activities would require review and approval of a final site-specific geotechnical report by the Metro Capital Engineering Group and/or LADBS, which would include requirements and standards designed to ensure that substantial soil erosion does not occur. Furthermore, on-site grading and site preparation would comply with all applicable provisions of LAMC Chapter IX, Article 1, which addresses grading, excavations, and fills. Lastly, ground disturbance associated with the removal of static displays would be temporary and minimal. Therefore, with compliance with regulatory requirements, the Project would not result in substantial soil erosion or the loss of topsoil. As such, this impact related to geology and soils would be less than significant.

Reference. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56.

Mitigation Measures. These impacts would be less than significant with the incorporation of project design features as well as applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to soil loss would be less than significant.

Impact. *Soil Instability – Liquefaction and Lateral Spreading:* As discussed more in Section IV.F of the Draft EIR and the Geology and Soils Evaluation, the Project's impacts the Site Locations are susceptible to lateral spreading wherever they are susceptible to liquefaction, as liquefaction-related effects include lateral spreading. As discussed above, Project Design Feature GEO-PDF-1 will require site-specific liquefaction analyses to avoid ground failure. The Project would not cause or accelerate liquefaction. Therefore, impacts related to liquefaction and lateral spreading would be less than significant.

References. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with the incorporation of project design features as well as applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to soil instability would be less than significant.

Impact. *Soil Instability – Subsidence:* As discussed more in Section IV.F of the Draft EIR and the Geology and Soils Evaluation, no large-scale extraction of groundwater, gas, oil, or geothermal energy currently occurs or is planned at the Site Locations. Therefore, the potential for ground subsidence due to the withdrawal of fluid or gas at the Site Locations are low. Project excavations for placement of the TCN Structures would extend to a maximum depth of approximately 50 feet. As discussed in the Geology and Soils Evaluation, the historic high groundwater levels vary according to the location of each TCN Structure and may be as shallow as 5 feet below ground surface. Although dewatering operations may be required during construction, such activities would be limited and temporary and would not involve large-scale water extraction. Lastly, ground disturbance associated with the removal of static displays would be temporary and minimal. As such, the Project would not be located on or exacerbate a geologic unit or soil that is unstable, which could potentially result in subsidence. Impacts related to subsidence would be less than significant.

References. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to soil instability would be less than significant.

Impact. *Soil Instability – Collapse:* As discussed in Section IV.F of the Draft EIR and the Geology and Soils Evaluation, the fill soil composition and depth that underlie the proposed TCN Structures vary by Site Location. The proposed TCN Structures would thus be supported by foundation systems according to the soil type, with deep foundation systems potentially necessary at certain sites. Depending on the geologic materials at each individual site, the foundation system may derive its bearing capacity from native alluvial soils, and/or bedrock. Fill materials are not considered suitable for support of the recommended foundation system and would not be used. These recommendations would be incorporated in accordance with Project Design Feature GEO-PDF-1. In addition, the Project would be required to provide a final, site-specific geotechnical report that would include the preliminary recommendations from the Geology and Soils Evaluation as well as final recommendations that would be enforced by the Metro Capital Engineering Group and/or LADBS. Lastly, ground disturbance associated with the removal of static displays would be temporary and minimal. As such, the Project would not be located on or exacerbate a geologic unit or soil that is unstable or that would become unstable as a result of the Project and potentially result in collapse. Impacts associated with collapsible soils would be less than significant.

Reference. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with the incorporation of project design features as well as applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these geology and soils impacts related to soil instability would be less than significant.

Impact. *Expansive Soils:* As discussed in Section IV.F of the Draft EIR and the Geology and Soils Evaluation, the on-site geologic materials at the Site Locations are in the low to high expansion range. Per Project Design Feature GEO-PDF-1, it is anticipated that where structurally necessary, the proposed TCN Structures would be supported by a deep foundation system, consisting of caissons or piles. Depending on the geologic materials encountered at each individual site, the foundation system may derive its bearing capacity from native alluvial soils, and/or bedrock. Fill materials are not considered suitable for support of the recommended foundation system and would not be used. Lastly, ground disturbance associated with the removal of static displays would be temporary and minimal. With implementation of Project Design Feature GEO-PDF-1, potential impacts associated with expansive soils would be less than significant.

References. Section IV.F, Geology and Soils, of the Draft EIR, pages IV.F-46 through IV.F-56. Appendix G, Geology and Soils Evaluation, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with the incorporation of project design features as well as applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts related to expansive soils would be less than significant.

7.7 GREENHOUSE GAS EMISSIONS

As discussed in Section IV.G of the Draft EIR, the Project would result in less-than-significant impacts related to greenhouse gas emissions with respect to the following significance thresholds:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Impact. The Project would result in direct and indirect GHG emissions generated by different types of emissions sources, including construction, display operations, vehicles accessing the Project site, and off-road equipment. As discussed more fully in Section IV.G of the Draft EIR, when taking into consideration implementation of the Metro 2019 CAAP GHG reduction measures, as well as the applicable requirements set forth in Metro's Green Construction Policy and the City of Los Angeles Green Building Code, and full implementation of current State mandates, the Project's GHG emissions for the Project in 2025 would equal 35 MTCO₂e per year (amortized over 30 years) during construction and 479 MTCO₂e per year during operation of the Project with a combined total of approximately 514 MTCO₂e per year.

CEQA Guidelines Section 15064.4(b)(2) allows a lead agency to determine a threshold of significance that applies to the Project, and, accordingly, the threshold of significance applied here is whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a Statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For the Project, the applicable adopted regulatory plan to reduce GHG emissions is SCAG's 2020–2045 RTP/SCS, which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the State's long-term climate goals. This analysis also considers qualitative consistency with regulations or requirements adopted by AB 32's *2008 Climate Change Scoping Plan* and subsequent updates, Metro's 2019 CAAP and the City of LA's Green New Deal.

As described in Section IV.G of the Draft EIR, the Project's features, and design render it consistent with Statewide, regional, and local climate change mandates, plans, policies, and recommendations. The Project's signage would assist with reducing congestion and delay times of motorists by providing traffic information and alternative routes which would result in a reduction in GHG emissions. Further, the TCN Structures would provide off-site advertising that would direct funds to new and expanded transportation programs including the potential to fund GHG reduction measures such as bus electrification programs which would be consistent with goals of SCAG's 2020-2045 RTP/SCS. The plan consistency analysis provided in the Draft EIR demonstrates that the Project complies with or exceeds the plans, policies, regulations, and GHG reduction actions/strategies outlined in CARB's *2008 Climate Change Scoping Plan* and subsequent updates, SCAG's 2020–2045 RTP/SCS, City of Los Angeles' Green New Deal and Metro's 2019 CAAP. Thus, the Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Furthermore, because the Project would be consistent with these plans, policies, and regulations, the Project's incremental increase in GHG emissions as described above would not result in a significant impact on the environment. Therefore, Project impacts related to GHG emissions would be less than significant.

References. Section IV.G, Greenhouse Gas Emissions, of the Draft EIR, pages IV.G- through IV.G-72. Appendix C-3, Greenhouse Gas Worksheets and Modeling Output Files, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with the incorporation of applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that this impact related to greenhouse gas emissions would be less than significant.

7.8 HAZARDS AND HAZARDOUS MATERIALS

As discussed in Section IV.H of the Draft EIR, the Project would result in less-than-significant impacts related to hazards and hazardous materials with respect to the following significance thresholds:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; and
- Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan

Impact. *Transport, Use, and Disposal of Hazardous Materials:* As discussed in Section IV.H, Hazards and Hazardous Materials, Section VI, Other CEQA Considerations, and Appendix A, Initial Study, of the Draft EIR, the Project could include the routine use of hazardous materials such as fuel and oils associated with construction equipment, coatings, paints, adhesives, and cleaners. Project Operations would involve the routine use of small quantities of potentially hazardous materials typical of those used for maintenance of TCN Structures. Such use would be consistent with that currently occurring within the vicinity of the Site Locations. All potentially hazardous materials used during construction and operations would be used and disposed of in accordance with manufacturers' specifications and instructions. Additionally, the transport, use, and storage of hazardous materials during construction and operations would be required to comply with all applicable State and federal laws. As such, with compliance with all applicable local, state, and federal laws and regulations relating to environmental protection and the management of hazardous materials, impacts associated with the routine transport, use, or disposal of hazardous materials during construction and operation of the Project would be less than significant.

References. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49. Section VI, Other CEQA Considerations, pages VI-19 through VI-20. Appendix A, Initial Study, to the Draft EIR, pages 32–35.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hazards and hazardous materials impacts related to the transport, use, and disposal of hazardous materials would be less than significant.

Impact. *Release of Methane Gas:* As discussed in Section IV.H of the Draft EIR, several Site Locations are located zones where there may be subsurface methane gas produced from naturally occurring petroleum fields. The Project would comply with all applicable regulations regarding methane. When properly implemented, compliance measures would reduce methane-related risks to a less than significant level. As such, with regulatory compliance, the Project would not exacerbate the risk of upset and accident conditions associated with methane. Therefore, impacts related to methane would be less than significant.

Reference. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hazards and hazardous materials impacts related to the release of methane gas would be less than significant.

Impact. *Release of Asbestos-Containing Materials:* As discussed in Section IV.H of the Draft EIR, asbestos-containing materials (ACMs) may be present in the static displays that would be removed as part of the Project. The Project would comply with all applicable regulatory measures regarding ACMs. With compliance with applicable regulations and requirements, Project construction activities would not expose people to a substantial risk resulting from the release of asbestos fibers into the environment. As such, with regulatory compliance, the Project would not exacerbate the risk of upset and accident conditions associated with ACMs. Therefore, impacts related to ACMs would be less than significant.

Reference. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hazards and hazardous materials impacts related to the release of asbestos-containing materials would be less than significant.

Impact. *Release of Lead-Based Paint:* As discussed in Section IV.H of the Draft EIR, lead-based paint (LBP) may be present in the approximately 200 static displays (at minimum) to be taken down as part of the Project. The Project would comply with all applicable regulatory

measures regarding LBP. With compliance with applicable regulations and requirements, Project construction activities would not expose people to a substantial risk resulting from the release of LBP into the environment. As such, with regulatory compliance, the Project would not exacerbate the risk of upset and accident conditions associated with LBPs. Therefore, impacts related to LBP would be less than significant.

Reference. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hazards and hazardous materials impacts related to the release of lead-based paints would be less than significant

Impact. Release of Hazardous Materials (During Project Operation): As discussed in Section IV.H of the Draft EIR, Project operation would involve the routine use of small quantities of potentially hazardous materials. Such use would be consistent with that currently occurring within the vicinity of the Site Locations. In addition, all hazardous materials used at the Site Locations during operation would be used, stored, and disposed of in accordance with all applicable federal, state and local requirements. Therefore, impacts related to the release of hazardous materials during operation would be less than significant.

Reference. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hazards and hazardous materials impacts related to the release of hazardous materials during Project operations would be less than significant.

Impact. Emergency Plan Interference: As discussed in Section VI, Other CEQA Considerations, Appendix A, Initial Study, and Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, the Project would involve construction of TCN Structures and takedown of existing static displays on a variety of locations on Metro property within the City and would, therefore, be located near several disaster routes designated by the City's Safety Element. However, Project construction would not result in interference with adopted emergency plans because temporary construction barricades or other obstructions would be subject to the City's permitting process, which requires a traffic control plan subject to City review and approval. Development and implementation of these plans for all construction activity would minimize potential impacts associated with emergency procedures. During operation, the Project would not require the

permanent closure of any local public or private streets and would not impede emergency vehicle access to the Site Locations or surrounding area. Therefore, with compliance with applicable regulatory requirements, the Project would not impede emergency access within the Site Locations or vicinity that could cause an impediment along City designated disaster routes such that the Project would impair the implementation of the City's emergency response plan. Furthermore, one of the primary benefits of the TCN Program is to enhance communication during emergency events. Therefore, impacts related to the implementation of the City's emergency response plan would be less than significant.

References. Section IV.H, Hazards and Hazardous Materials, of the Draft EIR, pages IV.H-20 through IV.H-49. Section VI, Other CEQA Considerations, pages VI-19 through VI-20. Appendix A, Initial Study, to the Draft EIR, pages 32–35.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the EIR, Metro finds that these hazards and hazardous materials impacts related to emergency plan interference would be less than significant.

7.9 HYDROLOGY AND WATER QUALITY

As discussed in the Initial Study, Appendix A.1 to the Draft EIR, the Project would result in less-than-significant impacts related to hydrology and water quality with respect to the following significance thresholds:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - (i) Result in substantial erosion or siltation on- or off-site;
 - (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
 - (iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
 - (iv) Impede or redirect flood flows; or
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; and

- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Impact. Surface and Groundwater Quality: As discussed more fully in Section VI, Other CEQA Considerations, and Appendix A.1, Initial Study, of the Draft EIR, with the implementation of regulatory requirements and BMPs, Project construction would not result in the discharge of potential pollutants into stormwater runoff for all Site Locations, including those adjacent to the LA River and Ballona Wetlands. Furthermore, the Project would not result in discharges that would violate any groundwater quality standard or waste discharge requirement associated with groundwater protection for all Site Locations including those adjacent to the LA River and Ballona Wetlands. Similarly, all hazardous materials used at the Site Locations during operation would be used in accordance with manufacturers specifications and regulatory requirements. Therefore, the Project would not result in discharge that would violate any water quality standard or waste discharge requirements or otherwise substantially degrade surface water quality or groundwater quality.

References. Chapter VI, Other CEQA Considerations, to the Draft EIR, pages VI-20 through VI-23. Appendix A, Initial Study, to the Draft EIR, pages 36–41.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hydrology and water quality impacts related to surface and groundwater quality would be less than significant.

Impact. Groundwater Recharge: Due to the limited size of the holes that would be drilled and the temporary nature of any dewatering, the Project would not substantially impact groundwater supplies or groundwater recharge during construction. Therefore, the Project's temporary construction activities would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basins for all Site Locations, including those adjacent to the LA River and Ballona Wetlands. Additionally, the amount of impervious area created by the Project would be minimal, as each of the 56 proposed TCN Structures would be constructed on an approximately 10-foot by 10-foot area. Furthermore, the Project would not include the installation of water supply wells. Therefore, Project operations would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basins. Thus, impacts with regard to groundwater recharge during construction and operation would be less than significant.

References. Chapter VI, Other CEQA Considerations, to the Draft EIR, pages VI-20 through VI-23. Appendix A, Initial Study, to the Draft EIR, pages 36–41.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hydrology and water quality impacts related to groundwater recharge would be less than significant.

Impact. *Erosion, Siltation, and Runoff:* Each TCN Structure would be constructed on an approximately 10-foot by 10-foot area, and would not be located within a stream or river. In addition, as discussed above, grading and trenching activities associated with construction of the TCN Structures would be limited. As discussed above, during construction, the Project would implement BMPs and erosion control measures in accordance with regulatory requirements for all Site Locations, including those adjacent to the LA River and Ballona Wetlands. Such BMPs and erosion control measures would also control runoff. Additionally, the impervious area created by the TCN Structures would be minimal and would not alter existing drainage patterns in the area such that substantial erosion or siltation would occur. Therefore, impacts with regard to erosion and siltation as well as runoff during construction and operation would be less than significant.

References. Chapter VI, Other CEQA Considerations, to the Draft EIR, pages VI-20 through VI-23. Appendix A, Initial Study, to the Draft EIR, pages 36–41.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hydrology and water quality impacts related to erosion, siltation, and runoff would be less than significant.

Impact. *Flooding:* The TCN Structures would be constructed on an approximately 10-foot by 10-foot area, creating an impervious area that would not be large enough to substantially impede, alter or redirect flood flows. Additionally, the use of hazardous materials during construction and operations would comply with manufacturers' specifications and instructions and regulatory requirements. Therefore, the Project would not risk release of pollutants due to project inundation, and impacts with regard to the release of pollutants due to project inundation would be less than significant.

References. Chapter VI, Other CEQA Considerations, to the Draft EIR, pages VI-20 through VI-23. Appendix A, Initial Study, to the Draft EIR, pages 36–41.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hydrology and water quality impacts related to flooding would be less than significant.

Impact. Consistency with Water Plans: During construction, the implementation of BMPs and erosion control measures in accordance with regulatory requirements would target any pollutants that could potentially be carried in stormwater runoff. Furthermore, any hazardous materials used during construction and operation (for maintenance) would be used in accordance with manufacturer's specifications and regulatory requirements. In addition, the minimal excavation required for the TCN Structures would not substantially impact groundwater, and in the event dewatering is required, such dewatering would occur in accordance with regulatory requirements. As such, the Project would not conflict with or obstruct implementation of a water quality control plan or a sustainable groundwater management plan. Therefore, impacts with regard to a water quality control plan or a sustainable groundwater management plan would be less than significant.

References. Chapter VI, Other CEQA Considerations, to the Draft EIR, pages VI-20 through VI-23. Appendix A, Initial Study, to the Draft EIR, pages 36–41.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these hydrology and water quality impacts related to Water Quality Control Plans and Sustainable Groundwater Management Plans would be less than significant.

7.10 LAND USE AND PLANNING

As discussed in Section IV.I of the Draft EIR, the Project would result in less-than-significant impacts related to land use and planning with respect to the following significance threshold:

- Physically divide an established community.

Impact. Physical Division of Community: As discussed further in Section IV.I, Land Use and Planning, Chapter VI, Other CEQA Considerations, and Appendix A.1, Initial Study, to the Draft EIR, the Project would involve construction of TCN Structures and takedown of existing static displays on a variety of locations on Metro property within the City. The TCN Structures would be constructed on a 10-foot by 10-foot area, and, therefore, the area of disturbance for each TCN Structure would be minimal. In addition, the Project does not include buildings or large infrastructure improvements (such as a freeway) that could divide the existing surrounding community. Therefore, as determined in the Initial Study, the Project would not physically divide an established community. As such, these impacts would be less than significant.

References. Section IV.I, Land Use and Planning, of the Draft EIR, page IV.I-14. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-23. Appendix A.1, Initial Study, to the Draft EIR, pages 41–42.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these land use and planning impacts related to physical division of an established community would be less than significant.

7.11 MINERAL RESOURCES

As discussed in Chapter VI of the Draft EIR, the Project would result in less-than-significant impacts related to mineral resources with respect to the following significance thresholds:

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; and
- Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Impact. *Availability of Known Valuable Resources:* As discussed further in Chapter VI, Other CEQA Considerations, and Appendix A.1, Initial Study, to the Draft EIR, some of the Site Locations are mapped within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, a mineral producing area as classified by the California Geological Survey, and a City-designated oil field or oil drilling area. However, no mineral extraction operations currently occur at the Site Locations for the TCN Structures, nor are any such operations proposed as part of the Project. In addition, the TCN Structures would be constructed on a 10-foot by 10-foot area located adjacent to already developed roadways and the Zoning Ordinance enabling the review and approval of Site Locations for TCN Structures would further limit the locations for development. As such, these impacts would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-23. Appendix A.1, Initial Study, to the Draft EIR, pages 42–43.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts to mineral resources related to the availability of known valuable mineral resources would be less than significant.

Impact. *Locally-Important Recovery Sites:* For the same reasons discussed above with respect to the availability of known valuable mineral resources, these impacts would be less than significant..

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-23. Appendix A.1, Initial Study, to the Draft EIR, pages 42–43.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these impacts to mineral resources related to the availability of locally-important mineral resource recovery sites would be less than significant.

7.12 NOISE

As discussed in Section IV.J of the Draft EIR, the Project would result in less-than-significant impacts related to noise with respect to the following significance thresholds:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generate excessive groundborne vibration or groundborne noise levels; and
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

Impact. *Increased Ambient Noise Levels (Off-Site Construction):* As discussed in Section IV.J of the Draft EIR, the major noise sources associated with off-site construction trucks would be from the material delivery/concrete/haul trucks, which would travel between the Site Locations and the nearest freeway ramps. Project construction would generate a maximum of five trucks per day. Noise generated by these trucks would be well below the existing ambient noise levels along the roadways between the Site Locations and the nearest freeway. Therefore, temporary noise impacts from off-site construction traffic would be less than significant.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these noise impacts related to off-site construction would be less than significant.

Impact. *Increased Ambient Noise Levels (Operation):* As discussed in Section IV.J of the Draft EIR, Project operations would not generate any on-site noise or significant vehicle trips. Vehicle trips would only occur occasionally for maintenance activities as needed. As such, Project operations would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the City's general plan or noise ordinance, or applicable standards of other agencies. Therefore, the Project's operational noise impacts from on- and off-site sources would be less than significant.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these noise impacts related to Project operations would be less than significant.

Impact. *Vibrations (Building Damage from On-Site Construction):* As discussed in Section IV.J of the Draft EIR, the Project would generate groundborne construction vibration. The FTA has published standard vibration velocities for various construction equipment operations. The highest vibration generation would occur during the drilling for the structure foundation and would remain well below the most stringent vibration thresholds. In addition, the removal of the existing static displays would not require the use of large earthmoving equipment. Therefore, vibration associated with the existing static displays removal (e.g., a mobile crane, container truck and small backhoe) would be well below the building damage significance threshold. Therefore, the on-site vibration impacts during construction of the Project, pursuant to the significance criteria for building damage, would be less than significant.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these noise impacts related to on-site construction vibrations would be less than significant.

Impact. *Vibrations (Off-Site):* According to FTA data, "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." Therefore, vibration generated by construction trucks traveling along the anticipated haul routes would be well below both the most stringent building damage criterion and the applicable human annoyance criterion. As such, the Project's vibration impact from off-site construction activities (i.e., construction trucks traveling on public roadways) would be less than significant.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these noise impacts related to off-site vibrations would be less than significant.

Impact. *Vibrations (Operation):* As discussed in Section IV.J of the Draft EIR, the Project operation would not generate any significant vibration sources. Therefore, operation of the Project would not result in the generation of excessive groundborne vibration levels that would be perceptible in the vicinity of the Project Site. As such, vibration impacts associated with operation of the Project would be less than significant.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these noise impacts related to Project operations would be less than significant.

Impact. *Airport Noise:* Several Site Locations are located within two miles of a public airport. However, there are no people residing in or working at the TCN Structures, which would be exposed to aircraft noise. Therefore, the Project would not expose people to excessive airport noise levels, and noise impacts would be less than significant.

Reference. Section IV.J, Noise, of the Draft EIR, pages IV.J-26 through IV.J-49.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these noise impacts related to airport noise would be less than significant.

7.13 POPULATION AND HOUSING

As discussed in Chapter VI of the Draft EIR, the Project would result in less-than-significant impacts related to population and housing with respect to the following significance threshold:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

Impact. *Population Growth:* While construction of the Project would create temporary construction-related jobs, the construction workers would likely be hired from the large, highly mobile regional construction work force already living and working within the Los Angeles

metropolitan region that moves from project to project. The work requirements of most construction projects are highly specialized such that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Typically, construction workers pass through various development projects on an intermittent basis as their particular trades are required. Given the short duration of the work for construction of each TCN Structure and takedown of an existing static display, and the large size and mobility of the construction labor pool that can be drawn upon in the region, construction workers would not be expected to relocate their residences within this region or move from other regions into this region in response to the short-term Project-related construction employment opportunities and, therefore, no new permanent residents would be generated during construction of the Project. Additionally, while the TCN Program operations could result in additional employment, the additional employees would not be substantial in number and would likely already live in the region. As such, Project operations would not induce substantial unplanned population growth. Therefore, the Project's impacts relating to substantial population growth would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-24. Appendix A.1, Initial Study, to the Draft EIR, pages 44–45.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these population and housing impacts related to population growth would be less than significant.

7.14 PUBLIC SERVICES

As discussed in Chapter VI of the Draft EIR, the Project would result in less-than-significant impacts related to public services with respect to the following significance threshold:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - Fire protection;
 - Police protection;
 - Schools;
 - Parks;
 - Other public facilities.

Impact. Public Facilities: Due to the small size of the construction areas and limited duration of construction activities, construction of the Project would generate minimal demand for police and fire protection services. In addition, construction workers would not be expected to relocate

their residences within this region or move from other regions into this region and thus would not generate a demand for additional schools, parks or libraries. As such, construction of the Project would not result in a demand for new fire facilities, police facilities, schools, parks, or other public facilities such as libraries, the construction of which could cause significant impacts. In addition, while the TCN Program could result in additional employees associated with operation of the Program, the additional employees would not be substantial in number and would likely already live in the region. As such, operation of the Project would not result in the demand for new fire facilities, police facilities, schools, parks, or other public facilities such as libraries, the construction of which could cause significant impacts. Therefore, impacts associated with public services would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-25. Appendix A.1, Initial Study, to the Draft EIR, pages 45–46.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these public services impacts would be less than significant.

7.15 RECREATION

As discussed in Chapter VI of the Draft EIR, the Project would result in less-than-significant impacts related to recreation with respect to the following significance thresholds:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; and
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Impact. *Increased Facility Use:* As discussed more in Chapter VI, Other CEQA Considerations, and Appendix A.1, Initial Study, of the Draft EIR, the Project does not propose the development of residential uses, which would create a demand on nearby parks or recreational facilities. Additionally, the Project would not result in a substantial increase in new employees within the region. Therefore, the Project would not substantially increase the demand for offsite public parks and recreational facilities such that substantial physical deterioration of those facilities would occur or be accelerated. These impacts would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-25. Appendix A.1, Initial Study, to the Draft EIR, page 47.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these recreation impacts related to increased recreational facility use would be less than significant.

Impact. *New/Expanded Facilities:* As discussed more in Chapter VI, Other CEQA Considerations, and Appendix A.1, Initial Study, of the Draft EIR, the Project does not include recreational facilities. Additionally, as discussed above, the Project does not include residential uses that would result in the increased use of existing facilities. Thus, the Project would not necessitate construction of new facilities. These impacts would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, page VI-25. Appendix A.1, Initial Study, to the Draft EIR, page 47.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these recreation impacts related to new or expanded recreational facilities would be less than significant.

7.16 TRANSPORTATION

As discussed in Section IV.K of the Draft EIR, the Project would result in less-than-significant impacts related to transportation with respect to the following significance thresholds:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); and
- Result in inadequate emergency access.

Impact. *Consistency with Programs, Plans, Ordinances, and Policies:* The programs, plans, ordinances, and policies applicable to the Project include the Metro 2028 Vision Plan, the 2020-2045 RTP/SCS, the Mobility Plan, the LAMC, LADOT's Vision Zero Program, the Health and Wellness Element of the Plan for a Healthy Los Angeles, the California Vehicle Code, and the California Outdoor Advertising Permit Requirements. As discussed more fully in Section IV.K, Transportation, Section IV.B, Air Quality, and Appendix I, Land Use, of the DEIR, the Project would not conflict with any of these programs, plans, ordinances, or policies. Therefore, the Project's impacts related to conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities is less than significant.

References. Chapter IV.K, Transportation, of the Draft EIR, pages IV.K-10 through IV.K-23. Section IV.B, Air Quality, of the Draft EIR, pages IV.B-32 through IV.B-61. Appendix I, Land Use, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these transportation impacts related to program, plan, ordinance, and policy consistency would be less than significant.

Impact. *Geometric Design Features and Incompatible Uses:* The digital display faces of the TCN Structures would use LED lighting with a daytime maximum of up to 6,000 candelas and 300 maximum candelas at nighttime, depending on the Site Location. Louvers would be installed to shade the LED lights from creating unintentional light spillage, assist in reducing reflection, and in turn would create a sharper image. Further, the digital displays would be set to refresh every 8 seconds and would transition instantly with no motion, moving parts, flashing, or scrolling messages. Illumination of the digital displays would conform to applicable Federal and State regulations for signs oriented toward roadways and freeways. Thus, as described more fully in Section IV.K, Transportation, and Appendix K, Transportation and Traffic Safety Review, of the Draft EIR, Project operation would not create a dangerous distraction for drivers. Based on the facts above and in the Draft EIR, Project impacts relating to hazards from geometric design features or incompatible uses would be less than significant.

References. Chapter IV.K, Transportation, of the Draft EIR, pages IV.K-10 through IV.K-23. Appendix K, Transportation and Traffic Safety Review, to the Draft EIR.

Mitigation Measures. These impacts would be less than significant with compliance with applicable laws and regulations and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these transportation impacts related to geometric design features and incompatible uses would be less than significant.

Impact. *Emergency Access:* As discussed in Section IV.K, Transportation, Section VI, Other CEQA Considerations, and Appendix A, Initial Study, of this Draft EIR, while it is expected that most construction activities for the Project would be confined to the Site Locations, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially require temporary lane closures. However, if lane closures are necessary, the remaining travel lanes would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access. Additionally, Project operations would not alter existing traffic patterns. Furthermore, one of the primary benefits of the TCN Program is to provide communication to travelers during emergency events. Therefore, the Project would not result in inadequate emergency access to the Site Locations or surrounding uses. As such, impacts regarding emergency access would be less than significant.

References. Section IV.K, Transportation, of the Draft EIR, pages IV.K-10 through IV.K-23. Section VI, Other CEQA Considerations, of the Draft EIR, pages VI-25 through VI-26. Appendix A, Initial Study, to the Draft EIR, pages 47–49.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and as set forth in the Draft EIR, Metro finds that these transportation impacts related to emergency access would be less than significant.

7.17 UTILITIES AND SERVICE SYSTEMS

As discussed in Section IV.M, Utilities and Service Systems, and Chapter VI, Other CEQA Considerations, of the Draft EIR, the Project would result in less-than- significant impacts related to utilities and service systems with respect to the following significance thresholds:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; and
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Impact. *Electrical Facilities:* As discussed more fully in Section IV.M, Utilities and Service Systems, and Section IV.E, Energy, of the Draft EIR, Project construction would require minimal electricity and would not adversely affect existing electrical infrastructure serving the surrounding uses. Similarly, LADWP’s existing and planned electricity capacity and electricity supplies would be sufficient to support the Project’s operational electricity demand. Based on these facts and those in the Draft EIR, Project construction and operations would not result in an increase in demand for electricity that exceeds the existing available supply or distribution infrastructure capabilities, such that construction of new energy facilities or expansion of existing facilities would be required. Therefore, this impact related to utilities and service systems would be less than significant.

References. Section IV.M, Utilities and Service Systems, of the Draft EIR, pages IV.M-5 through IV.M-7. Section IV.E, Energy, of the Draft EIR, pages IV.E-18 through IV.E-36.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these utilities and service systems impacts related to electrical facilities would be less than significant.

Impact. *Water, Wastewater Treatment, Stormwater Drainage, Natural Gas, and Telecommunications Facilities:* The Project would involve limited use of water during construction and operation (associated with maintenance) and would not generate wastewater. Additionally, the Project would not be of a size or type that would generate the demand for substantial stormwater drainage infrastructure improvements. Furthermore, construction and operation of the Project would not utilize natural gas and thus would not generate a demand for new natural gas infrastructure. Finally, construction and operation of the Project would not result in the demand for substantial telecommunications infrastructure improvements. Therefore, the Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, natural gas or telecommunication facilities. Thus, these impacts would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, pages VI-26 through VI-27. Appendix A.1, Initial Study, to the Draft EIR, pages 50–53.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these utilities and service systems impacts related to water, wastewater, stormwater, natural gas, and telecommunications facilities would be less than significant.

Impact. *Water Supply:* The Project would have a minimal demand for water during construction and during operation (related to maintenance). Therefore, the Project would not result in impacts associated with water supply.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, pages VI-26 through VI-27. Appendix A.1, Initial Study, to the Draft EIR, pages 50–53.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these utilities and service systems impacts related to water supply would be less than significant.

Impact. *Solid Waste Generation:* The project would generate a minimal amount of construction waste which would be accommodated within the Azusa Land Reclamation Landfill's remaining disposal capacity of 58.84 million tons. Soil export is not included in the calculation of construction waste since soil is not disposed of as waste but, rather, is typically used as a cover material or fill at other construction sites requiring soils import. Based on the above, Project construction would not generate solid waste in excess of state or local standards, or in excess

of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Furthermore, the Project would not generate on-site employees or residents. As such, Project operation would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, pages VI-26 through VI-27. Appendix A.1, Initial Study, to the Draft EIR, pages 50–53.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these utilities and service systems impacts related to solid waste generation would be less than significant.

Impact. *Solid Waste Laws and Regulations:* The Project would comply with applicable waste diversion requirements during construction. As operation of the Project would not generate solid waste, there are no regulations that would be implemented. Therefore, impacts related to solid waste would be less than significant.

References. Chapter VI, Other CEQA Considerations, of the Draft EIR, pages VI-26 through VI-27. Appendix A.1, Initial Study, to the Draft EIR, pages 50–53.

Mitigation Measures. These impacts would be less than significant and do not require mitigation measures.

Finding. For the reasons stated above and in the Draft EIR, Metro finds that these utilities and service systems impacts related to solid waste laws and regulations would be less than significant.

8. ENVIRONMENTAL RESOURCES FOUND TO NOT BE IMPACTED

One or more aspects of the following environmental resources would not be impacted by the Project:

- Agriculture and Forestry Resources (farmland conversion; conflicts with agricultural zoning or Williamson Act contracts; conflicts with forest land zoning; loss or conversion of forest land; other environmental changes leading to farmland or forest land conversion)
- Biological Resources (conflicts with habitat conservation plans)
- Geology and Soils (landslide risk; soils incapable of supporting septic tanks)
- Hazards and Hazardous Materials (wildland fires)
- Population and Housing (displacement of people or housing)
- Transportation (CEQA Guidelines Section 15064.3, subdivision (b))

- Utilities and Service Systems (water, wastewater, stormwater, natural gas, and telecommunications infrastructure; wastewater treatment capacity)
- Wildfire (emergency response or evacuation plan; exposure of project occupants to wildfire pollutants; risk exposure)

Impact. No impacts would occur.

References. Section IV.C, Biological Resources, page IV.C-40; Section IV.F, Geology and Soils, pages IV.F-51, IV.F-54; Section IV.H, Hazards and Hazardous Materials, pages IV.H-48 through IV.H-49; Section IV.I, Land Use and Planning, page IV.I-14; Section IV.K, Transportation, page IV.K-17; Chapter VI, Other CEQA Considerations, pages VI-16 through VI-28; and Appendix A.1, Initial Study, of the Draft EIR, pages 16–55.

Mitigation Measures. No impacts would occur and mitigation measures are not required.

Findings. For the reasons discussed in the initial study and the Draft EIR, Metro finds that the Project would not result in impacts to one or more aspects of the resources as listed above.

9. CUMULATIVE IMPACTS

As required by CEQA Guidelines Section 15130, the impact analysis in the EIR considers the individual and cumulative environmental effects of the Project. This analysis is a two-step process. The first step is to determine whether or not the combined effects from the Project and related projects would result in a potentially significant cumulative impact. If the answer is no, then the EIR only briefly needs to indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. If the answer is yes, then the analysis proceeds to the second step, which is to determine whether the proposed project's incremental effects are cumulatively considerable, and therefore significant.

CEQA Guidelines Section 15065(a)(3) defines “cumulatively considerable” to mean that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. As explained more fully in Section III.B, Related Projects, of the Draft EIR, the cumulative analysis for the Project considers the 2020–2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), the Metro Vision 2028 Strategic Plan, Metro's 2020 Long Range Transportation Plan (LRTP), Metro's NextGen Bus Study, and the City's Sidewalk and Transit Amenity Program.

As discussed more fully in the Draft EIR and in the Initial Study, Appendix A.1 to the Draft EIR, Metro finds that cumulative impacts related to Aesthetics (light and glare), Agricultural and Forestry Resources, Air Quality, Biological Resources, Cultural Resources (archaeological resources; human remains), Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Noise, Population

and Housing, Public Services, Transportation, Tribal Cultural Resources, Utilities and Service Systems, Recreation, or Wildfire would not be significant. Thus, these impacts are not discussed further below.

9.1 AESTHETICS

Impact. *Scenic Vistas and Visual Character:* As discussed above and in the Draft EIR, it is conservatively concluded that the proposed TCN Structures would result in significant impacts associated with views and visual character at Site Locations NFF-2, NFF-3, NFF-16 and NFF-21. Specifically, five historical resources, including the North Spring Street Bridge (Caltrans Bridge No. 53C0859), Lankershim Depot, the Little Tokyo Historic District, the Japanese Village Plaza, and the Fourth Street Bridge (Caltrans Bridge No. 53C0044) are near these TCN Structures. While the TCN structures would not physically impact the historical resources, the TCN structures would impede visibility of and thus detract from the character defining features of these five historical resources. To the extent that there are related projects that introduce additional visual features that distract from these historical resources, cumulative impacts associated with scenic views would be significant and the Project's contribution is considered to be cumulatively considerable.

Impact. *Consistency with Plan Policies and Regulations Regarding Scenic Quality:* As discussed above and in the Draft EIR, the Project would conflict with plan policies regarding scenic quality. To the extent that there are related projects that also result in inconsistencies with plan policies regarding scenic quality, cumulative impacts associated with scenic views would be significant, and the Project's contribution is considered to be cumulatively considerable.

Finding. For the reasons discussed above and in the Draft EIR, Metro finds that these cumulative aesthetic impacts would be significant and unavoidable.

9.2 CULTURAL RESOURCES

Impact. *Historical Resources:* Cumulative impacts may occur if the Project and related projects, as identified in Section III, Environmental Setting, of the Draft EIR, cumulatively affect historical resources in the immediate vicinity, contribute to changes within the same historic district, or involve resources that are examples of the same property type or significant within the same context as the ones within the Study Area of the Project Site. A significant cumulative impact associated with the Project and related projects would occur if the combined impact of the Project and related projects would materially and adversely alter those physical characteristics that convey the historic significance of a historical resource and that justify its listing, or eligibility for listing, as a historical resource. Each of the related projects would be required to study and, if necessary, mitigate any impacts on the integrity or significance of surrounding historical resources. However, if the related projects would result in significant and unavoidable impacts on a historical resource that is the same property type or significant within the same context as

the ones within the Study Area of a Site Location, the Project's cumulative impact to historical resources would be potentially significant and unavoidable. Therefore, the Project is conservatively concluded to have a cumulatively considerable contribution to cumulative impacts to historical resources.

Finding. For the reasons discussed above and in the Draft EIR, Metro finds that these cumulative impacts to cultural resources would be significant and unavoidable.

9.3 LAND USE AND PLANNING

Impact. *Land Use Consistency:* As indicated in Section III, Environmental Setting, of the Draft EIR, cumulative growth is anticipated in the surrounding area of the Site Locations through 2025, the Project's anticipated buildout year. The related projects are comprised of transportation improvements that are included in the 2020-2045 RTP/SCS, Metro's 2020 Long Range Transportation Plan, the NextGen Bus Plan, and Sidewalk and Transit Amenity Program, which are encouraged by the land use policies evaluated above. Furthermore, the related projects and the Project would improve and expand traffic and transportation systems and maximize efficiency of a congested road network consistent with local and regional goals and objectives. As with the Project, the related projects would undergo consistency review with relevant land use policies and regulations by State and Local regulatory agencies and would be subject to CEQA review. Nonetheless, as discussed above, Site Locations NFF 2, NFF 3, NFF 16, NFF 21, FF 29 and FF 30 would result in significant impacts associated with consistency with land use policies. As such, to the extent that other related projects in the vicinity of these Site Locations also result in significant land use consistency impacts, the Project's contribution to land use impacts would be cumulatively considerable.

Finding. For the reasons discussed above and in the Draft EIR, Metro finds that these cumulative land use and planning impacts would be significant and unavoidable.

10. ALTERNATIVES AND MITIGATION MEASURES

CEQA provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" (PRC, § 21002.) However, "in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof." (*Ibid.*) As defined by CEQA, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors. (PRC, § 21061.1; CEQA Guidelines, § 15126.6(f)(1).)

In determining whether an alternative or mitigation measure is "feasible" under CEQA, an agency may consider whether that alternative or mitigation measure will promote the project's

objectives and goals. (*Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993), 23 Cal.App.4th 704, 715; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001 [citing 2 Kostka & Zischke, Practice Under the Cal. Environmental Quality Act (Cont.Ed.Bar 2d ed.2009) § 17.30, p. 825].) The feasibility determination also “encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors.” (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; *California Native Plant Society, supra*, at p. 1001.) Broad policy decisions come into play when determining whether alternatives or mitigation measures are feasible, and “an alternative that ‘is impractical or undesirable from a policy standpoint’ may be rejected as infeasible.” (*Ibid* [quoting 2 Kostka & Zischke, *supra*, § 17.29, p. 824] [upholding agency’s reliance on policy considerations like “promoting transportation alternatives” and “access to . . . open space for persons with disabilities” in making its infeasibility findings].)

10.1 ALTERNATIVES

Pursuant to CEQA Guidelines Section 15126.6(a), the EIR described and evaluated a range of reasonable alternatives to the Project that would avoid or substantially reduce the significant impacts of the Project.

The EIR examined three alternatives to the Project in detail, which include Alternative 1, the No Project Alternative; Alternative 2, Elimination of Impacts Relating to Historical Resources Alternative; and Alternative 3, Elimination of All Significant and Unavoidable Impacts Alternative.

Pursuant to CEQA Guidelines Section 15126.6(c), the EIR discussed additional alternatives that were considered for analysis but rejected as infeasible and explained the reasons for their rejection. The proposed Site Locations were chosen as they were the most feasible locations for construction and would not affect natural features such as trees and landscaping. The locations were also chosen based on their geographic spacing, and visibility and accessibility for commuters. Given the number of additional Metro properties located adjacent to freeways and major roadways, several alternative locations may be available that would also reduce these significant impacts to a less than significant level. Assuming that these alternative site locations would not be placed in proximity to historical resources and that the same mitigation measures for the Project would be implemented, these locations would result in impacts that would be similar to those of Alternative 2. In addition, Alternative 3 would eliminate Site Locations NFF-2, NFF-3, NFF-16, NFF-21, as well as eliminate or relocate Site Locations FF-29 and FF-30 outside of the coastal area of the Palms–Mar Vista–Del Rey Community Plan. Assuming that alternative site locations are available that would not be placed in proximity to historical resources and would not be located within the coastal area of the Palms–Mar Vista–Del Rey Community Plan, these locations would result in impacts that would be similar to those of Alternative 3. Therefore, an alternative location alternatives analysis is not further evaluated.

10.2 NO PROJECT ALTERNATIVE

The No Project Alternative, or Alternative 1, is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Project would not be implemented by Metro. The No Project Alternative allows decision-makers to compare the impacts of approving the Project with the impacts of not approving the Project. Under Alternative 1, no new permanent development would occur within the Site Locations, and the existing environment would be maintained. No existing static signs would be removed. Further, the proposed Zoning Ordinance for the TCN Program under the Project would not occur. Thus, the physical conditions of the Site Locations would generally remain as they are today. No new construction would occur. Further, no revenue would be generated from the Project to fund new and expanded transportation programs.

Although the No Project Alternative would avoid the Project's significant impacts, Metro finds that specific economic, legal, social, technological, and other considerations render the No Project Alternative identified in the EIR infeasible. (CEQA Guidelines Section 15091(a)(3)). Alternative 1 would not fulfill any of the Project Objectives. By pursuing the No Project Alternative, Metro would not increase its capacity for real-time data collection to improve traffic and transit management; expand its transportation public messaging network; improve public safety and emergency communications; maximize efficiency of congested road networks; generate revenue for both Metro and the City to fund transportation programs; implement Goal 4 of the Metro Vision 2028 Strategic Plan; reduce the overall square footage of existing static off-premise displays within the City; or locate TCN Structures in such a way as to efficiently relay information to commuters, without increasing distractions to motorists. For these reasons, Metro finds that the No Project Alternative is not feasible.

10.3 ALTERNATIVE 2

Alternative 2, the Elimination of Impacts Relating to Historical Resources Alternative, would eliminate TCN Structures at Site Locations NFF-2, NFF-3, NFF-16, and NFF-21 proposed by the Project. The remaining 52 TCN Structures would be proposed under this alternative. As with the Project, Alternative 2 would provide for an overall reduction in static displays (at least 2-to-1 square footage take-down ratio), throughout the City. Impacts to historical resources and the related aesthetic and land use impacts associated with Site Locations NFF-2, NFF-3, NFF-16, and NFF-21 would be eliminated. As with the proposed Project, under Alternative 2, the City would establish a Zoning Ordinance that would provide a mechanism to review and approve the TCN Structures Citywide.

The purpose of the Project is to provide a network of TCN Structures that would incorporate intelligent technology components to promote roadway efficiency, improve public safety, augment Metro's communication capacity, provide for outdoor advertising where revenues would fund new and expanded transportation programs consistent with the goals of the Metro 2028 Vision Plan, and result in an overall reduction in static signage displays throughout the City of Los Angeles.

Alternative 2 would not meet the basic objective of the Project to maximize advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that would further Goal 2 of the Metro Vision 2028 Strategic Plan, by creating a funding source for programs to enhance experiences for all Metro users such as improving security and increasing customer satisfaction. By reducing the number of TCN Structures that could display advertisements, Alternative 2 would generate less advertising revenue. As a result, Alternative 2 would be less effective at fulfilling Goal 2 of Metro's Vision 2028 Strategic Plan because less funding would be available for programs that would enhance experiences for all Metro users.

Moreover, because the fundamental nature of the Project is to create a network of locations that can both collect transportation data and disseminate transportation-related information to the public, reducing the number of TCN locations will reduce the overall effectiveness of the Project. Alternative 2 would therefore be substantially less effective at fulfilling the objectives of the Project. Fewer TCN Site Locations would result in reduced real-time data collection to aid in signal timing, micro-transit data and Metro vanpool on demand services. At the same time, Alternative 2 would result in fewer people having access to public safety notifications provided by the TCN Program. As a result, this Alternative would not serve some areas within the City as well as others.

Similarly, reducing TCN Site Locations would result in fewer opportunities to expand Metro's transportation public messaging network, reducing Metro's visibility and accessibility for all commuters compared to the Project. Alternative 2 would result in a network with less geographical coverage than the Project, which would ultimately impair the network's effectiveness at promoting travel alternatives to improve roadway safety and congestion.

In addition to the Project-specific objectives discussed above, Alternative 2 would be less effective at fulfilling Metro's policy objectives. The Metro's Vision 2028 Strategic Plan is the foundational strategic plan that establishes the mission, vision, and goals that will guide Metro's decision-making. It recognizes that population and economic growth in LA County are increasing travel demand, and that the current system is inadequately meeting the needs of its users due to inefficient use of the roadways. Thus, the Plan identifies multiple goals and initiatives that aim to achieve Metro's vision for future transportation in LA County.

The advertising revenue provided by the Project will fund: transportation projects and services in the City, including City transit lines or other public transit service; the acquisition of transit-related equipment, including buses, trucks, transit shelters and street furniture; sidewalks, curb

improvements, and beautification projects needed to improve conditions for public transit patrons; pedestrian safety improvements in the public right-of-way including speed humps, street resurfacing, traffic lane or pedestrian marking and signage, and acquisition of property to widen the public right-of-way to create safer traffic flow, bicycle lanes, and safer pedestrian routes. With less funding, generated by the Alternative, the Project would be less effective of fulfilling the goals of Metro's Vision 2028 Strategic Plan.

Reducing the number of TCN locations will also reduce the ability of Metro to satisfy policy objectives that could be served by increased data collection, network coverage, and transmission of information to the traveling public. Therefore, Alternative 2 would be less effective at meeting the following goals of Metro's Vision 2028 Strategic Plan:

1. Provide high-quality mobility options that enable people to spend less time traveling,
2. Deliver outstanding trip experiences for all users of the transportation system,
3. Enhance communities and lives through mobility and access to opportunity, and
4. Transform LA County through regional collaboration and national leadership.

While the Project would support the goals and initiatives identified in the Vision Plan, the reduction of TCN Structures in Alternative 2 would be less effective. For example, the Vision Plan anticipates that Metro will improve its transit assets, deliver positive trip experiences for transportation system users, and increase mobility and access. As discussed above, Alternative 2 will not maximize revenue for Metro and City to fund transportation improvements such as additional public transit services, new vehicles, new transit infrastructure, and aesthetic and safety improvements on public roadways. Additionally, the reduced effectiveness of Alternative 2 at collecting and distributing information, discussed above, would be less consistent with the Vision Plan's goals relating to improving the experiences of commuters and increasing visibility of and access to Metro's services.

In the Vision Plan, Metro also acknowledges that its "individual infrastructure projects will need to be coordinated and vetted in the context of Southern California Association of Governments (SCAG) Regional Transportation Plan" SCAG policies are directed towards developing regional land use patterns that reduce vehicle miles and improve the transportation system. The 2020-2045 RTP/SCS centers on maintaining and better managing the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets.

For example, the RTP/SCS includes goals to improve travel experiences and the transportation system, increase travel efficiency, and reduce the climate and air quality impacts of transportation. As discussed above, the reduced revenue that would be generated by Alternative 2 would hinder the pursuit of transportation system improvements that are consistent with the

RTP/SCS. At the same time, the reduced ability of Alternative 2 to collect and share data would limit the opportunity for data-driven solutions to improve roadway efficiency and ultimately reduce VMT.

For these reasons, Metro finds that Alternative 2 is not feasible.

10.4 ALTERNATIVE 3

Alternative 3, the Elimination of All Significant and Unavoidable Impacts Alternative, would eliminate Site Locations NFF 2, NFF 3, NFF 16, and NFF 21, as well as eliminate or relocate FF-29 and FF-30 outside of the coastal area of the Palms – Mar Vista – Del Rey Community Plan. As with the Project, Alternative 3 would provide for an overall reduction in static displays throughout the City. The remaining 50 TCN Structures would be proposed under this alternative. As with the Project, Alternative 3 would provide for an overall reduction in static displays (2 to 1 square footage take-down ratio), throughout the City. Impacts to aesthetics, historic resources, and land use would be eliminated. As with the Project, under Alternative 3 the City would establish a Zoning Ordinance that would provide a mechanism to review and approve the TCN Structures Citywide.

Alternative 3 would include a reduced number of TCN Structures. Due to the reduction in TCN Structures, Alternative 3 would be less effective at meeting the Project's objectives and Metro's broader policy goals for the same reasons discussed above with respect to Alternative 2.

Alternative 3 would not meet the basic objective of the Project to maximize advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that would further Goal 2 of the Metro Vision 2028 Strategic Plan, by creating a funding source for programs to enhance experiences for all Metro users such as improving security and increasing customer satisfaction. By reducing the number of TCN Structures that could display advertisements, Alternative 3 would generate less advertising revenue. As a result, Alternative 3 would be less effective at fulfilling Goal 2 of Metro's Vision 2028 Strategic Plan because less funding would be available for programs that would enhance experiences for all Metro users.

Moreover, because the fundamental nature of the Project is to create a network of locations that can both collect transportation data and disseminate transportation-related information to the public, reducing the number of TCN locations will reduce the overall effectiveness of the Project. Alternative 2 would therefore be substantially less effective at fulfilling the objectives of the Project. Fewer TCN Site Locations would result in reduced real-time data collection to aid in signal timing, micro-transit data and Metro vanpool on demand services. At the same time, Alternative 3 would result in fewer people having access to public safety notifications provided by the TCN Program. As a result, this Alternative would not serve some areas within the City as well as others.

Similarly, reducing TCN Site Locations would result in fewer opportunities to expand Metro's transportation public messaging network, reducing Metro's visibility and accessibility for all commuters compared to the Project. Alternative 3 would result in a network with less geographical coverage than the Project, which would ultimately impair the network's effectiveness at promoting travel alternatives to improve roadway safety and congestion.

In addition to the Project-specific objectives discussed above, Alternative 3 would be less effective at fulfilling Metro's policy objectives. The Metro's Vision 2028 Strategic Plan is the foundational strategic plan that establishes the mission, vision, and goals that will guide Metro's decision-making. It recognizes that population and economic growth in LA County are increasing travel demand, and that the current system is inadequately meeting the needs of its users due to inefficient use of the roadways. Thus, the Plan identifies multiple goals and initiatives that aim to achieve Metro's vision for future transportation in LA County.

The advertising revenue provided by the Project will fund: transportation projects and services in the City, including City transit lines or other public transit service; the acquisition of transit-related equipment, included buses, trucks, transit shelters and street furniture; sidewalks, curb improvements, and beautification projects needed to improve conditions for public transit patrons; pedestrian safety improvements in the public right-of-way including speed humps, street resurfacing, traffic lane or pedestrian marking and signage, and acquisition of property to widen the public right-of-way to create safer traffic flow, bicycle lanes, and safer pedestrian routes. With less funding, generated by the Alternative, the Project would be less effective of fulfilling the goals of Metro's Vision 2028 Strategic Plan.

Reducing the number of TCN locations will also reduce the ability of Metro to satisfy policy objectives that could be served by increased data collection, network coverage, and transmission of information to the traveling public. Therefore, Alternative 3 would be less effective at meeting the following goals of Metro's Vision 2028 Strategic Plan:

5. Provide high-quality mobility options that enable people to spend less time traveling,
6. Deliver outstanding trip experiences for all users of the transportation system,
7. Enhance communities and lives through mobility and access to opportunity, and
8. Transform LA County through regional collaboration and national leadership.

While the Project would support the goals and initiatives identified in the Vision Plan, the reduction of TCN Structures in Alternative 3 would be less effective. For example, the Vision Plan anticipates that Metro will improve its transit assets, deliver positive trip experiences for transportation system users, and increase mobility and access. As discussed above, Alternative 3 will not maximize revenue for Metro and City to fund transportation improvements such as additional public transit services, new vehicles, new transit infrastructure, and aesthetic and

safety improvements on public roadways. Additionally, the reduced effectiveness of Alternative 3 at collecting and distributing information, discussed above, would be less consistent with the Vision Plan’s goals relating to improving the experiences of commuters and increasing visibility of and access to Metro’s services.

In the Vision Plan, Metro also acknowledges that its “individual infrastructure projects will need to be coordinated and vetted in the context of Southern California Association of Governments (SCAG) Regional Transportation Plan” SCAG policies are directed towards developing regional land use patterns that reduce vehicle miles and improve the transportation system. The 2020-2045 RTP/SCS centers on maintaining and better managing the region’s transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets.

For example, the RTP/SCS includes goals to improve travel experiences and the transportation system, increase travel efficiency, and reduce the climate and air quality impacts of transportation. As discussed above, the reduced revenue that would be generated by Alternative 3 would hinder the pursuit of transportation system improvements that are consistent with the RTP/SCS. At the same time, the reduced ability of Alternative 3 to collect and share data would limit the opportunity for data-driven solutions to improve roadway efficiency and ultimately reduce VMT.

For these reasons, Metro finds that Alternative 3 is not feasible.

10.5 FINDINGS FOR MITIGATION MEASURES

The Metro Board has considered every mitigation measure recommended in the Draft EIR and included in the Mitigation Monitoring and Reporting Program (MMRP). Metro hereby binds itself to implement or, as appropriate, require implementation of these measures. The MMRP will be adopted concurrently with these Findings and will be effectuated through the process of constructing and implementing the Project. As described above in Section 5 of these Findings, Metro has rejected as infeasible other potential mitigation measures considered in the EIR.

Some comments on the Draft EIR suggested additional mitigation measures and/or modifications to the measures recommended in the Draft EIR. As shown in the Final EIR, Metro incorporated suggestions where appropriate or Metro explained why the suggested mitigation measures were not feasible and/or not superior to the mitigation measures identified in the Draft EIR. The Metro Board acknowledges staff for its careful consideration of these comments and agrees with the Final EIR in those instances when staff did not accept proposed language, and hereby ratifies, adopts, and incorporates the Final EIR’s reasoning on these issues. As discussed in Section 6 of these Findings, with implementation of the mitigation measures set forth in the MMRP, the Project would not result in any significant and unavoidable impacts.

11. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to CEQA Guidelines Section 15093, if a project's EIR and administrative record substantiate that the project would result in significant and unavoidable impacts, then the lead agency is required to balance the project's significant and unavoidable impacts against its economic, legal, social, technological, or other benefits. If these benefits outweigh the significant and unavoidable impacts, then the significant and unavoidable impacts may be deemed acceptable. In such a case, the lead agency must state, in writing, the specific reasons that support this conclusion. This section presents the Project's potential significant and unavoidable impacts followed by Metro's findings as to why the Project's benefits outweigh these significant and unavoidable impacts.

11.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS

The Project would result in the following significant and unavoidable impacts:

Aesthetics (scenic vistas). The Project would include TCN Structures at four Site Locations that would be near five historical resources. The TCN Structures would not physically impact these historical resources, but the TCN Structures would impede the visibility of the historical resources. Review of potential measures such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. Thus, the Project would result in substantial adverse effects on scenic vistas, and the impacts would be significant and unavoidable.

Aesthetics (visual character). The proximity of four TCN Structures to five historical resources, mentioned above, would detract from the character defining features of those historical resources. Review of potential measures such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. Thus, the Project would result in significant and unavoidable impacts associated with visual character.

Aesthetics (conflicts with plans). As mentioned above, the four TCN Structures that would impact historical resources would thus be inconsistent with several goals and policies of the Central City North, Central City, and North Hollywood–Valley Villa Community Plans regarding historical resources and associated visual impacts. In addition, the Project would also be inconsistent with Palms–Mar Vista–Dey Community Plan policies regarding placement of two other TCN Structures within the coastal area. Review of potential measures such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. Thus, the Project would result in significant and unavoidable impacts due to its conflicts with plans related to historical resources and associated visual impacts.

Cultural Resources (historical resources). As mentioned above, four TCN Structures near five historical resources would result in a permanent and unavoidable effect on the integrity of the setting and feeling of those resources. Although these historical resources are within an urban setting subjected to the visual, atmospheric, and audible effects of the environment on a regular basis, the TCN Structures at these Site Locations would likely detract from the character-defining features and affect the viewsheds of the resources. Review of potential measures such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. As such, impacts to historical resources from the Project would be significant and unavoidable.

Land Use and Planning. As mentioned above, four TCN Structures near five historical resources and two TCN Structures in the coastal area would conflict with goals and policies in local plans adopted for the purpose of avoiding or mitigating environmental effects. Specifically, four TCN Structures would conflict with a few goals and policies in the Central City North, Central City, North Hollywood–Valley Village Community Plans, as well as the General Plan’s Conservation Element policies related to historical resources. In addition, two TCN Structures would conflict with the Palms–Mar Vista–Del Rey Community Plan policy regarding placement of off-site advertising within coastal areas. Review of potential measures such as modification to the size and height of the signs was considered. However, such modifications would not materially reduce these impacts. As such, impacts related to conflicts with applicable plans, policies, and regulations would be significant and unavoidable.

11.2 DETERMINATION

Metro concludes that the overall benefits of the Project outweigh the significant and unavoidable impacts discussed above, and that the significant and unavoidable impacts are thus considered acceptable.

As provided in Section II, Project Description, of the Draft EIR, the underlying purpose of the Project is to provide a network of TCN Structures that would incorporate intelligent technology components to promote roadway efficiency, improve public safety, augment Metro’s communication capacity, provide for outdoor advertising where revenues would fund new and expanded transportation programs consistent with the goals of the Metro 2028 Vision Plan, and result in an overall reduction in static signage displays throughout the City of Los Angeles. The Project would result in the following benefits:

- Incorporate features for real-time data collection to aid in traffic signal timing, micro-transit data, and Metro vanpool on-demand services;
- Geographically space the multifunctional TCN Structures to expand Metro’s transportation public messaging network and ability to broadcast information to commuters in a variety of ways to further increase Metro’s visibility and accessibility for all commuters;

- Improve public safety by notifying the public of roadway improvements, road hazards, Earthquake Early Warning System notifications, Amber Alerts, and emergency situations;
- Maximize efficiency of the congested road network by promoting public awareness of travel alternatives based on geography and time constraints such as alternative routes, carpooling alternatives, and public transportation opportunities;
- Maximize advertising revenue that would be utilized by both Metro and the City to fund new and expanded transportation programs that would further Goal 2 of the Metro Vision 2028 Strategic Plan, by creating a funding source for programs to enhance experiences for all Metro users such as improving security and increasing customer satisfaction;
- Implement Goal 4 of the Metro Vision 2028 Strategic Plan by creating an avenue for regional collaboration and comprehensive, timely, and real-time information sharing across government agencies to regionally improve traffic and transportation systems;
- Reduce overall square footage of existing static off-premise displays within the City of Los Angeles; and
- Locate the TCN Structures at sites, elevations, and angles that would not increase distraction to motorists while still efficiently relaying information to commuters.

By providing these benefits, the Project will help to fulfill transportation related goals and policies set forth in the Community Plans, the General Plan Framework Element, SCAG's 2020–2045 RTP/SCS, the Mobility Plan, and Metro's Vision Plan.

The TCN Program would enable Metro to quickly collect a large quantity of real time travel and traffic data, while also allowing Metro to more easily process the data and transmit information to other transportation agencies and to commuters. The TCN Structures would also incorporate real time data to aid in traffic signal timing and Metro vanpool on-demand services. Additionally, the TCN Program would enable the collection of event congestion data for LAX, Dodger Stadium, the Hollywood Bowl, and other large venues, including travel demand management services for the 2028 Olympic and Paralympic Games, and would also provide information regarding available parking spaces in park-and-ride lots.

The TCN Program would create advertising revenue for both Metro and the City, expanding the agencies' funding for transportation programs. The Project is expected to generate \$300-\$500 million over the initial 20-year term, which would fund new and expanded transportation programs that would improve the performance, efficiency, and reliability of existing and future bus and transit services while also decreasing VMT, reducing traffic congestion, and improving air quality.

In addition to adding TCN Structures, the Project would include the removal of static billboards. Communities, particularly underserved communities and communities of color, have long struggled with the blight of static billboards. The Project would reduce blight and readjust this imbalance by removing a proportionately higher number of static displays from properties within Equity Focus Communities (EFCs) and adding a proportionately lower number of TCN Structures in EFCs.

IV. Mitigation Monitoring and Reporting Program

1. Introduction

Section 21081.6 of the Public Resources Code requires a lead agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting. As the lead agency for the Project, Metro is responsible for administering and implementing the Mitigation Monitoring and Reporting Program (MMRP). The decisionmakers must define specific monitoring requirements to be enforced during project implementation. The primary purpose of the MMRP is to ensure that the project design features (PDFs) and mitigation measures (MMs) identified in the Draft and Final EIR are implemented, effectively minimizing the identified environmental effects.

2. Organization

As shown in Section 4 Mitigation Monitoring and Reporting Program below, each identified PDF and MM for the Project is listed and categorized by environmental impact area, with accompanying identification of the following:

- **Monitoring Action:** The criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.
- **Responsible Party:** The entity accountable for the action.
- **Enforcement Agency:** The agency or agencies responsible for overseeing the implementation of mitigation.
- **Monitoring Phase:** The timing of when implementation of the action is verified.

3. Program Modification

After review and approval of the final MMRP by the Lead Agency, minor changes and modifications to the MMRP are permitted, but can only be made subject to Metro

approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMRP and the need to protect the environment. No changes will be permitted unless the MMRP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMRP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMRP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval, finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact or a substantial increase in the severity of a previously identified significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not in and of itself require a modification to any Project discretionary approval unless the Director of Planning for Metro as the Lead Agency also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

4. Mitigation Monitoring and Reporting Program

**Table IV-1
Mitigation Monitoring and Reporting Program**

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
Aesthetics				
Project Design Feature AES-PDF-1: State of the art louvers or other equivalent design features shall be incorporated into the design of TCN Structures FF-29 and FF-30 such that the light trespass illuminance at the adjacent residential zoned property and Ballona Wildlife Reserve to the south of the Marina Freeway, west of Culver Boulevard, does not exceed 0.02 footcandles. <u>State of the art louvers or other equivalent design features shall be incorporated into the design of TCN Structures FF-13, FF-14, FF-25, FF-29, and FF-30 such that the light trespass illuminance at sensitive habitat at the proposed Bowtie State Park, at the mapped biological resources in the vicinity of TCN Structure FF-25, and at the Ballona Wildlife Reserve to the south of the Marina Freeway, west of Culver Boulevard, do not exceed 0.02 footcandles.</u>	Incorporate louvers or other equivalent design features into the design for FF-29 and FF-30. <u>Incorporate louvers or other equivalent design features into the design</u>	Construction Contractor	Metro	Preconstruction; Construction
Air Quality				
Project Design Feature AIR-PDF-1: Where power poles are available, electricity from power poles and/or solar powered generators rather than temporary diesel or gasoline generators will be used during construction.	Use power poles and/or solar powered generators where feasible	Construction Contractor	Metro and/or City of Los Angeles	Preconstruction; Construction
Biological Resources				
Mitigation Measure BIO-MM-1: Implement Biological Resource Protection Measures during Construction (All Site Locations and takedown locations of existing static displays). The following BMPs shall be implemented during construction to minimize direct and indirect impacts on biological resources and special-status species: <ul style="list-style-type: none"> Prior to the commencement of construction, a Project biologist (a person with, at minimum, a bachelor's degree in biology, ecology, or a related environmental science; greater than five years of experience and knowledge of natural history, habitat affinities, and id of flora and fauna species; and knowledge of all relevant federal, state, and local laws governing biological resources, including CDFW qualifications for field surveyors) shall be designated to be responsible for overseeing compliance with protective measures for biological resources during vegetation clearing and work activities within and adjacent to areas of native habitat. The Project biologist will be familiar with the local habitats, plants, and wildlife and maintain communications with the contractor on issues relating to biological resources and compliance with applicable environmental requirements. The Project biologist may designate other qualified biologists or biological monitors to help oversee Project compliance or conduct preconstruction surveys for special-status species. These biologists will have familiarity with the species for which they would be conducting preconstruction surveys or monitoring construction activities. The Project biologist or designated qualified biologist shall review final plans; designate areas that need temporary fencing (e.g., ESA fencing); and monitor construction activities within and adjacent to areas with native vegetation communities, regulated aquatic features, or special-status plant and wildlife 	Retain a qualified biologist.	Construction Contractor	Metro	Preconstruction; Construction
	Conduct a Worker Environmental Awareness Program for all Project personnel and contractors who will be on the Site Locations.	Construction Contractor/Qualified Biologist	Metro	Preconstruction; Construction
	Conduct a preconstruction survey for special-status species.	Construction Contractor/Qualified Biologist	Metro	Preconstruction; Construction
	Inspect the Site Location footprint immediately prior to, and during construction to identify the presence of invasive weeds.	Construction Contractor/Qualified Biologist	Metro	Preconstruction; Construction
	Designate areas that need temporary fencing (e.g., ESA fencing); and monitor construction activities within and adjacent to areas with native vegetation communities, regulated aquatic features, or special-status plant and wildlife species.	Construction Contractor/Qualified Biologist	Metro	Preconstruction; Construction
	Incorporate contractor responsibilities into applicable construction documents including plans and specifications.	Construction Contractor/Qualified Biologist	Metro	Preconstruction; Construction

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
<p>species. The qualified biologist shall monitor compliance with applicable environmental requirements during construction activities within designated areas during critical times, such as initial ground-disturbing activities (fencing to protect native species). The qualified biologist shall check construction barriers or exclusion fencing and provide corrective measures to the contractor to ensure the barriers or fencing are maintained throughout construction. The qualified biologist shall have the authority to stop work if a federally or state-listed species is encountered within the Project footprint during construction. Construction activities shall cease until the Project biologist or qualified biologist determines that the animal will not be harmed or that it has left the construction area on its own. The Project biologist shall notify Metro, and Metro shall notify the appropriate regulatory agency within 24 hours of sighting of a federally or State-listed species.</p> <ul style="list-style-type: none"> • Prior to the start of construction, all Project personnel and contractors who will be on the Site Locations during construction shall complete mandatory training conducted by the Project biologist or a designated qualified biologist. Any new Project personnel or contractors that start after the initiation of construction shall also be required to complete the mandatory Worker Environmental Awareness Program training before they commence with work. The training shall advise workers of potential impacts on special-status vegetation communities and special-status species and the potential penalties for impacts on such vegetation communities and species. At a minimum, the training shall include the following topics: (1) occurrences of special-status species and special-status vegetation communities within the Site Location footprints (including vegetation communities subject to USACE, CDFW, and RWQCB jurisdiction); (2) the purpose for resource protection; (3) sensitivity of special-status species to human activities; (4) protective measures to be implemented in the field, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced areas to avoid special-status resource areas in the field (i.e., avoided areas delineated on maps or in the BSA by fencing); (5) environmentally responsible construction practices; (6) the protocol to resolve conflicts that may arise at any time during the construction process; (7) reporting requirements and procedures to follow should a special-status species be encountered during construction; and (8) Avoidance Measures designed to reduce the impacts on special-status species. • The training program will include color photos of special-status species and special-status vegetation communities. Following the education program, the photos will be made available to the contractor. Photos of the habitat in which special-status species are found will be posted on site. The contractor shall provide Metro with evidence of the employee training (e.g., a sign-in sheet) on request. Project personnel and contractors shall be instructed to immediately notify the Project biologist or designated biologist of any incidents that could affect special-status vegetation communities or special-status species. Incidents could include fuel leaks or injury to any wildlife. The Project biologist shall notify Metro of any incident, and Metro shall notify the appropriate regulatory agency. • The Project biologist shall conduct a preconstruction survey for special-status species within the Project footprint prior to vegetation clearing, and/or ground 				

**Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program**

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
<p>disturbance. Any wildlife encountered will be encouraged to leave the Site Location footprint or relocated outside of the Site Location footprint if feasible.</p> <ul style="list-style-type: none"> The Project biologist shall request that the contractor halt work, if necessary, and confer with Metro prior to contacting the appropriate regulatory agencies to ensure the proper implementation of species and habitat protection measures. The Project biologist shall report any noncompliance issue to Metro, and Metro will notify the appropriate regulatory agencies. The Project biologist shall inspect the Site Location footprint immediately prior to, and during construction to identify the presence of invasive weeds and recommend measures to avoid their inadvertent spread in association with the Project. Such measures may include inspection and cleaning of construction equipment and use of eradication strategies. ESA fencing shall be placed along the perimeter of the Site Location footprint, where necessary, to prevent inadvertent intrusions into habitat identified as ESA. Work areas will be clearly marked in the field and confirmed by the Project biologist or designated biologist prior to any clearing, and the marked boundaries will be maintained throughout the duration of the work. Staging areas, including lay down areas and equipment storage areas, will be flagged and fenced with ESA fencing (e.g., orange plastic snow fence, orange silt fencing). Fences and flagging will be installed by the contractor in a manner that does not impact habitats to be avoided and such that it is clearly visible to personnel on foot and operating heavy equipment. If work occurs beyond the fenced or demarcated limits of impact, all work shall cease until the problem has been remedied to the satisfaction of Metro. No work activities, materials or equipment storage, or access shall be permitted outside the Site Location footprint without permission from Metro. All parking and equipment storage used by the contractor related to the Project shall be confined to the Site Location footprint and established paved areas. Undisturbed areas and special-status vegetation communities outside and adjacent to the Site Location footprint shall not be used for parking or equipment storage. Project-related vehicle traffic shall be restricted to the Site Location footprint and established roads and construction access points. The contractor shall be required to conduct vehicle refueling and maintenance in upland areas where fuel cannot enter waters of the U.S. or WOS waters of the State and areas that do not have suitable habitat to support federally and/or state-listed species. Equipment and containers shall be inspected daily for leaks. Should a leak occur, contaminated soils and surfaces shall be cleaned up and disposed of in accordance with applicable local, State, and federal requirements. 				
<p>Mitigation Measure BIO-MM-2: Avoid Impacts on Migratory and Nesting Birds (All Site Locations and takedown locations of existing static displays). If construction activities occur between January 15 and September 15, a preconstruction nesting bird survey (within seven days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within the area proposed for disturbance in order to avoid the nesting activities of breeding birds by establishing a buffer until the fledglings have left the nest. The size of the buffer area varies with species and local circumstances (e.g., presence of busy roads) and is based on the professional judgement of the</p>	<p>Retain a qualified biologist.</p>	<p>Construction Contractor/Qualified Biologist</p>	<p>Metro</p>	<p>Preconstruction</p>
	<p>Limit construction to outside the bird nesting season. Should vegetation be removed during these times, nesting bird surveys and species protection shall occur.</p>	<p>Construction Contractor/Qualified Biologist</p>	<p>Metro</p>	<p>Preconstruction</p>

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
monitoring biologist, in coordination with the CDFW. The results of the surveys shall be submitted to Metro (and made available to the wildlife agencies [USFWS/CDFW], upon request) prior to initiation of any construction activities.				
Mitigation Measure BIO-MM-3: Avoid impacts on Least Bell's Vireo, if present (Applicable to Site Locations FF-29 and FF-30). Suitable habitat for Least Bell's Vireo shall be removed outside of the nesting season (March 15 through September 30), between October 1 and March 14. Should habitat for Least Bell's Vireo require removal between March 15 and September 30, or construction activities are initiated during this time, preconstruction surveys consisting of three separate surveys no more than seven days prior to vegetation removal shall be conducted by a qualified biologist. Should Least Bell's Vireo be detected within 500 feet of the Site Location, construction activities shall be halted unless authorization has been obtained from USFWS.	Retain a qualified biologist. Limit construction to outside the bird nesting season. Should vegetation be removed during these times, nesting bird surveys and species protection shall occur.	Construction Contractor Construction Contractor/Qualified Biologist	Metro Metro	Preconstruction Preconstruction
Mitigation Measure BIO-MM-4: Avoid Potential Impacts on Special-Status Bats (All Site Locations and take down locations of static displays). A qualified bat biologist shall conduct a preconstruction survey for potential bat habitat within the take down area of the static display or Site Location footprint prior to vegetation clearing, and/or ground disturbance for take down locations and all Site Locations. If suitable habitat is not found, then no further action is required. If suitable habitat is determined to be present: <ul style="list-style-type: none"> • A qualified bat biologist shall survey potentially suitable structures and vegetation during bat maternity season (May 1st through October 1st), prior to construction, to assess the potential for the structures' and vegetation's use for bat roosting and bat maternity roosting, as maternity roosts are generally formed in spring. The qualified bat biologist shall also perform preconstruction surveys or temporary exclusion within 2 weeks prior to construction during the maternity season, as bat roosts can change seasonally. These surveys will include a combination of structure inspections, exit counts, and acoustic surveys. • If a roost is detected, a bat management plan shall be prepared if it is determined that Project construction would result in direct impacts on roosting bats. The bat management plan shall be submitted to CDFW for review and approval prior to implementation and include appropriate avoidance and minimization efforts such as: • Temporary Exclusion. If recommended by the qualified bat biologist, to avoid indirect disturbance of bats while roosting in areas that would be adjacent to construction activities, any portion of a structure deemed by a qualified bat biologist to have potential bat roosting habitat and may be affected by the Project shall have temporary eviction and exclusion devices installed under the supervision of a qualified and permitted bat biologist prior to the initiation of construction activities. Eviction and subsequent exclusion shall be conducted during the fall (September or October) to avoid trapping flightless young bats inside during the summer months or hibernating/overwintering individuals during the winter. Such exclusion efforts are dependent on weather conditions, take a minimum of two weeks to implement, and must be continued to keep the 	Retain a qualified bat biologist.	Construction Contractor	Metro	Preconstruction; Construction
	Survey potentially suitable structures and vegetation during bat maternity season.	Construction Contractor/Qualified Bat Biologist	Metro	Preconstruction; Construction
	If a roost is detected prepare a bat management plan.	Construction Contractor/Qualified Bat Biologist	Metro	Preconstruction; Construction

**Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program**

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
<p>structures free of bats until the completion of construction. All eviction and/or exclusion techniques shall be coordinated between the qualified bat biologist and the appropriate resource agencies (e.g., CDFW) if the structure is occupied by bats. If deemed appropriate, the biologist may recommend installation of temporary bat panels during construction.</p> <p>If a roost is detected but would only be subject to indirect impacts:</p> <ul style="list-style-type: none"> Daytime Work Hours. All work conducted under the occupied roost shall take place during the day. If this is not feasible, lighting and noise will be directed away from night roosting and foraging areas. 				
Cultural Resources				
<p>Mitigation Measure CUL-MM-1: Prior to the start of ground disturbance activities during Project construction, including demolition, digging, trenching, drilling, or a similar activity (Ground Disturbance Activities), a qualified principal archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology shall be retained to prepare a written Cultural Resource Monitoring and Treatment Plan in accordance with the Secretary of the Interior's Standards for Archaeological Documentation, to reduce potential Project impacts on unanticipated archaeological resources unearthed during construction. The Cultural Resource Monitoring and Treatment Plan shall include the professional qualifications required of key staff, monitoring protocols relative to the varying archaeological sensitivity across the Site Locations, provisions for evaluating and treating unanticipated cultural materials discovered during ground-disturbing activities, situations under which monitoring may be reduced or discontinued, and reporting requirements.</p> <p>Prior to the commencement of any Ground Disturbance Activities, the archaeological monitor(s) shall provide Worker Environmental Awareness Program (WEAP) training to construction workers involved in Ground Disturbance Activities that provides information on regulatory requirements for the protection of cultural resources. As part of the WEAP training, construction workers shall be informed about proper procedures to follow should a worker discover a cultural resource during Ground Disturbance Activities. In addition, construction workers shall be shown examples of the types of resources that would require notification of the archaeological monitor. The Applicant shall maintain on the Site Locations, for Metro inspection, documentation establishing that the training was completed for all construction workers involved in Ground Disturbance Activities.</p> <p>The archaeological monitor(s) shall observe all Ground Disturbance Activities on the Site Locations that involve native soils. If Ground Disturbance Activities are occurring simultaneously at multiple Site Locations, the principal archaeologist shall determine if additional monitors are required for other Site Locations where such simultaneous Ground Disturbance Activities are occurring. The on-site archaeological monitoring shall end when the archaeological monitor determines that monitoring is no longer necessary.</p>	Retain a Qualified Principal Archeologist.	Construction Contractor	Metro	Preconstruction; Construction
	Prepare a Cultural Resource Monitoring and Treatment Plan.	Construction Contractor/Qualified Archeologist	Metro	Preconstruction; Construction
	Conduct a Worker Environmental Awareness Program for all Project personnel and contractors who will be on the Site Locations.	Construction Contractor/Qualified Archeologist	Metro	Preconstruction; Construction
	Archaeological monitor(s) shall observe all Ground Disturbance Activities on the Site Locations that involve native soils.	Construction Contractor/Qualified Archeologist	Metro	Preconstruction; Construction
Geology and Soils				
Project Design Feature GEO-PDF-1: All development activities conducted on the Site Locations will incorporate the professional recommendations contained in	Incorporate the professional recommendations contained in the	Construction Contractor	Metro and/or City of Los Angeles	Preconstruction

**Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program**

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
the Geology and Soils Evaluation and associated recommendations set forth in a site location-specific, design-level geologic and geotechnical investigation(s) approved by the Metro Capital Engineering Group and/or the Los Angeles Department of Building and Safety (LADBS), provided such recommendations meet and/or surpass relevant state and City laws, ordinances, Code requirements, and MRDC requirements, California Geological Survey's Special Publication 117A and the City's Building Code, as applicable. Such professional recommendations include site-specific subsurface exploration and laboratory testing, foundation systems that are specific to the geologic materials encountered at each individual site, and prohibition of the use of fill materials to support foundation systems.	Geology and Soils Evaluation and associated recommendations set forth in a site location-specific, design-level geologic and geotechnical investigation(s).			
Mitigation Measure GEO-MM-1: The services of a Project paleontologist who meets the Society of Vertebrate Paleontology standards (including a graduate degree in paleontology or geology and/or a publication record in peer reviewed journals, with demonstrated competence in the paleontology of California or related topical or geographic areas, and at least two full years of experience as assistant to a Project paleontologist), shall be retained prior to ground disturbance activities associated with Project construction in order to develop a site-specific Paleontological Resource Mitigation and Treatment Plan. The Paleontological Resource Mitigation and Treatment Plan shall specify the levels and types of mitigation efforts based on the types and depths of ground disturbance activities and the geologic and paleontological sensitivity of the Site Locations. The Paleontological Resource Mitigation and Treatment Plan shall also include a description of the professional qualifications required of key staff, communication protocols during construction, fossil recovery protocols, sampling protocols for microfossils, laboratory procedures, reporting requirements, and curation provisions for any collected fossil specimens.	Retain a Qualified Paleontologist.	Construction Contractor	Metro	Preconstruction
	Prepare a site-specific Paleontological Resource Mitigation and Treatment Plan.	Qualified Paleontologist	Metro	Preconstruction
Hazards and Hazardous Materials				
Mitigation Measure HAZ-MM-1 (All Site Locations): Soil Management Plan (SMP)—The Project Applicant shall implement an SMP, which shall be submitted to the Metro Capital Engineering Group and/or City of Los Angeles Department of Building and Safety for review and approval prior to the commencement of excavation and grading activities. The Site Locations shall be subject to the general protocols described in the SMP regarding prudent precautions and general observations and evaluations of soil conditions to be implemented throughout grading, excavation, or other soil disturbance activities on the Site Locations. The protocols in the SMP shall include, but not be limited to, the following: <ul style="list-style-type: none">• Special precautions shall be taken to manage soils that will be disturbed during Project earthwork activities in areas containing Chemicals of Concern (COCs) above screening levels (SLs).• The following requirements and precautionary actions shall be implemented when disturbing soil at the Site Locations: no soil disturbance or excavation activities shall occur without a Project-specific Health and Safety Plan (HASP). Any soil that is disturbed, excavated, or trenched due to on-site construction activities shall be handled in accordance with applicable local, state, and	Review and approve soil management plan.	Metro Environmental Services Department and/or the Los Angeles Department of Building and Safety	Metro and/or City of Los Angeles	Preconstruction; Construction
	Implement soil management plan.	Construction Contractor	Metro and/or City of Los Angeles	Preconstruction; Construction

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
<p>federal regulations. Prior to the re-use of the excavated soil or the disposal of any soil from the Site Locations, the requirements and guidelines in the SMP shall be implemented. The General Contractor shall conduct, or have its designated subcontractor conduct, visual screening of soil during activities that include soil disturbance. If the General Contractor or subcontractor(s) encounter any soil that is stained or odorous (Suspect Soil), the General Contractor and subcontractor(s) shall immediately stop work and take measures to not further disturb the soils (e.g., cover suspect soil with plastic sheeting) and inform the Metro's representative and the environmental monitor. The environmental monitor, an experienced professional trained in the practice of the evaluation and screening of soil for potential impacts working under the direction of a licensed Geologist or Engineer, shall be identified by Metro prior to the beginning of work.</p> <ul style="list-style-type: none"> • Prior to excavation activities, the General Contractor or designated subcontractor shall establish specific areas for stockpiling Suspect Soil, should it be encountered, to control contact by workers and dispersal into the environment, per the provisions provided in the SMP. • The General Contractor shall ensure that on-site construction personnel comply with all applicable federal, state, and local regulations, as well as the State of California Construction Safety Orders (Title 8). Additionally, if Suspect Soil is expected to be encountered, personnel working in that area shall comply with California Occupational Safety and Health Administration regulations specified in CCR Title 8, Section 5192. The General Contractor shall prepare a Project-specific HASP. It is the responsibility of the General Contractor to review available information regarding Site Location conditions, including the SMP, and potential health and safety concerns in the planned area of work. The HASP should specify COC action levels for construction workers and appropriate levels of personal protective equipment (PPE), as well as monitoring criteria for increasing the level of PPE. The General Contractor and each subcontractor shall require its employees who may directly contact Suspect Soil to perform all activities in accordance with the General Contractor and subcontractor's HASP. If Suspect Soil is encountered, to minimize the exposure of other workers to potential contaminants on the Site Location, the General Contractor or designated subcontractor may erect temporary fencing around excavation areas with appropriate signage as necessary to restrict access and to warn unauthorized on-site personnel not to enter the fenced area. • The General Contractor shall implement the following measures as provided in the SMP to protect human health and the environment during construction activities involving contact with soils at the Site Location: decontamination of construction and transportation equipment; dust control measures; storm water pollution controls and best management practices; and proper procedures for the handling, storage, sampling, transport and disposal of waste and debris. • The excavated soil should be screened using a calibrated hand-held PID to test for VOCs and methane as necessary. • In the event volatile organic compound (VOC)-contaminated soil is encountered during excavation on-site, a South Coast Air Quality Management District (SCAQMD) Rule 1166 permit shall be obtained before resuming 				

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
<p>excavation. Rule 1166 defines VOC-contaminated soil as a soil which registers a concentration of 50 ppm or greater of VOCs as measured before suppression materials have been applied and at a distance of no more than three inches from the surface of the excavated soil with an organic vapor analyzer calibrated with hexane. Notifications, monitoring, and reporting related to the SCAQMD Rule 1166 permit shall be the responsibility of the General Contractor. Protection of on-site construction workers shall be accomplished by the development and implementation of the HASP.</p> <ul style="list-style-type: none"> Known below-grade structures at the Site Locations (i.e., storm water infrastructure) shall be removed from the ground or cleaned, backfilled, and left in place as appropriate during grading and excavation. If unknown below-grade structures are encountered during Site Location excavation, the General Contractor shall promptly notify the Metro's representative the same day the structure is discovered. Based on an evaluation of the unknown below-grade structure by the appropriate professional (e.g., environmental monitor, geotechnical engineer), Metro shall address the below-grade structure in accordance with applicable laws and regulations. A geophysical investigation shall be conducted at the Site Locations to clear the construction area of buried utilities. 				
<p>Mitigation Measure HAZ-MM-2 (Site Locations FF-1, FF-2, FF-3, FF-4, FF-5, FF-6, FF-13, FF-14, FF-29, FF-30, NFF-1, NFF-2, NFF-3, NFF-8, NFF-12, NFF-13, NFF-18, NFF-19, and NFF-21): Soil/vapor sampling and testing of soil samples shall be obtained during the site location-specific, design-level geologic and geotechnical investigation. Results of the testing would be submitted and approved by the Metro Capital Engineering Group and/or the Los Angeles Department of Building and Safety (LADBS).</p>	<p>Conduct soil/vapor sampling and testing.</p>	<p>Construction Contractor</p>	<p>Metro and/or City of Los Angeles</p>	<p>Preconstruction</p>
	<p>Review and approve soil/vapor sampling and testing results.</p>	<p>Metro Environmental Services Department and/or the Los Angeles Department of Building and Safety</p>	<p>Metro and/or City of Los Angeles</p>	<p>Preconstruction</p>
<p>Mitigation Measure HAZ-MM-3 (Site Locations FF-4, NFF-3, NFF-18, and NFF-21): A geophysical investigation shall be conducted to clear the construction area of buried utilities and to identify buried substructures, specifically oil wells and USTS. Results of the geophysical investigation shall be submitted to and approved by the Metro Capital Engineering Group and/or LADBS.</p>	<p>Conduct a geophysical investigation.</p>	<p>Construction Contractor</p>	<p>Metro and/or City of Los Angeles</p>	<p>Preconstruction</p>
	<p>Review and approve geophysical investigation results.</p>	<p>Metro Environmental Services Department and/or the Los Angeles Department of Building and Safety</p>	<p>Metro and/or City of Los Angeles</p>	<p>Preconstruction</p>
Noise				
<p>Project Design Feature NOI-PDF-1: Power construction equipment (including combustion engines), fixed or mobile, will be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment will be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.</p>	<p>Equip power construction equipment with state-of-the-art noise shielding and muffling devices.</p>	<p>Construction Contractor</p>	<p>Metro and/or City of Los Angeles</p>	<p>Construction</p>
	<p>Maintain noise shielding and muffling device equipment.</p>	<p>Construction Contractor</p>	<p>Metro and/or City of Los Angeles</p>	<p>Construction</p>
<p>Mitigation Measure NOI-MM-1: A temporary and impermeable sound barrier shall be erected at the locations listed below. At plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.</p>	<p>Building plans shall include documentation prepared by a noise consultant verifying use of sound barriers.</p>	<p>Construction Contractor</p>	<p>Metro and/or City of Los Angeles</p>	<p>Preconstruction; Construction</p>
<p><i>During TCN Structure NFF-11 Construction</i></p> <ul style="list-style-type: none"> Between the Project construction area and the residential uses on 67th Street north of the Site Location (receptor location R5). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground 	<p>A temporary and impermeable sound barrier shall be erected.</p>	<p>Construction Contractor</p>	<p>Metro and/or City of Los Angeles</p>	<p>Preconstruction; Construction</p>

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
<p>level of receptor location R5.</p> <p><i>During TCN Structure NFF-12 Construction</i></p> <ul style="list-style-type: none"> Between the Project construction area and the residential uses on Victoria Avenue west of the Site Location (receptor location R6). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R6. <p><i>During TCN Structure NFF-14 Construction</i></p> <ul style="list-style-type: none"> Between the Project construction area and the residential uses on Exposition Boulevard southeast of the Site Location (receptor location R7). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R7. <p><i>During TCN Structure NFF-19 Construction</i></p> <ul style="list-style-type: none"> Between the Project construction area and the residential uses on New Hampshire Avenue west of the Site Location (receptor location R10). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R10. <p><i>During TCN Structure NFF-20 Construction</i></p> <ul style="list-style-type: none"> Between the Project construction area and the residential uses on New Hampshire Avenue northwest of the Site Location (receptor location R12). The temporary sound barrier shall be designed to provide a minimum 7-dBA noise reduction at the ground level of receptor location R12. <p><i>During TCN Structure NFF-21 Construction</i></p> <ul style="list-style-type: none"> Between the Project construction area and the residential uses on Mateo Street west of the Site Location (receptor location R13). The temporary sound barrier shall be designed to provide a minimum 7-dBA noise reduction at the ground level of receptor location R13. <p><i>During TCN Structure FF-13 Construction</i></p> <ul style="list-style-type: none"> Between the Project construction area and the residential uses on Casitas Avenue Street west of the Site Location (receptor location R20). The temporary sound barrier shall be designed to provide a minimum 5-dBA noise reduction at the ground level of receptor location R20. <p><i>During TCN Structure FF-26 Construction</i></p> <ul style="list-style-type: none"> Between the Project construction area and the residential uses on Sepulveda Boulevard northeast of the Site Location (receptor location R25). The temporary sound barrier shall be designed to provide a minimum 6-dBA noise reduction at the ground level of receptor location R25. <p><i>During TCN Structure FF-28 Construction</i></p> <ul style="list-style-type: none"> Between the Project construction area and the residential uses on Exposition Boulevard south of the Site Location (receptor location R27). The temporary sound barrier shall be designed to provide a minimum 6-dBA noise reduction at the ground level of receptor location R27. <p><i>During TCN Structure FF-33 Construction</i></p> <ul style="list-style-type: none"> Between the Project construction area and the residential uses on Slauson Avenue north of the Site Location (receptor location R28). The temporary 				

**Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program**

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
sound barrier shall be designed to provide a minimum 11-dBA noise reduction at the ground level of receptor location R28.				
Mitigation Measure NOI-MM-2: Construction for TCN Structure NFF-20 shall be completed prior to occupation of the adjacent future residential building (receptor R12B). Alternatively, construction equipment for the installation of the TCN Structure NFF-20 shall be limited to a maximum 75 dBA (L _{eq}) at 50 feet from the equipment.	Complete construction prior to occupation of the adjacent future residential building, or	Construction Contractor	Metro and/or City of Los Angeles	Construction
	Construction equipment shall be limited to a maximum 75 dBA (L _{eq}) at 50 feet from the equipment.	Construction Contractor	Metro and/or City of Los Angeles	Construction
Mitigation Measure NOI-MM-3: A temporary noise barrier shall be provided during the removal of existing static signage where noise sensitive uses are located within 200 feet of and have direct line-of-sight to the existing static signage to be removed. The temporary noise barrier shall be a minimum six feet tall and break the line-of-site between the construction equipment and the affected noise sensitive receptors.	Install a temporary noise barrier during the removal of existing static signage where noise sensitive uses are located within 200 feet of and have direct line-of-sight to the existing static signage to be removed.	Construction Contractor	Metro and/or City of Los Angeles	Construction
Mitigation Measure NOI-MM-4: The use of large construction equipment (i.e., large bulldozer, caisson drill rig, and/or loaded trucks) shall be limited to a minimum of 80 feet away from the existing residences near proposed TCN Structure FF-33 (receptor 28) and the future residences near proposed TCN Structure NFF-20 (receptor 12B), if these residences are constructed and occupied at the time Project construction activities occurs.	Limit use of large construction equipment (i.e., large bulldozer, caisson drill rig, and/or loaded trucks) to a minimum of 80 feet away from the existing residences	Construction Contractor	Metro and/or City of Los Angeles	Construction
Tribal Cultural Resources				
Mitigation Measure MM-TCR-1 (Retain a Tribal Consultant and Qualified Archaeologist): Prior to any ground-disturbing activities on the Site Locations associated with the Project Area, a tribal consultant and qualified archaeologist shall be retained to monitor ground-disturbing activities and ensure proper implementation of the Tribal Cultural Resources Monitoring and Mitigation Program (described in Mitigation Measure TCR-2, below). Ground disturbing activities are defined as excavating, digging, trenching, drilling, tunneling, grading, leveling, removing asphalt, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at a Site Location. A tribal consultant is defined as one who is on the Native American Heritage Commission (NAHC) Tribal Contact list. The tribal consultant will provide the services of a representative, known as a tribal monitor. A qualified archaeologist is defined as one who meets the Secretary of the Interior's (SOI) Professional Qualifications Standards (PQS) for archaeology. The qualified archaeologist shall submit a letter of retention to Metro no fewer than 30 days before ground-disturbing activities commence. The letter shall include a resume for the qualified archaeologist that demonstrates fulfillment of the SOI PQS.	Retain a tribal consultant and qualified archaeologist.	Metro	Metro	Preconstruction; Construction
	A tribal consultant and qualified archaeologist shall monitor ground-disturbing activities and ensure proper implementation of the Tribal Cultural Resources Monitoring and Mitigation Program.	Construction Contractor/Qualified Archaeologist	Metro	Preconstruction; Construction
Mitigation Measure MM-TCR-2 (Develop a Tribal Cultural Resource Mitigation and Monitoring Program): Prior to any ground-disturbing activities within the Project Area, a Tribal Cultural Resource Mitigation and Monitoring Program (TCR MMP) shall be prepared by the qualified archaeologist. The TCR MMP shall incorporate the results of SWCA's <i>Tribal Cultural Resources Assessment for the Los Angeles County Metropolitan Transportation Authority's</i>	Retain a qualified archaeologist.	Construction Contractor	Metro	Preconstruction; Construction
	Prepare Tribal Cultural Resources Monitoring and Mitigation Program.	Qualified Archaeologist	Metro	Preconstruction; Construction
	Implement Tribal Cultural Resources Monitoring and Mitigation Program.	Construction Contractor/Qualified Archaeologist	Metro	Preconstruction; Construction

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
<p><i>Transportation Communication Network Project</i> report, and reasonable and feasible recommendations from tribal parties resulting from consultation. The TCR MMP shall include provisions for avoidance of unanticipated discoveries and procedures for the preservation of unanticipated discoveries where possible.</p> <p>The TCR MMP shall include, but not be limited to, provisions to conduct a worker training program, a monitoring protocol for ground-disturbing activities, discovery and processing protocol for inadvertent discoveries of tribal cultural resources, and identification of a curation facility should artifacts be collected. The TCR MMP shall require monitoring of ground-disturbing activities at all Site Locations and will provide a framework for assessing the geoarchaeological setting to determine whether sediments capable of preserving tribal cultural resources are present, and include a protocol for identifying the conditions under which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate at any given Site Location. The duration and timing of the monitoring shall be determined based on the rate of excavation, geoarchaeological assessment, and, if present, the quantity, type, spatial distribution of the materials identified, and input of the tribal consultant or their designated monitor. During monitoring, daily logs shall be kept and reported to Metro on a monthly basis.</p> <p>During ground-disturbing activities, the monitors shall have the authority to temporarily halt or redirect construction activities in soils that are likely to contain potentially tribal cultural resources, as determined by the qualified archaeologist in consultation with the tribal monitor. In the event that tribal cultural resources or potential tribal cultural resources are exposed during construction, work in the immediate vicinity of the find shall stop within a minimum of 25 ft or as determined by the qualified archaeologist in consultation with the tribal consultant based on the nature of the find and the potential for additional portions of the resource to remain buried in the unexcavated areas of the project site. The qualified archaeologist in consultation with the tribal consultant will evaluate the significance of the find and implement the protocol described in the TCR MMP before work can resume in the area surrounding the find that is determined to have sensitivity. Construction activities may continue in other areas in coordination with the qualified archaeologist and tribal consultant. Soils that are removed from the work site are considered culturally sensitive and will be subject to inspection on-site by the tribal and archaeological monitors. Provisions for inspection at an off-site location would be determined through consultation with the tribal and archaeological monitors, construction personnel, and Metro. Any tribal cultural resources that are not associated with a burial are subject to collection by the qualified archaeologist.</p> <p>The TCR MMP shall also summarize the requirements for coordination with consulting tribal parties in the event of a tribal cultural resource or potential tribal cultural resource is inadvertently discovered, as well as the applicable regulatory compliance measures or conditions of approval for inadvertent discoveries, including the discovery of human remains, to be carried out in concert with actions described in the TCR MMP and treatment plan prepared in compliance with Mitigation Measure TCR-3. The TCR MMP shall be prepared in compliance with Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1. The TCR MMP shall be submitted to Metro at least 30</p>				

Table IV-1 (Continued)
Mitigation Monitoring and Reporting Program

Project Design Feature or Mitigation Measure	Monitoring Action	Responsible Party	Enforcement Agency	Monitoring Phase
days prior to initiating ground-disturbing activities.				
<p>Mitigation Measure MM-TCR-3 (Treatment of Known Tribal Cultural Resources): A treatment plan will be developed for any historical archaeological sites that may be adversely affected/significantly impacted by the Project, including but not limited to CA-LAN-1575/H. The treatment plan will be developed based on the known constituents to guide the post-discovery process and initial treatment requirements upon discovery. The treatment plan will outline data recovery procedures to be followed and shall require controlled archaeological excavation within the first eight feet (ft) at all Site Locations proposed to be located within known tribal cultural resources, specifically an excavation unit measuring 3.28 ft by 3.28 ft across extending to a depth of at least 4.92 ft below the unpaved surface, followed by the use of a 4 inch hollow stem hand-auger to a total depth of at least 9.84 ft below the unpaved surface. Subsequent mechanical drilling will be conducted in approximately 1.64-ft increments to a depth of approximately 20 ft below the surface. Sediments from each of the 1.64-ft mechanical excavation levels will be inspected for the presence of Native American objects or evidence of a tribal cultural resource, and relevant environmental information obtained from the sediments will be recorded. The treatment plan will include provisions to allow for standard mechanical excavation to resume at levels above these depths in the event that sufficient evidence is identified to demonstrate that the sediments are more than 20,000 years old.</p> <p>The treatment plan may be modified and updated depending on the nature of the discovery and consultation with the State Historic Preservation Office (SHPO) and consulting parties. The treatment plan would be developed so that treatment of historical resources meets the Secretary of the Interior's <i>Standards and Guidelines</i> (1983) for archaeological documentation, the California Office of Historic Preservation (OHP)'s <i>Archaeological Resources Management Report, Recommended Contents and Formats</i> (1989), the Advisory Council on Historic Preservation's publication <i>Treatment of Archaeological Properties: A Handbook</i>, and the Department of the Interior's Guidelines for Federal Agency Responsibility under Section 110 of the National Historic Preservation Act, and the Society for California Archaeology's <i>Guidelines for Determining the Significance of and Impacts to Cultural Resources and Fieldwork and Reporting Guidelines for Archaeological, Historic, and Tribal Cultural Resources</i>.</p>	Develop a treatment plan for any historical archaeological sites that may be adversely affected/significantly impacted by the Project.	Qualified Archaeologist	Metro	Preconstruction; Construction
	Implement a treatment plan for any historical archaeological sites that may be adversely affected/significantly impacted by the Project.	Construction Contractor/ Qualified Archaeologist	Metro	Preconstruction; Construction

Notice of Determination**Appendix D****To:**

Office of Planning and Research
 U.S. Mail: _____ Street Address: _____
 P.O. Box 3044 1400 Tenth St., Rm 113
 Sacramento, CA 95812-3044 Sacramento, CA 95814

County Clerk
 County of: Los Angeles
 Address: 12400 Imperial Hwy
Norwalk, CA 90650

From:

Public Agency: LA Metro
 Address: One Gateway Plaza
Los Angeles, CA 90012
 Contact: Shine Ling
 Phone: (213)547-4326

Lead Agency (if different from above): _____
 Address: _____
 Contact: _____
 Phone: _____

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2022040363

Project Title: Transportation Communication Network

Project Applicant: Los Angeles County Metropolitan Transportation Agency

Project Location (include county): City of Los Angeles, Los Angeles County (see attachment A)

Project Description:

Metro proposes to implement the Transportation Communication Network (TCN), which would provide a network of TCN Structures that would incorporate intelligent technology components to promote roadway efficiency, improve public safety, increase communication, and provide for outdoor advertising that would be used to fund new and expanded transportation programs. Implementation of the Project would include the installation of up to 56 TCN Structures, all on Metro-owned property within the City of LA.

This is to advise that the LA County Metropolitan Transportation Authority has approved the above
 Lead Agency or Responsible Agency)

described project on 12/1/2022 and has made the following determinations regarding the above
 (date)
 described project.

1. The project [will will not] have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [were were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [was was not] adopted for this project.
5. A statement of Overriding Considerations [was was not] adopted for this project.
6. Findings [were were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

One Gateway Plaza, Los Angeles, 90012

Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____

**Table 1
Freeway Facing TCN Structure Locations**

Sign ID	Map No.	Location	Assessor's Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
FF-1	3	US-101 North Lanes at Union Station	5409023941	1,200 (1)	30	40	40
FF-2	3	US-101 South Lanes at Center Street	5173019901	672 (2)	14	48	72
FF-3	3	US-101 North Lanes at Keller Street	5409021902	672 (2)	14	48	72
FF-4	3	US-101 South Lanes at Beaudry Street	5160024904	672 (2)	14	48	75
FF-5	1	US-101 North Lanes, Northwest of Lankershim Boulevard	2423038970	672 (2)	14	48	65
FF-6	3	I-5 South Lanes at North Avenue 19	5415002903	672 (2)	14	48	85
FF-7	3	I-5 North Lanes at San Fernando Road	5445007903	672 (2)	14	48	85
FF-8	3	I-5 South Lanes and Exit Ramp to I-10	5410009901	672 (2)	14	48	85
FF-9	3	I-10 West Lanes (Bus Yard)	5410009901	672 (2)	14	48	50
FF-10	3	I-10 West Lanes and Entrance Ramp from I-5	5170010901	672 (2)	14	48	95
FF-11	3	I-10 East Lanes and Exit Ramp to SR-60 and I-5	5170010901	672 (2)	14	48	95
FF-12	3	I-10 West Lanes at Griffin Avenue and East 16th Street	5132029905	672 (2)	14	48	80
FF-13	1	SR-2 South Lanes Northeast of Casitas Avenue	5436033906	672 (2)	14	48	85
FF-14	1	SR-2 North Lanes Northeast of Casitas Avenue	5442001900	672 (2)	14	48	85
FF-15	1	SR-170 South Lanes at Raymer Street	2324002901	672 (1)	14	48	40
FF-16	1	SR-170 North Lanes North of Sherman Way	2307021901	672 (1)	14	48	40
FF-17	1	I-5 North Lanes South of Tuxford Street	2408038900	672 (2)	14	48	85
FF-18	1	I-5 South Lanes South of Tuxford Street	2632001901	672 (2)	14	48	85
FF-19	1	SR-118 East of San Fernando Road	2523001900	672 (2)	14	48	80
FF-20	1	SR-118 East of San Fernando Road	2523001900	672 (2)	14	48	80
FF-21	2	I-110 South Lanes at Exposition Boulevard	5037030902	672 (2)	14	48	80

Table-1 (Continued)
Freeway Facing TCN Structure Locations

Sign ID	Map No.	Location	Assessor's Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
FF-22	1	I-5 North Lanes at San Fernando Road	2603001901	672 (2)	14	48	65
FF-23	2	I-110 North Lanes at Exposition Boulevard	5122024909	672 (2)	14	48	80
FF-24	1	I-5 South Lanes at San Fernando Road and Sepulveda Boulevard	2605001915	672 (2)	14	48	95
FF-25	1	I-405 South Lanes at Victory Boulevard	2251002905	672 (2)	14	48	80
FF-26	2	I-405 North Lanes at Exposition Boulevard	4256010902	672 (2)	14	48	95
FF-27	2	I-405 South Lanes at Exposition Boulevard	4260039906	672 (1)	14	48	95
FF-28	2	I-10 West at Robertson Boulevard	4313024906	672 (1)	14	48	80
FF-29	2	SR-90 East at Culver Boulevard	4211007907	672 (2)	14	48	80
FF-30	2	SR-90 West at Culver Boulevard	4223009906	672 (2)	14	48	80
FF-31	2	I-105 West Lanes at Aviation Boulevard	4129028901	672 (2)	14	48	95
FF-32	2	I-105 East Lanes at Aviation Boulevard	4138001902	672 (2)	14	48	95
FF-33	2	I-110 South Lanes at Slauson Avenue	5001037907	672 (1)	14	48	80
FF-34	2	I-110 North Lanes at Slauson Avenue	5101040900	672 (2)	14	48	80

sf = square feet
ft = feet
Source: Eyestone Environmental, 2022.

**Table-2
Non-Freeway Facing TCN Structure Locations**

Sign ID	Map No.	Location	Assessor Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
NFF-1	1	Northeast corner of Vermont Avenue and Sunset Boulevard	5542015900	300 (2)	10	30	30
NFF-2	3	Spring Street Bridge, 326 feet North of Aurora Street	5409002900	300 (2)	10	30	65
NFF-3	1	Northwest corner of Lankershim Boulevard and Chandler Boulevard	2350016906	300 (1)	10	30	30
NFF-4	1	Northwest corner of Lankershim Boulevard and Universal Hollywood Drive	2423036919	300 (1)	10	30	30
NFF-5	1	Southwest corner of Lankershim Boulevard and Universal Hollywood Drive	2423036919	300 (1)	10	30	30
NFF-6	3	Southwest corner of 4th Street and Hill Street	5149015902	300 (1)	10	30	30
NFF-7	2	Venice Boulevard, 240 feet West of Robertson Boulevard	4313024909	300 (1)	10	30	30
NFF-8	3	Southeast corner of Alameda Street and Commercial Street	5173001901	672 (2)	14	48	60
NFF-9	1	Northeast corner of Van Nuys Boulevard and Orange Line Busline	2240008905	300 (2)	10	30	30
NFF-10	1	Southeast corner of Sepulveda Boulevard and Erwin Street	2242001904	300 (1)	10	30	30
NFF-11	2	Southwest of Crenshaw Boulevard, 175 feet South of 67th Street	4006025900	300 (1)	10	30	30
NFF-12	2	Southeast corner of Crenshaw Boulevard and Exposition Boulevard	5044002900	300 (2)	10	30	30
NFF-13	3	Southeast corner of East Cesar Chavez Avenue and North Vignes Street	5409023941	300 (2)	10	30	30
NFF-14	2	Pico Boulevard and Exposition Boulevard, South of rail	4260025902	300 (1)	10	30	30
NFF-15	2	Pico Boulevard, 445 feet West of Sawtelle Boulevard	4260039906	300 (1)	10	30	30
NFF-16	3	Southeast corner of South Central Avenue and East 1st Street	5161018903	300 (2)	10	30	30

Table -2 (Continued)
Non-Freeway Facing TCN Structure Locations

Sign ID	Map No.	Location	Assessor Parcel Number	sf per Digital Display (No. of Digital Display Faces per TCN Structure)	Digital Display Height (ft)	Digital Display Width (ft)	Sign Height (from grade)
NFF-17	2	Century Boulevard, 152 feet West of Aviation Boulevard	4125026904	672 (2)	14	48	80
NFF-18	2	Southwest Aviation Boulevard and South of Arbor Vitae Street	4125020907	672 (2)	14	48	30
NFF-19	2	Northwest corner of Vermont Avenue and Beverly Boulevard	5520019900	300 (2)	10	30	30
NFF-20	2	Southwest corner of Santa Monica Boulevard and Vermont Avenue	5538022903	300 (2)	10	30	30
NFF-21	3	South of 4th Street 210 feet East of South Santa Fe Avenue	5163017900	300 (2)	10	30	65
NFF-22	3	Northwest corner of East 7th Street and South Alameda Street	5147035904	300 (2)	10	30	30

sf = square feet
ft = feet
 Source: Eyestone Environmental, 2022.

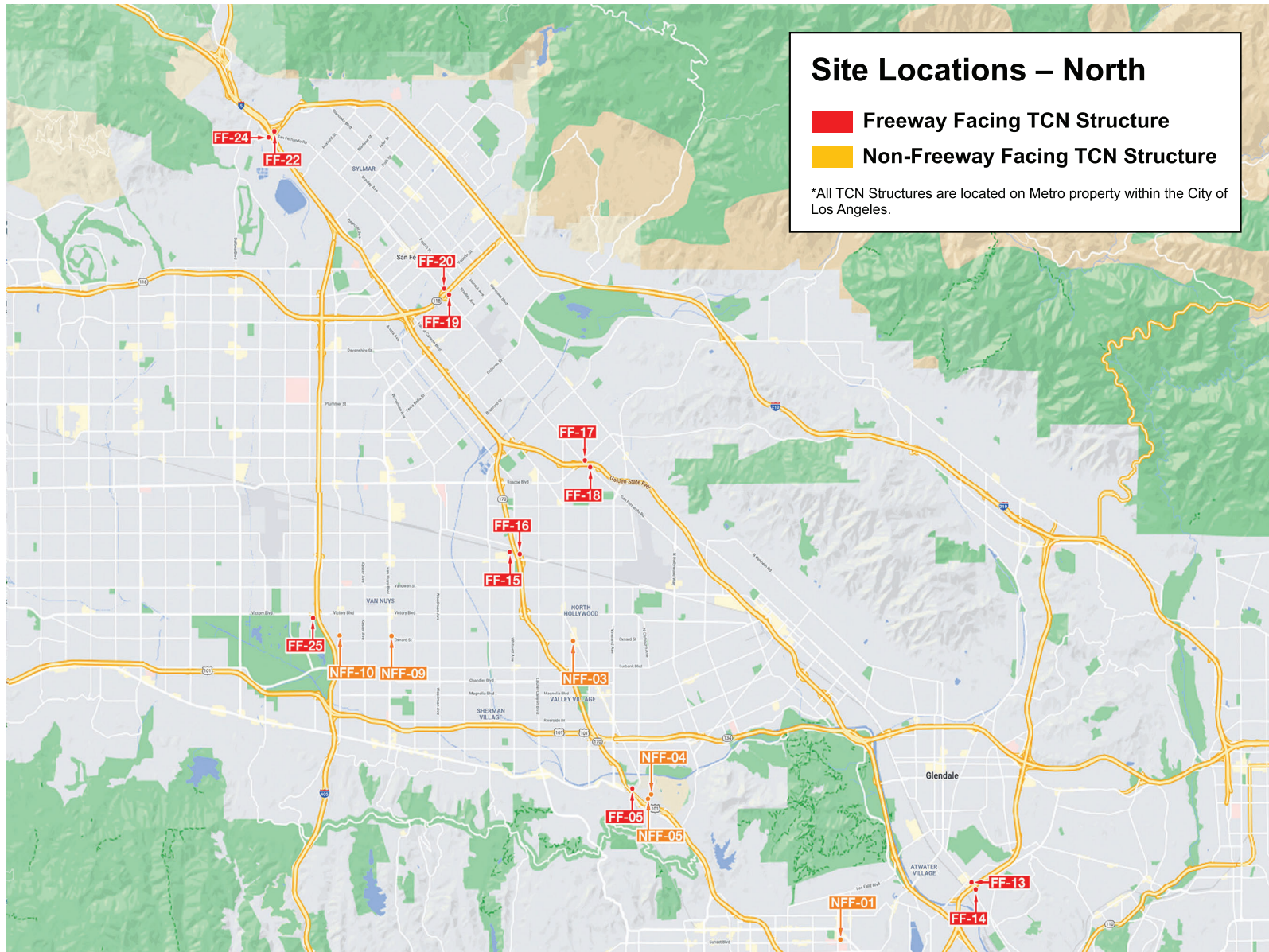


Figure -1
Regional Project Location Map – North

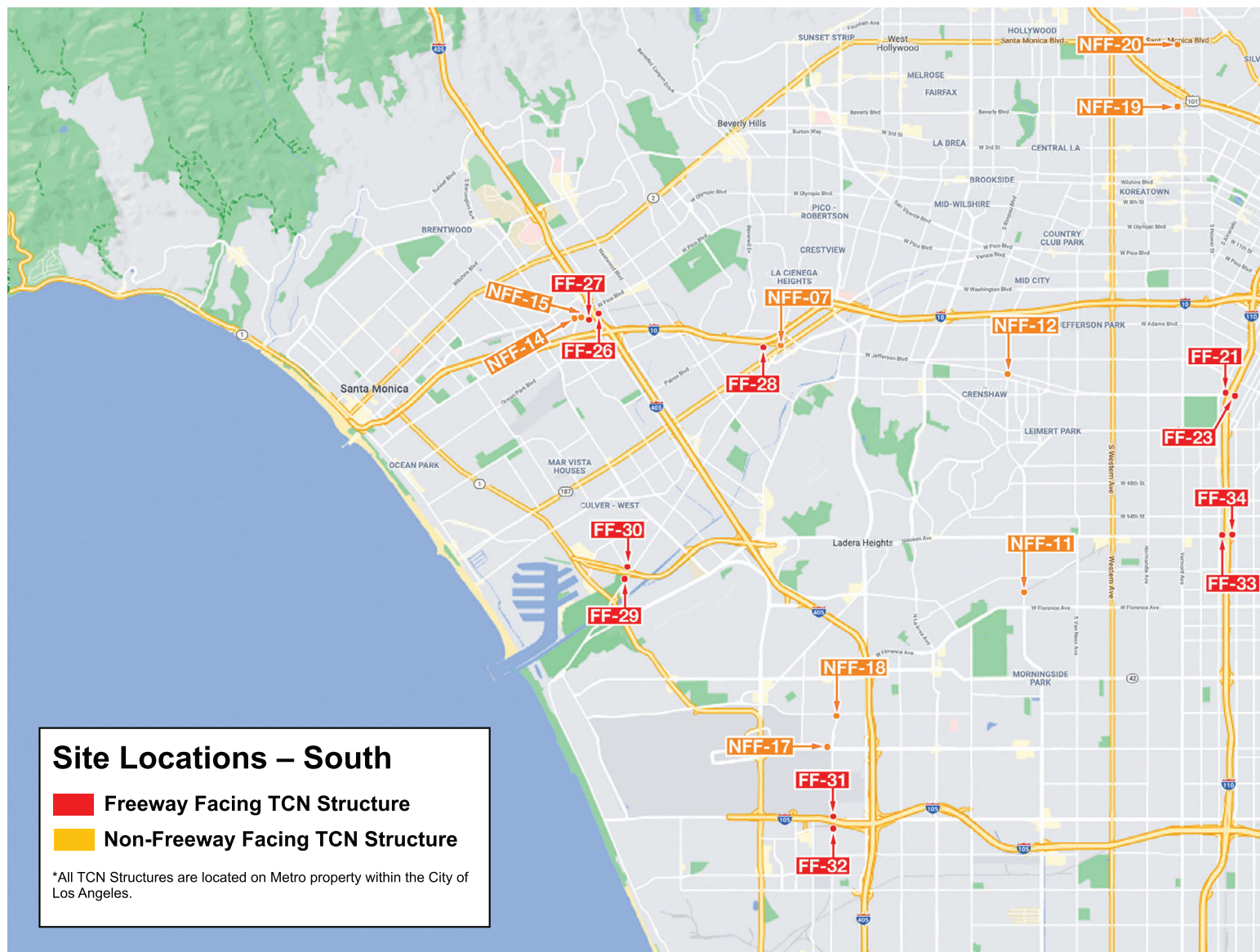


Figure -2
Regional Project Location Map – South



Figure -3
Regional Project Location Map – Downtown

Los Angeles County
Metropolitan Transportation Authority

TRANSPORTATION COMMUNICATION NETWORK ENVIRONMENTAL IMPACT REPORT

PLANNING & PROGRAMMING COMMITTEE
WEDNESDAY, NOVEMBER 16, 2022
LEGISTAR FILE: 2022-0695



Metro[®]

2022-0695 - Recommendation

CONSIDER:

A. APPROVING the Transportation Communication Network (TCN) Project.

B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR) for the Transportation Communication Network, if the Board concludes that it satisfies the requirements of CEQA and reflects the Board's independent judgment following CEQA Guidelines, section 15090.

C. ADOPTING, in accordance with CEQA, the:

1. Findings of Fact, and
2. Mitigation Monitoring and Reporting Program; and

D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

2022-0695 - Purpose

- TCN will create a multidisciplined and interdepartmental communication network through digital displays
 - Intelligent Transportation System, Travel Demand and Public Event Management
 - Public Transit Promotion and Metro Communications
 - Multilingual Public Safety and Emergency Messaging
- Will remove approximately 200 existing billboard locations
- Will generate a revenue stream for transportation uses

2022-0695 - Background

- Board Action (File # 2021-0062) Memorandum of Agreement (MOA) with City of Los Angeles approved by Board.
- City Council approved the MOA on December 16, 2021
- No out-of-pocket capital costs to Metro or City
- 50% revenue split between Metro and City of LA

2022-0695 - CEQA

- Notice of Preparation issued April 18, 2022
- Scoping meetings on Thursday May 19, 2022, and Saturday May 21, 2022.
- Comment period extended 30 days to 45 days (September 9 – October 24)
 - In addition to required public agency notices
 - Published in Los Angeles Times
 - 17,247 postcards mailed
 - 250,000 emails
- New sign boards studied under EIR
 - 34 freeway facing structures
 - 22 non-freeway facing structures
- Equity considerations
 - 47 (57%) of existing sign structures to be removed are in Equity Focused Communities (EFCs)
 - 17 (30%) new signboards are in EFCs



2022-0695 - Next Steps

- City to consider adoption of an ordinance to authorize the TCN structures (City Council passed motion on June 28 to draft ordinance)
- Review and approval of sign structures to be done through City ordinance
- Continued community outreach
- Negotiations with outdoor advertising companies and take downs and allocation of new sign structures

**Board Report**

File #: 2022-0733, **File Type:** Resolution**Agenda Number:**

**PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 16, 2022****SUBJECT: ADOPTION OF THE METRO 2022 ALL-HAZARD MITIGATION PLAN****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

APPROVE the All-Hazard Mitigation Plan Resolution in Attachment A that:

- A. ADOPTS the Metro 2022 All-Hazards Mitigation Plan in Attachment B;
- B. AUTHORIZES the Emergency Management Department to forward the resolution of adoption to FEMA for issuance of the Final Letter of Approval. Upon receipt, the Final Letter of Approval will be included in the Final Plan; and
- C. AUTHORIZES the Emergency Management Department, in collaboration with Countywide Planning and Development, to pursue FEMA preparedness grant funding to support all Metro departments and collaborative stakeholders.

ISSUE

The Disaster Mitigation Act of 2000 requires government entities to develop, implement, and update hazard mitigation plans recognizing potential natural hazards and develop mitigation measures that reduce associated risks and vulnerabilities. The plan is a tool to aid in facility infrastructure planning and improvements, including climate resiliency, and is a requirement to apply for the federal Hazard Mitigation Grant Program (HMGP) and the new Building Resilient Infrastructure and Communities (BRIC) Grant Program (previously known as the Pre-Disaster Mitigation Grant Program).

BACKGROUND

Metro has been ineligible to apply for the Hazard Mitigation Grant Programs without a Board adopted and FEMA approved All-Hazard Mitigation Plan (AHMP). Over the past ten years an estimated \$15B has been awarded by FEMA to states, local communities and special districts, like Metro, to reduce their vulnerability to disasters and natural hazards. FEMA has identified *Transportation* as the first Emergency Support Function needed to help communities increase their resilience and respond to and recover after a major disaster. This will aid Metro in supporting important but underfunded projects.

As part of the planning process, the Planning Team developed a Mitigation Actions Matrix that identified current and future programs and projects related to the vulnerability of Metro assets to natural hazards including those identified in the 2016 Active Transportation Strategic Plan and the 2019 Metro Climate Action and Adaptation Plan. Additional mitigation strategies were derived directly from the Planning Team members based upon their knowledge and/or experience of Metro assets within the region. The All-Hazards Mitigation Plan reflects the following goals: (1) protect life and property, (2) enhance public awareness, (3) protect natural systems, (4) promote partnerships and implementation, and (5) enhance emergency services. The adoption of the AHMP will allow Metro to apply for FEMA emergency preparedness grant funding programs. The AHMP will be a living document and will be reviewed by the Planning Team members on a biennial basis to ensure strategies in the Mitigation Actions Matrix are implemented based on grant awards.

DISCUSSION

In 2021, the HMGP received a commitment from President Biden of more than \$3.46 Billion to increase resiliency and subsequently \$1 Billion to the BRIC Program nationwide. This is Metro's first Local All-Hazard Mitigation Plan and has received the Federal Emergency Management Agency's (FEMA) approval on July 13, 2022, with FEMA full acceptance, pending Metro Board adoption within twelve months from the approval date.

Metro's Emergency Management began the All-Hazard Mitigation Plan (AHMP) process in May 2019 with contracted services from General Technologies and Solutions and Emergency Planning Consultants. Metro's Hazard Mitigation Planning Team consisted of 45 representatives from twenty-six departments, with involvement in Metro assets including facilities and infrastructure management. To develop the First Draft Plan, the Planning Team conducted four strategy workshops over a twelve-month period. As a federal requirement of the planning process, the general public and external agencies were invited to participate by providing comments and input into iterations of several drafts, resulting in the final draft being submitted to and conditionally approved by FEMA, pending Metro Board adoption. The public and external agencies were informed of the Plan's availability through Community Relations email blasts, Metro's The Source online Blog and posting on Metro's public facing website.

DETERMINATION OF SAFETY IMPACT

The projects identified in the All-Hazard Mitigation Plan, will have a direct impact on the safety of our customers during and after a natural disaster. These projects are aimed at lessening the impacts and effects of natural disasters for our customers, employees and assets.

FINANCIAL IMPACT

Adoption of the resolution will allow Metro to apply for grant funding. The Hazard Mitigation Grant Program (HMGP) and Building Resilient Infrastructure and Communities (BRIC) grant program both require an approved All-Hazard Mitigation Plan as a prerequisite for grant eligibility and access to these funding sources.

Impact to Budget

Adoption of the resolution has no impact on the FY 2023 Budget. In future fiscal years grant dollars Metro was previously ineligible for, will be pursued to offset the costs of projects identified in the All-Hazard Mitigation Plan.

EQUITY PLATFORM

With public transit being largely used in Los Angeles County by Equity Focus Communities and by vulnerable groups, this plan has identified Metro agency-wide facility assets, their current vulnerabilities to natural hazards and climate change, and mitigation strategies to prevent or minimize risks to Metro properties, which benefits all public riders. There may be some burdens created for residents and businesses at the initiation and implementation of specific projects, however, the benefit of mitigating projects within the AHMP would be less severe than the loss of critical services and the large economic impact on the community it serves. Metro is responsible for prioritizing projects submitted for mitigation funding, based on recent natural disasters and available funds. Metro commits to prioritizing projects that greatly impact Equity Focused Communities to help lessen service interruption and recovery time for service restoration.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal # 1, *Provide high-quality mobility options that enable people to spend less time traveling*. This supports improvements to Metro's current assets to decrease transit system delays due to inclement weather, or other natural disasters, aiding in recovery operations to restore service delivery. It also supports investing in infrastructure improvements and mitigating the impacts of climate change to Metro assets.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it will impede Metro's eligibility to apply for grant funding from large federal funding sources.

NEXT STEPS

Adopt the attached Resolution, finalize the federal hazard mitigation planning and approval process. Emergency Management staff will then work with internal stakeholders to apply for grant funding to support projects identified in the All-Hazard Mitigation Plan.

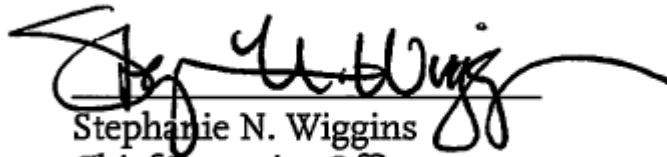
ATTACHMENTS

- Attachment A - All-Hazard Mitigation Plan Resolution
- Attachment B - Metro 2022 All-Hazard Mitigation Plan
- Attachment C - Federal Emergency Management Agency Approvable Pending Adoption Notice LA County Metro All-Hazard Mitigation Plan
- Attachment D - Federal Emergency Management Agency Region IX Local Mitigation Plan Review

Tool, July 13, 2022

Prepared by: Aldon Bordenave, Sr. Director, Emergency Services and Homeland Security, (213) 922-4507
Moniek Pointer, Manager, Emergency and Homeland Security Preparedness, (213) 922-4509

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



Stephanie N. Wiggins
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority

Board Resolution

Adoption of the Metro 2022 All-Hazards Mitigation Plan (AHMP)

WHEREAS, the Los Angeles County Metropolitan Transportation Authority is vulnerable to natural and other hazards which may result in loss of life and property, economic hardship, and threats to public health and safety; and

WHEREAS, Section 322 of the Disaster Mitigation Act of 2000 (DMA 2000) requires state, local, and other government entities develop and submit for approval a hazard mitigation plan that outlines processes for identifying their respective natural and other hazards, risks, and vulnerabilities; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority acknowledges the requirements of Section 322 of DMA 2000 to prepare the 2022 All-Hazards Mitigation Plan in order to be eligible for pre- and post-disaster federal hazard mitigation grant funds; and

WHEREAS, the 2022 All-Hazards Mitigation Plan developed by an Emergency Management led Planning Team with representatives from numerous internal departments, and opened the planning process to the general public and external agencies; and

WHEREAS, a public involvement process consistent with the requirements of DMA 2000 was conducted to develop the All-Hazards Mitigation Plan; and

WHEREAS, the 2022 All-Hazards Mitigation Plan recommends mitigation activities that will reduce losses to life and property affected by natural and other hazards that face the Los Angeles County Metropolitan Transportation Authority's service area; and



Los Angeles County
Metropolitan Transportation Authority

Metro

NOW, THEREFORE, THE BOARD OF DIRECTORS OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AGENCY, RESOLVES AS FOLLOWS:

SECTION 1. The Board of Directors finds that all of the facts set forth in the Recitals of this Resolution are true and correct.

SECTION 2. The Board of Directors hereby approves and adopts the 2022 All-Hazards Mitigation Plan.



Los Angeles County
Metropolitan Transportation Authority

Metro

CERTIFICATION

The undersigned, duly qualified and acting as the Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on **Wednesday, October 19, 2022**.

AN	JDW	JH	KB	MB	JB	FD	EG	PK	SK	HM	TS	HS

DATED: **October 19, 2022**

Collette Langston, Metro Board Clerk



Metro

Los Angeles County
Metropolitan Transportation Authority

July 13, 2022 | All-Hazards Mitigation Plan



Credits

Q&A | ELEMENT A: PLANNING PROCESS | A1c.

Q: Does the plan identify who represented each jurisdiction? (At a minimum, it must identify the jurisdiction represented and the person’s position or title and agency within the jurisdiction.) (Requirement §201.6(c)(1))

A: See **Hazard Mitigation Planning Team** below.

Hazard Mitigation Planning Team:

<i>Name</i>	<i>Department</i>	<i>Position Title</i>
Metro		
Albert Escarcega	Information Technology	Systems Maintenance Supervisor
Aldon Bordenave, Co-Chair	Emergency Management	Manager
Andrina Dominguez	Environmental Compliance and Sustainability	Senior Environmental Specialist
Androush Danielians	Projects Engineering	Executive Officer
Anthony Chua	Information Technology	Senior Software Engineer
Ashad Hamideh	Countywide Planning and Development	Senior Director
Aspet Davidian	Program Management	Deputy Executive Officer
Bob Spadafora	Rail Fleet Services	Senior Executive Officer
Brady Branstetter	Facilities Maintenance	Deputy Executive Officer
Brian Balderrama	Regional Rail	Deputy Executive Officer
Brian Boudreau	Program Control	Senior Director
Chirag Rabari	Transportation Planning	Manager
Chris Limon	Facilities Management	Deputy Executive Officer (Interim)
Craig Reiter	Environmental Compliance and Sustainability	Senior Director
Dana De Vera	Project Management	Senior Director
Denise Longley	Asset Management	Deputy Executive Officer
Donell Harris	Bus Maintenance	Division Maintenance Superintendent
Eddie Boghossian	Corporate Safety	Senior Director
Edna Stanley	Rail Operations	Service Operations Superintendent
Errol Taylor	Maintenance & Engineering	Executive Officer
Gelito Ocdamia	Project Engineering – Facilities – Systems	Director
Heather Severin	Environmental Compliance and Sustainability	Senior Manager
James Jimenez	Quality Assurance	Senior Manager
James Pachan	Bus Maintenance	Division Maintenance Superintendent
James D. Andrew	Transportation Planning	Manager
Janice Lim	Cyber Security	Deputy Executive Officer
Jeanet Owens	Regional Rail	Senior Executive Officer

<i>Name</i>	<i>Department</i>	<i>Position Title</i>
<i>Metro</i>		
Jerry Whelan	Wayside SCADA	Senior Engineer
John Slay	General Services	Facilities Maintenance Supervisor
Jonathan Hofert	Project Management - Engineering	Director
Karen Parks	Systems Security & Law Enforcement	Manager
Kate Amisshah	Regional Rail	Senior Engineer
Mario Del Rosario	Project Engineering: Facilities – Systems	Senior Director
Marshall Epler	Maintenance and Engineering	Deputy Executive Officer
Moniek Pointer, Chair	Emergency Management	Manager
Mike Ornelas	Rail Fleet Services	Senior Director
Nadine Triche-Williams	Bus Operations	Director
Patrick Soto	Information Technology	Senior Programmer
Raymond Lopez	Corporate Safety	Deputy Executive Officer
Robert Castanon	Rail Operations	Service Operations Superintendent
Ron Tien	Project Engineering	Senior Director
Roger Largaespada	Information Technology	Senior Director
Romerica Eller	Finance / Accounting	Director
Stephen Toms	Asset Management	Project Manager
Steve Jaffe	General Services	Deputy Executive Officer
Thinh Dinh	Project Engineering: Facilities – Systems	Senior Director
Timothy Lindholm	Construction Management	Senior Executive Officer
Ty Henderson	Transit Security	Lieutenant

Acknowledgements

LA Metro Board of Directors

- ✓ **Ara Najarian, Chair, Appointee of Los Angeles County City Selection Committee, Council Member, City of Glendale**
- ✓ **Jacquelyn Dupont-Walker, First Vice Chair, Board Member, Appointee of Mayor of the City of Los Angeles**
- ✓ **Janice Hahn, Second Vice Chair, Los Angeles County Board Supervisor, Fourth Supervisorial District**
- ✓ **Kathryn Barger, Board Member, Los Angeles County Board Supervisor, Fifth Supervisorial District**
- ✓ **Mike Bonin, Board Member, Appointee of Mayor of the City of Los Angeles, Council Member, City of Los Angeles**
- ✓ **James Butts, Board Member, Appointee of Los Angeles County City Selection Committee, Southeast Long Beach sector**

- ✓ **Fernando Dutra, Board Member, Appointee of Los Angeles County City Selection Committee, Southwest Corridor sector**
- ✓ **Eric Garcetti, Board Member, Mayor of the City of Los Angeles**
- ✓ **Paul Krekorian, Board Member, Appointee of Mayor of the City of Los Angeles**
- ✓ **Sheila Kuehl, Board Member, Los Angeles County Board Supervisor, Third Supervisorial District**
- ✓ **Holly Mitchell, Board Member, Los Angeles County Board Supervisor, Second Supervisorial District**
- ✓ **Tim Sandoval, Board Member, Appointee of Los Angeles County City Selection Committee, Council Member, San Gabriel Valley sector**
- ✓ **Hilda L. Solis, Board Member, Los Angeles County Board Supervisor, First Supervisorial District**
- ✓ **Gloria Roberts, Nonvoting Board Member, District 7 Director (Interim), California Department of Transportation (Caltrans), Appointee of the Governor of California**

Point of Contact

To request information or provide comments regarding this mitigation plan, please contact:

Name & Position Title	Moniek Pointer, Hazard Mitigation Project Manager Emergency & Homeland Security Preparedness
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Mailing Address	One Gateway Plaza, Los Angeles 90012
Telephone Number	213-617-6227
Name & Position Title	Aldon P. Bordenave, Jr., MEP, Hazard Mitigation Programs Advisor Emergency & Homeland Security Preparedness
Email	bordenavea@metro.net
Mailing Address	One Gateway Plaza, Los Angeles 90012
Telephone Number	213-617-6223

Consulting Services

General Technologies and Solutions

- ✓ Project Manager and Critical Assets Mapping: Rawad Hani, PE, TE, Principal

Emergency Planning Consultants

- ✓ Principal Planner: Carolyn J. Harshman, CEM, President
- ✓ Planning Assistant: Megan R. Fritzler, BA

Mapping

The maps in this plan were provided by the Los Angeles County Metropolitan Transportation Authority, County of Los Angeles, Federal Emergency Management Agency (FEMA), or were acquired from public Internet sources. Care was taken in the creation of the maps contained in this Plan, however they are provided "as is". The Los Angeles County Metropolitan Transportation

Authority cannot accept any responsibility for any errors, omissions or positional accuracy, and therefore, there are no warranties that accompany these products (the maps). Although information from land surveys may have been used in the creation of these products, in no way does this product represent or constitute a land survey. Users are cautioned to field verify information on this product before making any decisions.

Mandated Content

In an effort to assist the readers and reviewers of this document, the jurisdiction has inserted “markers” emphasizing mandated content as identified in the Disaster Mitigation Act of 2000 (Public Law – 390). Following is a sample marker:

EXAMPLE

Q&A | ELEMENT A: PLANNING PROCESS | A1a.

Q Does the plan document the planning process, including how it was prepared (with a narrative description, meeting minutes, sign-in sheets, or another method)? (Requirement §201.6(c)(1))

A:

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Part I: PLANNING PROCESS

Introduction

Q&A | ELEMENT A: PLANNING PROCESS | A1b.

Q: Does the plan list the jurisdiction(s) participating in the plan that are seeking approval? (Requirement §201.6(c)(1))

A: See **Introduction** below.

The Hazard Mitigation Plan (Mitigation Plan) was prepared in response to the Disaster Mitigation Act of 2000 (DMA 2000). DMA 2000 (also known as Public Law 106-390) requires state and local governments (including special districts and joint powers authorities) to prepare mitigation plans to document their mitigation planning process, and identify hazards, potential losses, mitigation needs, goals, and strategies. This type of planning supplements The Los Angeles County Metropolitan Transportation Authority's emergency management planning programs. This is the agency's first hazard mitigation plan.

The Los Angeles County Metropolitan Transportation Authority will be referred to as Metro from this point forward.

Planning Approach

The four-step planning approach outlined in the FEMA publication, *Developing the Mitigation Plan: Identifying Mitigation Actions and Implementing Strategies* (FEMA 386-3) was used to develop this plan:

- ✓ **Develop mitigation goals and objectives** - The risk assessment (hazard characteristics, inventory, and findings), along with municipal policy documents, were utilized to develop mitigation goals and objectives.
- ✓ **Identify and prioritize mitigation actions** - Based on the risk assessment, goals and objectives, existing literature/resources, and input from participating entities, mitigation activities were identified for each hazard.
- ✓ **Prepare implementation strategy** - Generally, high priority activities are recommended for implementation first. However, based on organizational needs and goals, project costs, and available funding, some medium or low priority activities may be implemented before some high priority items.
- ✓ **Document mitigation planning process** - The mitigation planning process is documented throughout this plan.

Q&A | ELEMENT A: PLANNING PROCESS | A3

Q: Does the plan document how the public was involved in the planning process during the drafting stage? (Requirement §201.6(b)(1))

A: See **Stakeholders** below.

Stakeholders

A Hazard Mitigation Planning Team (Planning Team) consisting of Metro staff working with General Technologies and Solutions and Emergency Planning Consultants to create the hazard mitigation plan. **The Planning Team served as the primary stakeholders throughout the planning process.**

Following input from the Planning Team on the First Draft Plan, the Second Draft Plan was shared with Metro's Executive Team. Their input was incorporated into the Third Draft Plan and details included in **Attachments**. Additionally, as required by DMA 2000, the Planning Team involved "the public". The general public and external agencies were invited to contribute to the mitigation plan during the plan writing phase. The Third Draft Plan was announced and posted on Metro's website on September 15 – October 18, 2021. External agencies were emailed information about the Plan's availability on September 15, 2021.

Metro's Executive Team, the general public, and external agencies served as secondary stakeholders with opportunity to contribute to the plan during the Plan Writing Phase of the planning process.

Q&A | ELEMENT C. MITIGATION STRATEGY | C2

Q: Does the plan address each jurisdiction's participation in the NFIP and continued compliance with NFIP requirements, as appropriate? (Requirement §201.6(c)(3)(ii))

A: See **NFIP Participation** below.

National Flood Insurance Program

Established in 1968, the NFIP provides federally backed flood insurance to homeowners, renters, and businesses in communities that adopt and enforce floodplain management ordinances to reduce future flood damage. Metro does not control land use so has no floodplain management ordinance" or a floodplain administrator. Furthermore, the Metro service area and its facilities rely on infrastructure (roads, bridges, etc.) throughout an expansive area included in many Flood Insurance Rate Maps (FIRM) that show floodways, 100-year flood zones, and 500-year flood zones.

NFIP Participation

Metro facilities are located in Los Angeles County, who participates in NFIP. The FEMA FIRM maps for the project area were last updated December 21, 2018. It's important to note that FEMA flood maps are not entirely accurate. The studies and maps represent flood risk at the point in time when FEMA completed the studies and does not incorporate planning for floodplain changes in the future due to new development. Although FEMA is considering changing that policy, it is optional for local communities. See **Flood Hazards** for information on flood hazards impacting the service area.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B4

Q: Does the Plan address NFIP insured structures within the jurisdiction that have been repetitively damaged by floods? (Requirement §201.6(c)(2)(ii))

A: See **Repetitive Loss Properties** below.

Repetitive Loss Properties

According to FEMA resources, none of the Metro facility locations are designated as a Repetitive Loss Property (RLPs).

Repetitive Loss Properties (RLPs) are most susceptible to flood damages; therefore, they have been the focus of flood hazard mitigation programs. Unlike a Countywide program, the Floodplain Management Plan (FMP) for repetitive loss properties involves highly diversified property profiles, drainage issues, and property owner's interest. It also requires public involvement processes unique to each RLP area. The objective of an FMP is to provide specific potential mitigation measures and activities to best address the problems and needs of communities with repetitive loss properties. A repetitive loss property is one for which two or more claims of \$1,000 or more have been paid by the National Flood Insurance Program (NFIP) within any given ten-year period.

Planning Process

Throughout the project, the Planning Team served as the primary stakeholders while also making a concerted effort to gather information from the general public, external agencies (joint powers authority jurisdictions, utility providers and special districts). In addition, the Planning Team solicited information from agencies and people with specific knowledge of hazards and past historical events, as well as building codes and facilities maintenance planning. The hazard mitigation strategies contained in this plan were developed through an extensive planning process involving Metro staff, general public, and external agencies.

Following review and input by the Planning Team to the First Draft Plan, next (still during the Plan Writing Phase), the Second Draft Plan was shared with Metro’s Executive Team. Their input was incorporated into a Third Draft Plan that will be shared with the general public and external agencies (joint powers authority jurisdictions, utility providers, special districts, etc.). The general public and external agencies will serve as the secondary stakeholders. Next, the comments gathered from the secondary stakeholders will be incorporated into a Fourth Draft Plan which will be submitted to Cal OES and FEMA along with a request for a determination of “approval pending adoption.”

Next, the Planning Team will complete amendments to the Plan to reflect mandated input by Cal OES and FEMA. The Final Draft Plan will then be posted in advance of Metro’s Board of Directors public meeting. Any comments gathered will be included in the staff report to the Metro Board of Directors. Following adoption by the Board of Directors, proof of adoption will be forwarded to FEMA with a request for approval. The FEMA Letter of Approval will be included in the Final Plan. The planning process described above is portrayed below in a timeline:

<p>Q&A ELEMENT A: PLANNING PROCESS A1a.</p> <p>Q: Does the plan document the planning process, including how it was prepared (with a narrative description, meeting minutes, sign-in sheets, or another method)? (Requirement §201.6(c)(1))</p> <p>A: See Plan Methodology and Planning Phases Progression below.</p>
<p>Q&A ELEMENT A: PLANNING PROCESS A3</p> <p>Q: Does the plan document how the public was involved in the planning process during the drafting stage? (Requirement §201.6(b)(1))</p> <p>A: See Planning Phases Progression below.</p>

Figure: Planning Phases Progression

PLANNING PHASES PROGRESSION				
Plan Writing Phase (First, Second, Third Draft Plan)	Plan Review Phase (Fourth Draft Plan)	Plan Adoption Phase (Final Draft Plan)	Plan Approval Phase (Final Plan)	Plan Implementation Phase
<ul style="list-style-type: none"> • Planning Team input – research, meetings, writing, review of First Draft Plan • Incorporate input from the Planning Team into Second Draft Plan • Invite Metro Executive Team to provide input. Information gathered reflected in Third Draft Plan. • Public and external agencies via email and web posting to review, comment, and contribute to the Third Draft Plan • Incorporate input into the Fourth Draft Plan 	<ul style="list-style-type: none"> • Fourth Draft Plan sent to Cal OES and FEMA for conditional approval • Address any mandated revisions identified by Cal OES and FEMA into Final Draft Plan 	<ul style="list-style-type: none"> • Post public notice of Board of Directors meeting along with the Final Draft Plan • Final Draft Plan distributed to Board of Directors in advance of meeting • Present Final Draft Plan to the Board of Directors for adoption • Board of Directors adopt Plan 	<ul style="list-style-type: none"> • Submit Proof of Adoption to FEMA with request for final approval • Receive FEMA Letter of Approval • Incorporate FEMA approval and Board of Directors resolution into the Final Plan 	<ul style="list-style-type: none"> • Conduct bi-annual Planning Team meetings • Integrate mitigation action items into budget and other funding and strategic documents



Q&A | ELEMENT E: PLAN ADOPTION | E1

Q: Does the plan include documentation that the plan has been formally adopted by the governing body of the jurisdiction requesting approval? (Requirement §201.6(c)(5))

A: See **Plan Adoption Process** below.

Plan Adoption Process

Adoption of the plan by the local governing body demonstrates Metro’s commitment to meeting mitigation goals and objectives. Governing body approval legitimizes the plan and authorizes responsible agencies to execute their responsibilities.

The Third Draft Plan was submitted to Cal OES and FEMA for review and approval. FEMA issued an Approval Pending Adoption on _____ (TBD) requiring the adoption of the Plan by the Metro Board of Directors. The adoption resolution was submitted to FEMA along with a request for a FEMA Letter of Approval.

In preparation for the public meeting with the Board of Directors, the Planning Team prepared a Staff Report including an overview of the Planning Process, Risk Assessment, Mitigation Goals,

and Mitigation Actions. The staff presentation concluded with a summary of the input received during the public review of the document. The meeting participants were encouraged to present their views and make suggestions on possible mitigation actions.

The FEMA Approval Pending Adoption was received on July 13, 2022. The Board of Directors is scheduled to review and adopt the plan on _____. The Board voted _____ (example: to adopt) the hazard mitigation plan. The Resolution of adoption is in the **Attachment: Board Resolution**.

Plan Approval

FEMA approved the Plan on ____ (date). A copy of the FEMA Letter of Approval is in the **Attachment: FEMA Letter of Approval**.

Q&A | ELEMENT A: PLANNING PROCESS | A1a.

Q: Does the plan document the planning process, including how it was prepared (with a narrative description, meeting minutes, sign-in sheets, or another method)? (Requirement §201.6(c)(1))

A: See **Planning Team Involvement** below.

Planning Team Involvement

The Planning Team, with assistance from Emergency Planning Consultants, identified and profiled hazards; determined hazard rankings; estimated potential exposure or losses; evaluated development trends and specific risks; and developed mitigation goals and action items.

The Planning Team consisted of representatives from different Metro departments with a role in hazard mitigation processes. The Planning Team served as the primary stakeholders throughout the planning process. The general public and external agencies served as secondary stakeholders in the planning process. The Planning Team was responsible for the following tasks:

- ✓ Develop planning goals
- ✓ Prepare timeline
- ✓ Ensure plan meets DMA 2000 requirements
- ✓ Organize and solicit involvement of public and external agencies
- ✓ Analyze existing data and reports
- ✓ Review hazard information and HAZUS loss projection estimates
- ✓ Examine Hazard-Specific Critical Assets Maps
- ✓ Develop Mitigation Action Items
- ✓ Participate in Planning Team meetings and Board of Directors public meeting
- ✓ Share existing resources including maps and data
- ✓ Research strategic documents identifying future construction and maintenance projects
- ✓ Examine known vulnerabilities to critical assets

Table: Planning Team Level of Participation

Name	Research, Data Collection and Plan Writing	Contract Project Management Kick-Off Meeting: May 14, 2019	Planning Team Meeting 1: June 28, 2019	Planning Team Meeting 2: August 28, 2019	Planning Team Meeting 3: October 17, 2019	Planning Team Meeting 4: February 3, 2020	Contract Project Management Meeting: June 11, 2020	Planning Team Comment on First Draft Plan	Distribute Second Draft Plan to General Public and External Agencies	Review Input from Public, and External Agencies of the Second Draft Plan	Submit Third Draft Plan to Cal OES/FEMA for Approval Pending Adoption	Post Final Draft Plan in Advance of Board of Directors Meeting	Present Final Draft Plan to Board of Directors at Public Meeting for Plan Adoption	Submit Proof of Adoption to FEMA for Final Approval	Incorporate FEMA Approval into Final Plan
LA Metro Planning Team															
Albert Escarcega			X												
Aldon Bordenave, Co-Chair	X	X	X	X	X	X	X	X	X	X					
Andrina Dominguez			X	X	X	X		X							
Androush Danielians			X												
Anthony Chua			X												
Aspet Davidian			X	X		X		X							
Bob Spadafora			X	X		X		X							
Brady Branstetter			X			X		X							
Brian Balderrama			X	X											
Chirag Rabari			X												
Chris Limon				X	X	X		X							
Craig Reiter			X	X	X	X		X							
Dana De Vera			X	X	X										
Denise Longley			X	X	X	X		X							

Name	Research, Data Collection and Plan Writing	Contract Project Management Kick-Off Meeting: May 14, 2019	Planning Team Meeting 1: June 28, 2019	Planning Team Meeting 2: August 28, 2019	Planning Team Meeting 3: October 17, 2019	Planning Team Meeting 4: February 3, 2020	Contract Project Management Meeting: June 11, 2020	Planning Team Comment on First Draft Plan	Distribute Second Draft Plan to General Public and External Agencies	Review Input from Public, and External Agencies of the Second Draft Plan	Submit Third Draft Plan to Cal OES/FEMA for Approval Pending Adoption	Post Final Draft Plan in Advance of Board of Directors Meeting	Present Final Draft Plan to Board of Directors at Public Meeting for Plan Adoption	Submit Proof of Adoption to FEMA for Final Approval	Incorporate FEMA Approval into Final Plan
Edna Stanley			X	X	X	X		X							
Errol Taylor			X												
Gelito Ocdamia			X			X		X							
Heather Severin			X												
James D. Andrew				X	X	X									
James Jimenez			X												
James Pachan			X												
Jeanet Owens			X												
Jerry Whelan						X		X							
John Slay				X	X	X		X							
Jonathan Hofert			X												
Karen Parks			X	X		X		X							
Kate Amissah			X												
Mario Del Rosario			X	X											
Marshall Epler				X	X	X		X							
Mike Ornelas					X										

Name	Research, Data Collection and Plan Writing	Contract Project Management Kick-Off Meeting: May 14, 2019	Planning Team Meeting 1: June 28, 2019	Planning Team Meeting 2: August 28, 2019	Planning Team Meeting 3: October 17, 2019	Planning Team Meeting 4: February 3, 2020	Contract Project Management Meeting: June 11, 2020	Planning Team Comment on First Draft Plan	Distribute Second Draft Plan to General Public and External Agencies	Review Input from Public, and External Agencies of the Second Draft Plan	Submit Third Draft Plan to Cal OES/FEMA for Approval Pending Adoption	Post Final Draft Plan in Advance of Board of Directors Meeting	Present Final Draft Plan to Board of Directors at Public Meeting for Plan Adoption	Submit Proof of Adoption to FEMA for Final Approval	Incorporate FEMA Approval into Final Plan
Moniek Pointer, Chair	X	X	X	X	X	X	X	X	X	X					
Nadine Triche-Williams			X	X	X										
Raymond Lopez			X	X		X		X							
Roger Largaespada				X	X										
Romerica Eller				X											
Ron Tien			X												
Stephen Toms			X		X	X		X							
Steve Jaffe			X												
Steve Rank						X		X							
Thinh Dinh			X			X		X							
Ty Henderson				X											
General Technologies and Solutions															
Rawad Hani	X	X	X	X	X	X	X								
Emergency Planning Consultants															
Carolyn Harshman	X	X	X	X	X	X	X				X				
Megan Fritzler	X		X												

Table: Planning Team Timeline

Task	May 2019	June 2019	July 2019	August 2019	September 2019	October 2019	November 2019	December 2019	January 2020	February 2020	March 2020	April 2020	May 2020	June 2020	July 2020	August 2020	September 2020	October 2020	November 2020	December 2020-June 2022	July 2022	August 2022	September 2022	October 2022	November 2022	December 2022	
Research, Data Collection and Plan Writing																											
Research for Hazard, Risk, Vulnerability Assessment, and Capability Assessment	X	X																									
Prepare First Draft Plan	X	X	X	X	X	X	X	X	X	X																	
Planning Team Comments on First Draft Plan										X	X	X	X	X	X	X											
Prepare Second Draft Plan											X	X	X	X	X	X	X	X									
Meetings																											
Project Management Kick-Off Meeting	X																										
Planning Team Meeting #1 - HMP Overview, Initial Hazard Briefing, Discuss Plan Goals, & Outreach Strategy		X																									
Planning Team Meeting #2 HAZUS and Discuss Existing Mitigation Action Items				X																							
Planning Team Meeting #3 Develop						X																					

Task	May 2019	June 2019	July 2019	August 2019	September 2019	October 2019	November 2019	December 2019	January 2020	February 2020	March 2020	April 2020	May 2020	June 2020	July 2020	August 2020	September 2020	October 2020	November 2020	December 2020-June 2022	July 2022	August 2022	September 2022	October 2022	November 2022	December 2022	
New Mitigation Action Items																											
Planning Team Meeting #4 Input to First Draft Plan									X																		
Project Management Meeting														X													
Outreach Strategy																											
Provide Opportunities for the Public, & Metro Internal / External Partners to Provide Input to the 2nd Draft Plan																	X	X									
Plan Review, Adoption, Approval, and Implementation																											
Submit 3rd Draft Plan to Cal OES																				X							
Work with Cal OES and FEMA on DMA 2000-Mandated Revisions																				X	X						
Receive FEMA Approval Pending Adoption																						X					
Present Final Draft Plan to Metro Board of Directors and Metro Senior Leadership for Adoption																								X			

Task	May 2019	June 2019	July 2019	August 2019	September 2019	October 2019	November 2019	December 2019	January 2020	February 2020	March 2020	April 2020	May 2020	June 2020	July 2020	August 2020	September 2020	October 2020	November 2020	December 2020-June 2022	July 2022	August 2022	September 2022	October 2022	November 2022	December 2022
Submit Proof of Adoption to FEMA																										
Receive FEMA Final Approval																										
Incorporate FEMA Final Approval into Final Plan																										

Q&A | ELEMENT A: PLANNING PROCESS | A2a.

Q: Does the plan document an opportunity for neighboring communities, local, and regional agencies involved in hazard mitigation activities, agencies that have the authority to regulate development, as well as other interested parties to be involved in the planning process? (Requirement §201.6(b)(2))

A: See **Secondary Stakeholders** below.

Q&A | ELEMENT A: PLANNING PROCESS | A2b.

Q: Does the plan identify how the stakeholders were invited to participate in the process? (Requirement §201.6(b)(2))

A: See **Secondary Stakeholders** below.

Secondary Stakeholders

In addition to the Planning Team, the secondary stakeholders also provided information, expertise, and other resources during plan writing phase. The secondary stakeholders included the Metro staff, general public (including riders), and external agencies. All gathered input was incorporated into the Third Draft Plan prior to submittal to Cal OES and FEMA. For a specific accounting of the date, source, information gathered, and use of information during the Plan Writing Phase, please see Attachments: **Secondary Stakeholder Input**.

In advance of the Board of Directors public meeting, Metro staff (via Newsletter), general public (via public noticing) and external agencies (via email invitation) were informed of the Final Draft Plan and encouraged to participate in the public meeting. Any comments gathered were noted in the Planning Team Staff Report and added to the Final Plan.

Q&A | ELEMENT C. MITIGATION STRATEGY | C1a.

Q: Does the plan document each jurisdiction’s existing authorities, policies, programs and resources? (Requirement §201.6(c)(3))

A: See **Capability Assessment – Existing Processes and Programs** below.

Capability Assessment – Existing Processes and Programs

Metro will incorporate mitigation planning as an integral component of daily operations. This will be accomplished by the Planning Team working with their respective departments to integrate mitigation strategies into the planning documents and Metro’s operational guidelines. In addition to the Capability Assessment below, the Planning Team will strive to identify additional policies, programs, practices, and procedures that could be created or modified to address mitigation activities.

Table: Capability Assessment - Existing Processes and Programs

Resource Type	Resource Name	Ability to Support Mitigation
Personnel	Board Administration	<i>The Board of Directors guide the agency’s priorities, projects and activities, and includes 13 members who represent various areas throughout Los Angeles County. The Board will play an important role in providing continuing support for projects and plans key to implementation of the AHMP.</i>
	Bus Facilities and Property Maintenance	<i>Safe and reliable operation of the bus transportation infrastructure and equipment. To continually improve the performance of our assets by keeping all facilities, equipment, structures and utilities in good working order and at maximum efficiency. Including implementing the Mitigation Actions Matrix, BFPM has boots on the ground with ability to observe maintenance issues and changes in hazards.</i>

Resource Type	Resource Name	Ability to Support Mitigation
	Bus Operations	<i>The service delivery, including directing the availability and assigning of proper operating and supervisory staff resources to ensure that service objectives are achieved to provide safe, clean, reliable, on-time, courteous service to our customers. Including implementing the Mitigation Actions Matrix, BO has boots on the ground with ability to observe maintenance issues and changes in hazards.</i>
	Community Relations	<i>Community Relations is committed to transforming communities, building a constituency for transportation in Los Angeles County and leading the conversation with stakeholder groups now and for future generations through public engagement. The department will lead the effort for community outreach as the Second Draft Plan is distributed for input by the public and external agencies during the plan writing phase. Additionally, they will play a critical role in providing updated information and future outreach opportunities during the plan's implementation.</i>
	Emergency Management	<i>Emergency Management Department provides leadership and support to our internal and external partners relating to creating, guiding, and maintaining a robust resilience capability in response to and preparation for local and regional disasters. Including implementing the Mitigation Actions Matrix, EM has a unique view of Metro as the gatherers of information on incidents and events impacting the transportation system. This collection wisdom will be instrumental in the implementation meetings and the evaluation process. Additionally, EM is the recipient of grant and other funding opportunities relevant to the Mitigation Actions Matrix.</i>
	Environmental Compliance & Sustainability	<i>Environmental Compliance and Sustainability Department (ECS) provides general support services to LA Metro's Planning, Construction, Operations, and Procurement Business units. The department's three core functions include environmental services; sustainability services (including policy implementation, Environmental Management System, and carbon credits administration); and project management of sustainability related projects/infrastructure. ECS has its eye at all times on the region's environment – the very source of many hazards. They will be instrumental in keeping the Risk Assessment of the AHMP up-to-date and will also be an excellent source of grant and other funding opportunities.</i>
	Finance & Accounting	<i>Finance and Accounting will provide the professional management and operational support that ensures the policies, priorities, and programs approved by the Board of Directors are delivered in the most efficient and cost effective manner possible. Their access to grant and other funding opportunities will be invaluable to the implementation process.</i>
	General Services	<i>General Services provides facility and administrative services, including building management and maintenance, mail services, travel office and copy services. Including implementing the Mitigation Actions Matrix, GS has boots on the ground with ability to observe maintenance issues and changes in hazards.</i>
	Information Technology	<i>Provides technical support and protection for Metro's technological systems, including hardware, software, data and devices. IT will assist with implementing the Mitigation Actions Matrix.</i>
	Maintenance of Way Engineering	<i>The Maintenance of Way Engineering team is responsible for the day-to-day maintenance of Metro's rail track and equipment, passenger bus and rail stations, and facilities. Including implementing the Mitigation Actions Matrix, MWG has boots on the ground with ability to observe maintenance issues and changes in hazards.</i>
	Program Management	<i>The Program Management Department is focused on the successful delivery of capital projects, including transit, highway, and regional rail projects. Safety, quality, and on-time/on-budget delivery while mitigating stakeholder's issues are major goals. Including implementing the Mitigation Actions Matrix, PM will play a pivotal role in pulling together the status of Metro's capital projects with updates to</i>

Resource Type	Resource Name	Ability to Support Mitigation
		<i>the AHMP. Also, they can provide information on grants and other funding opportunities.</i>
	Rail Facilities Maintenance	<i>Metro Maintenance is responsible for maintaining all elevators, escalators, signs, trains, tracks, traction and power equipment, facilities, stops, and stations. Including implementing the Mitigation Actions Matrix, RFM has boots on the ground with ability to observe maintenance issues and changes in hazards.</i>
	Rail Fleet Services	<i>Safe and reliable operation of the rail transportation infrastructure and equipment. To continually improve the performance of our assets by keeping all facilities, equipment, structures and utilities in good working order and at maximum efficiency. Including implementing the Mitigation Actions Matrix, RFS has boots on the ground with ability to observe maintenance issues and changes in hazards.</i>
	Rail Operations	<i>The revenue service delivery for six rail lines and all movements on the rail rights-of-way and the dispatch and control for all train service, maintenance of way and personnel on the rights-of-way. Including implementing the Mitigation Actions Matrix, RO has boots on the ground with ability to observe maintenance issues and changes in hazards.</i>
	Regional Rail	<i>The Regional Rail unit provides overall coordination, management, and the programming of funds for Metro's commitment to the Metrolink commuter rail and high-speed rail system in Los Angeles County including Amtrak intercity and long distance trains. Regional Rail is involved with regional and statewide rail providers to coordinate and fund projects throughout Los Angeles County. Including implementing the Mitigation Actions Matrix, RR can play an important role with stakeholder in the region in developing projects that integrate hazard mitigation practices.</i>
	System Security and Law Enforcement	<i>To ensure Metro patrons and employees can ride and work safely, without fear, 100% of the time. Leading the transit industry in the development and implementation of innovative security and law enforcement strategies; advancing the use of crime analysis tools, problem-solving methodologies and technology; building and sustaining regional community and law enforcement partnerships. Including implementing the Mitigation Actions Matrix, SSLE has boots on the ground with ability to observe maintenance issues and changes in hazards.</i>
Plans	<i>Active Transportation Strategic Plan (2016)</i>	<i>The Active Transportation Strategic Plan (Plan) is Metro's county-wide effort to identify strategies to increase walking, bicycling and transit use in Los Angeles County. The Plan's policy and infrastructure recommendations will require collaboration between Metro, local and regional agencies, and other stakeholders to ensure implementation.</i>
	<i>Metro Climate Action and Adaptation Plan (2019)</i>	<i>The CAAP is the cornerstone to achieve a more sustainable and resilient Metro and LA County. Metro has worked to embed climate action into systems, assets and operations to create a resilient and forward-thinking Agency prepared for a changing future. This update sets ambitious goals for the near and long term and contributes to broader efforts to ensure Metro's ability to continue providing essential services regardless of future conditions.</i>
	<i>Comprehensive Annual Financial Report (2018)</i>	<i>The Comprehensive Annual Financial Report is an audit for Los Angeles Metro fiscal year ending June 30, 2018. State law requires Metro to publish a complete set of audited financial statements within six months of the close of each fiscal year. Metro is required to undergo an annual Single Audit in conformity with the provisions of the Single Audit Act of 1984 and the U.S. Office of Management and Budget Uniform Guidance. Information related to the Single Audit, including the Schedule of Federal and State awards, findings, and recommendations, and auditor's reports on the internal control structure and compliance with applicable laws and regulations are set forth in a separate Single Audit report.</i>

Q&A | ELEMENT A: PLANNING PROCESS | A4

Q: Does the plan describe the review and incorporation of existing plans, studies, reports, and technical information? (Requirement §201.6(b)(3))

A: See **Use of Existing Data** below.

Use of Existing Data

The Planning Team gathered and reviewed existing data and plans during plan writing and specifically noted as “sources”. Numerous electronic and hard copy documents were used to support the planning process:

Los Angeles County Metropolitan Transportation Authority (Metro) Website

<https://www.metro.net/>

Applicable Incorporation: Departments, Ridership Stats.

Active Transportation Strategic Plan (2016)

<https://www.metro.net/projects/active-transportation-strategic-plan/>

Applicable Incorporation: Population and Demographics, Photos.

Metro Climate Action and Adaptation Plan (2019)

https://media.metro.net/projects_studies/sustainability/images/Climate_Action_Plan.pdf

Applicable Incorporation: Climate Change Chapter, Graphs, Photos.

Comprehensive Annual Financial Report (2018)

https://media.metro.net/about_us/finance/images/fy18_cafr.pdf

Applicable Incorporation: Maps, Photos.

Metro Asset Hazard Maps

Created by General Technologies and Solutions

Applicable Incorporation: Maps of Metro Assets.

Los Angeles County General Plan (2015)

http://planning.lacounty.gov/assets/upl/project/gp_final-general-plan.pdf

Applicable Incorporation: Climate Information, Maps.

County of Los Angeles All-Hazards Mitigation Plan (2019)

http://file.lacounty.gov/SDSInter/lac/1062614_AHMPPublicDraft_Oct1.pdf

Applicable Incorporation: Information about hazards in the County contributed to the hazard-specific sections in the Metro Hazard Mitigation Plan.

County of Los Angeles Fire Department

<https://fire.lacounty.gov/bobcat-fire-status/>

Applicable Incorporation: Information about Wildfire hazards.

State of California Hazard Mitigation Plan (2018)

https://www.caloes.ca.gov/HazardMitigationSite/Documents/0022018%20SHMP_FINAL_ENTIRE%20PLAN.pdf

Applicable Incorporation: Used to identify hazards posing greatest threat to State.

HAZUS Maps and Reports

Created by Emergency Planning Consultants

Applicable Incorporation: Numerous HAZUS maps and reports have been included for Earthquake and Flooding to determine specific risks and impacts to Metro service area.

FEMA “How To” Mitigation Series (386-1 to 386-9)

www.fema.gov/media

Applicable Incorporation: Mitigation Measures Categories and 4-Step Planning Process are quoted in the Executive Summary.

National Flood Insurance Program

www.fema.gov/national-flood-insurance-program

Applicable Incorporation: Used to confirm there are no repetitive loss properties within the Metro service area.

Local Flood Insurance Rate Maps

<https://msc.fema.gov/portal/home>

Applicable Incorporation: Provided by FEMA and included in Flood Hazard section.

California Department of Forestry and Fire Protection (CAL FIRE)

www.fire.ca.gov

Applicable Incorporation: Wildland fire hazard mapping.

California Department of Conservation

www.conservation.ca.gov/cgs

Applicable Incorporation: Seismic hazards mapping.

U.S. Geological Survey (USGS)

www.usgs.gov

Applicable Incorporation: Earthquake records and statistics.

Using HAZUS for Mitigation Planning (2018)

https://www.fema.gov/media-library-data/1540479624999-ab1eca852448e271f0de82cf2031a01b/Using_Hazus_in_Mitigation_Planning_20180820_Final_508_Compliant.pdf

Applicable Incorporation: HAZUS Information.

California’s Fourth Climate Change Assessment: Los Angeles Region Report (2019)

<https://www.energy.ca.gov/sites/default/files/2019-07/Reg%20Report-%20SUM-CCCA4-2018-007%20LosAngeles.pdf>

Applicable Incorporation: Climate Information.

NOAA National Centers for Environmental Information, Climate at a Glance (2019)

<https://www.ncdc.noaa.gov/cag/county/time-series>

Applicable Incorporation: Data Image.

Part II: RISK ASSESSMENT

Service Area Profile

Q&A | ELEMENT B3:

Q: Is there a description of each identified hazard’s impact on the community as well as an overall summary of the community’s vulnerability for each jurisdiction? (Requirement §201.6(b)(3))

A: See **Location and the Environment** below.

Location and the Environment

Los Angeles County Metropolitan Transportation Authority (Metro) is one of the country’s largest transportation agencies serving nearly 9.6 million people within Los Angeles County – nearly one-third of California’s residents.

With approximately 4,760 square miles, Los Angeles County is geographically one of the largest counties in the country. The county stretches along 75 miles of the Pacific coast of Southern California and is bordered to the east by Orange County and San Bernardino County, to the north by Kern County, and to the west by Ventura County.

Metro provides services to the San Fernando Valley, San Gabriel Valley, South Bay/Gateway, and Westside/Central communities. The jurisdictions included in Metro’s service area are identified below in Table: Metro Service Area Jurisdictions.

Table: Metro Service Area Jurisdictions
Source: County of Los Angeles General Plan

City of Agoura Hills	City of Glendora	City of Paramount
City of Alhambra	City of Hawaiian Gardens	City of Pasadena
City of Arcadia	City of Hawthorne	City of Pico Rivera
City of Artesia	City of Hermosa Beach	City of Pomona
City of Azusa	City of Hidden Hills	City of Rancho Palos Verdes
City of Baldwin Park	City of Huntington Park	City of Redondo Beach
City of Bell	City of Industry	City of Rolling Hills
City of Bell Gardens	City of Inglewood	City of Rolling Hills Estates
City of Bellflower	City of Irwindale	City of Rosemead
City of Beverly Hills	City of La Canada Flintridge	City of San Dimas
City of Bradbury	City of La Habra Heights	City of San Fernando
City of Burbank	City of La Mirada	City of San Gabriel
City of Calabasas	City of La Puente	City of San Marino
City of Carson	City of La Verne	City of Santa Fe Springs
City of Cerritos	City of Lakewood	City of Santa Monica
City of Claremont	City of Lawndale	City of Sierra Madre
City of Commerce	City of Lomita	City of Signal Hill
City of Compton	City of Long Beach	City of South El Monte
City of Covina	City of Los Angeles	City of South Gate
City of Cudahy	City of Lynwood	City of South Pasadena
City of Culver City	City of Malibu	City of Temple City
City of Diamond Bar	City of Manhattan Beach	City of Torrance

City of Downey City of Duarte City of El Monte City of El Segundo City of Gardena City of Glendale	City of Maywood City of Monrovia City of Montebello City of Monterey Park City of Norwalk City of Palos Verdes Estates	City of Vernon City of Walnut City of West Covina City of West Hollywood City of Westlake Village City of Whittier County of Los Angeles Unincorporated Areas
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Metro has locations and assets throughout Los Angeles county as shown on **Map: Metro Critical Assets**.

Photo: Metro Bus in Downtown Los Angeles
Source: Active Transportation Strategic Plan, Volume 1, April 2016

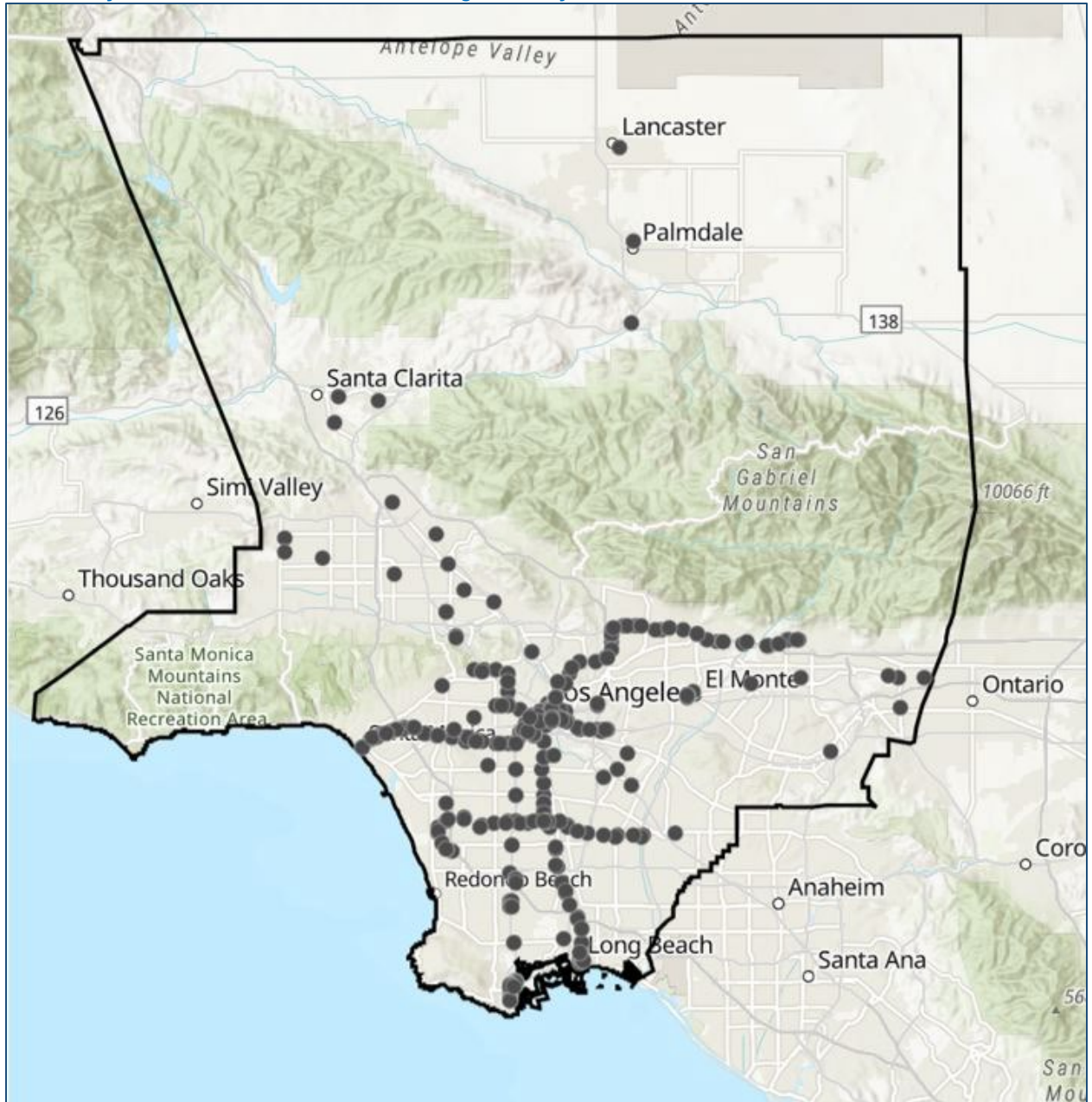


Caption: Metro Bus in Downtown Los Angeles

Map: Metro Critical Assets

(Source: General Technologies and Solutions)

*Note: Gray dot indicates Metro owned building or facility



Map: Metro Bus and Rail Overview
 (Source: Metro)



History and Ridership

Photo: Manchester Avenue Metro Station
 Source: Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2018



Caption: Manchester Avenue Metro Station

According to the American Public Transportation Association, Metro operates the third-largest public transportation agency in the United States, providing services to a County population of approximately 10,105,500. Metro employs approximately 9,800 full-time employees making it one of the region's largest employers.

Under contract with Metro, the Los Angeles Sheriff's Department (LASD), Los Angeles Police Department (LAPD), and Long Beach Police Department (LBPD) provides security along the entire Metro bus and rail network in cooperation with Metro's own Transit Police Force.

A brief history of Metro, transportation routes, and ridership statistics are described in the following tables.

Table: Metro Rail and Busways
 (Source: Metro)

Metro Rail and Busways					
Rail Line	Opened	Miles	Type	Stations	Construction Cost
Metro E Line	2012 Extension to Santa Monica, 2016	13.1	Light Rail	19 (including 2 shared)	\$2.4 billion
Metro J Line	2009 South Bay and El Monte via Downtown Los Angeles	n/a	Busway	11 n/a	\$587 million
Metro G Line	2005 Extension from Canoga Park to Chatsworth, 2012	18	Busway	18 n/a	\$484 million
Metro L Line	2003 Eastside Extension, 2009 Azusa Extension, 2016	29.7	Light Rail	27 (including 1 shared)	\$2.8 billion
Metro C Line	1995	19.5	Light Rail	14 (including 1 shared)	\$718 million
Metro B/D Lines	1993 MacArthur Park, 1993 Wilshire/ Western, 1996	14.0	Subway	16 (including 6 shared)	\$4.5 billion

Metro Rail and Busways					
Rail Line	Opened	Miles	Type	Stations	Construction Cost
	Hollywood, 1999 North Hollywood, 2000				
Metro A Line	1990	21.3	Light Rail	22 (including 3 shared)	\$877 million

Table: Ridership Statistics
(Source: Interactive Estimated Ridership Stats, November 2019)

Systemwide (Bus and Rail)					
Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	1,155,119	5,472,562	20	23,102,380	109,451,232
Saturday	729,515	3,519,865	5	3,647,575	17,599,324
Sunday	546,401	2,716,229	5	2,732,005	13,581,146
Total	N/A	N/A	30	29,481,960	140,631,702
All Bus					
Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	854,195	3,537,143	20	17,083,900	70,742,860
Saturday	542,270	2,246,503	5	2,711,350	11,232,515
Sunday	393,086	1,682,653	5	1,965,430	8,413,265
Total	N/A	N/A	30	21,760,680	90,388,640
Directly Operated (Bus)					
Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	813,962	3,349,369	20	16,279,240	66,987,380
Saturday	519,388	2,140,010	5	2,596,940	10,700,050
Sunday	376,387	1,603,865	5	1,881,935	8,019,325
Total	N/A	N/A	30	20,758,115	85,706,755
Rail					
Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Weekday	300,924	1,935,419	20	6,018,480	38,708,372

Systemwide (Bus and Rail)					
Day Type	Estimated Ridership	Average Passenger Miles	Day Count	Total Estimated Ridership	Total Passenger Miles
Saturday	187,245	1,273,362	5	936,225	6,366,809
Sunday	153,315	1,033,576	5	766,575	5,167,881
Total	N/A	N/A	30	7,721,280	50,243,062

Climate

Metro’s Climate Action and Adaptation Plan (2019) is the cornerstone to achieve a more sustainable and resilient Metro and Los Angeles County. Metro has worked to embed climate action into systems, assets and operations to create a resilient and forward-thinking Agency prepared for a changing future. The CAAP sets ambitious goals for the near and long term and contributes to broader efforts to ensure Metro’s ability to continue providing essential services regardless of future conditions.

Much of Los Angeles County is part of a biodiversity hotspot, designating the area as unique with a fragile ecosystem of endemic plants and animals. According to National Geographic, biodiversity hotspots make up less than 3 percent of Earth’s land surface and refer to regions that are both rich with life and at high risk for destruction.

As discussed in the Los Angeles County General Plan 2015, the region is a land of beaches, valleys, mountains, and deserts. Overall, the climate can be characterized as “Mediterranean,” with hot, dry summers and mild, wet winters. The diversity of the topography results in localized climate zones that are roughly divided by the Transverse Ranges (Santa Monica Mountains and San Gabriel Mountains). The climate zones are closely tied to geologic landforms and vary based on elevation changes and distance from the ocean. These climate zones can be grouped into three broad categories:

Coastal Plain: The coastal plain includes the beaches, valleys, and canyons that occupy the Los Angeles Basin and terminate at the Transverse Ranges. During the dry season, the determining factor in coastal plain weather is the proximity to the Pacific Ocean and the resultant marine layer. The marine layer acts as a buffer, which is evidenced by relatively cool and constant temperatures, low clouds, fog, and haze. The marine layer settles over the Basin during the evening and early morning before being burned off by sunshine midday. Due to the dominance and stability of the high-pressure area in the Basin, precipitation is rare between May and November.

Mountain: Climates in the mountains are characterized by lower average temperatures and heavier rainfall than in the coastal plain. The Transverse Ranges are further removed from the climatic influences of marine wind patterns and experience the additional influence of altitude.

High Desert: The high desert includes the Antelope Valley, which is the westernmost portion of the Mojave Desert. The high desert is located more than 50 miles inland and is removed from marine influences and experiences a more extreme type of climate. The Transverse Ranges act as a barrier to rain bearing clouds moving inland. In addition, the

Antelope Valley is home to several wildlife and wildflower sanctuaries that thrive in the often-inhospitable climate found in the high desert.

Risk Assessment

What is a Risk Assessment?

Conducting a risk assessment can provide information regarding: the location of hazards; the value of existing land and property in hazard locations; and an analysis of risk to life, property, and the environment that may result from natural hazard events. Specifically, the five levels of a risk assessment are as follows: Hazard Identification, Profiling Hazard Events, Vulnerability Assessment/Inventory of Existing Assets, Risk Analysis, and Assessing Vulnerability/Analyzing Development Trends.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B1a.

Q: Does the plan include a general **description** of all natural hazards that can affect each jurisdiction? (Requirement §201.6(c)(2)(i))

A: See **Hazard Identification** below.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B1b.

Q: Does the plan provide rationale for the omission of any natural hazards that are commonly recognized to affect the jurisdiction(s) in the planning area? (Requirement §201.6(c)(2)(i))

A: See **Hazard identification** below.

1) Hazard Identification

This section is the description of the geographic extent, potential intensity, and the probability of occurrence of a given hazard. Maps are used in this plan to display hazard identification data. **Metro utilized the categorization of hazards as identified in California's State Hazard Mitigation Plan, including Earthquakes, Floods, Levee Failures, Wildfires, Landslides and Earth Movements, Tsunami, Climate-Related Hazards, Volcanoes, and Other Hazards.**

Next, the Planning Team reviewed existing documents to determine which of these hazards posed the most significant threat to Metro and its ability to deliver services. In other words, which hazard would likely result in a local declaration of emergency.



The geographic extent of each of the identified hazards was identified by the Planning Team utilizing maps and data contained in the Los Angeles County General Plan 2015. In addition, numerous internet resources and the County of Los Angeles All-Hazards Mitigation Plan (2019) served as valuable resources. Utilizing the Calculated Priority Risk Index (CPRI) ranking technique, the Planning Team concluded the hazards posing a significant threat against Metro including Earthquake, Flood, Wildfire, Landslide, Windstorm, Tsunami, Climate Change (with sub-hazards Drought, Sea-Level Rise, and Extreme Heat), and Epidemic / Pandemic / Vector-Borne Diseases.

The hazard ranking system is described in **Table: Calculated Priority Risk Index**, while the actual ranking is shown in **Table: Calculated Priority Risk Index Ranking for Metro**.

Table: Calculated Priority Risk Index
(Source: Federal Emergency Management Agency)

CPRI Category	Degree of Risk			Assigned Weighting Factor
	Level ID	Description	Index Value	
Probability	Unlikely	Extremely rare with no documented history of occurrences or events. Annual probability of less than 1 in 1,000 years.	1	45%
	Possibly	Rare occurrences. Annual probability of between 1 in 100 years and 1 in 1,000 years.	2	
	Likely	Occasional occurrences with at least 2 or more documented historic events. Annual probability of between 1 in 10 years and 1 in 100 years.	3	
	Highly Likely	Frequent events with a well-documented history of occurrence. Annual probability of greater than 1 every year.	4	
Magnitude/ Severity	Negligible	Negligible property damages (less than 5% of critical and non-critical facilities and infrastructure). Injuries or illnesses are treatable with first aid and there are no deaths. Negligible loss of quality of life. Shut down of critical public facilities for less than 24 hours.	1	30%
	Limited	Slight property damage (greater than 5% and less than 25% of critical and non-critical facilities and infrastructure). Injuries or illnesses do not result in permanent disability, and there are no deaths. Moderate loss of quality of life. Shut down of critical public facilities for more than 1 day and less than 1 week.	2	
	Critical	Moderate property damage (greater than 25% and less than 50% of critical and non-critical facilities and infrastructure). Injuries or illnesses result in permanent disability and at least 1 death. Shut down of critical public facilities for more than 1 week and less than 1 month.	3	
	Catastrophic	Severe property damage (greater than 50% of critical and non-critical facilities and infrastructure). Injuries and illnesses result in permanent disability and multiple deaths. Shut down of critical public facilities for more than 1 month.	4	
Warning Time	> 24 hours	Population will receive greater than 24 hours of warning.	1	15%
	12-24 hours	Population will receive between 12-24 hours of warning.	2	
	6-12 hours	Population will receive between 6-12 hours of warning.	3	
	< 6 hours	Population will receive less than 6 hours of warning.	4	
Duration	< 6 hours	Disaster event will last less than 6 hours	1	10%
	< 24 hours	Disaster event will last less than 6-24 hours	2	
	< 1 week	Disaster event will last between 24 hours and 1 week.	3	
	> 1 week	Disaster event will last more than 1 week	4	

Table: Calculated Priority Risk Index Ranking for Metro Service Area
(Source: Emergency Planning Consultants)

Hazard	Probability	Weighted 45% (x.45)	Magnitude Severity	Weighted 30% (x.3)	Warning Time	Weighted 15% (x.15)	Duration	Weighted 10% (x.1)	CPRI Total
Earthquake – San Andreas M7.8	3	1.35	3	0.9	4	0.6	1	0.1	2.95
Earthquake – Newport Inglewood 7.2	2	0.9	4	1.2	4	0.6	1	0.1	2.80
Wildfire	3	1.35	2	0.6	3	0.45	2	0.2	2.60
Earthquake – Sierra Madre 7.2	2	0.9	3	0.9	4	0.6	1	0.1	2.50
Windstorm	4	1.8	1	0.3	1	0.15	2	0.2	2.45
Flood	3	1.35	2	0.6	2	0.3	2	0.2	2.45
Tsunami	2	0.9	2	0.6	3	0.45	3	0.3	2.25
Landslide	2	0.9	2	0.6	4	0.6	1	0.1	2.20
Climate Change	2	0.9	2	0.6	1	0.15	4	0.4	2.05
<i>Drought</i>	2	0.9	2	0.6	1	0.15	4	0.4	2.05
<i>Sea-Level Rise</i>	2	0.9	2	0.6	1	0.15	4	0.4	2.05
<i>Extreme Heat</i>	2	0.9	2	0.6	1	0.15	4	0.4	2.05
Epidemic / Pandemic / Vector-Borne Diseases	2	0.9	2	0.6	1	0.15	4	0.4	2.05

2) Profiling Hazard Events

This process describes the causes and characteristics of each hazard and what part of Metro facilities, infrastructure, and environment may be vulnerable to each specific hazard. A profile of each hazard discussed in this plan is provided in the Metro Specific Hazard Analysis. **Table: Vulnerability: Location, Extent, and Probability for Metro Service Area** indicates a generalized perspective of the community’s vulnerability of the various hazards according to extent (or degree), location, and probability.

Q&A ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT B1c.
Q: Does the plan include a description of the location for all natural hazards that can affect each jurisdiction? (Requirement §201.6(c)(2)(i))
A: See Table: Vulnerability: Location, Extent, and Probability for Metro Service Area below.
Q&A ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT B1d.
Q: Does the plan include a description of the extent for all natural hazards that can affect each jurisdiction? (Requirement §201.6(c)(2)(i))
A: See Table: Vulnerability: Location, Extent, and Probability for Metro Service Area below.
Q&A ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT B2a.
Q: Does the plan include information on previous occurrences of hazard events for each jurisdiction? (Requirement §201.6(c)(2)(i))
A: See Table: Vulnerability: Location, Extent, and Probability for Metro Service Area below.
Q&A ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT B2b.
Q: Does the plan include information on the probability of future hazard events for each jurisdiction? (Requirement §201.6(c)(2)(i))
A: See Table: Vulnerability: Location, Extent, and Probability for Metro Service Area below.

Table: Vulnerability: Location, Extent, and Probability for Metro Service Area





Hazard	Location (Where)	Extent (How Big an Event)	Probability (How Often) *	Previous Occurrences
Earthquake	Entire Service Area	The Southern California Earthquake Center (SCEC) in 2007 concluded that there is a 99.7 % probability that an earthquake of M6.7 or greater will hit California within 30 years. Earthquake would most likely originate from the San Andreas fault.	Likely	2014 – La Habra Earthquake
Wildfire	Metro assets located closest to wildland interface; northern and eastern portions of service area.	Very High Fire Hazard Severity Zone ratings.	Likely	2018 – Woolsey Fire
Landslide	Metro assets located along hillsides and sloped terrain.	Earthquake-induced and rain-induced landslide events possibly impacting dozens of structures.	Likely	2019 – Pacific Coast Highway near Ventura
Flood	Entire Service Area, low lying areas with poor drainage	Urban and localized flooding from severe weather (100-yr floodplain).	Likely	2017 – severe winter storms
Windstorm	Entire Service Area	35-50 mile per hour or greater wind gusts.	Likely	2015-2019 - El Nino
Tsunami	Coastal Regions of Service Area	Maximum Run-Up 12 meters	Possible	2011 – Redondo Beach
Climate Change	Entire Project Area	Impacts would range from mild to severe throughout the project area.	Likely	Statewide Drought 2011-2015
<i>Drought</i>	Entire Project Area	Impacts would range from mild to severe throughout the project area.	Likely	Statewide Drought 2011-2015
<i>Sea-Level Rise</i>	Coastal Regions of Service Area	Impacts would range from mild to severe throughout the project area.	Likely	No History
<i>Extreme Heat</i>	Entire Project Area	Impacts would range from mild to severe throughout the project area.	Likely	Los Angeles County Heat Event September 2021
Epidemic / Pandemic / Vector-Borne Diseases	Entire Project Area	Impacts would range from mild to severe throughout the project area.	Possible	COVID 19 2019-present
* Probability is defined as: Unlikely = 1:1,000 years, Possibly = 1:100-1:1,000 years, Likely = 1:10-1:100 years, Highly Likely = 1:1 year				
¹ Uniform California Earthquake Rupture Forecast				

HAZUS-MH

The HAZUS maps in the Mitigation Plan were generated by Emergency Planning Consultants using FEMA’s Hazards United States – Multi Hazard (HAZUS-MH) software program. Please see **Attachments – HAZUS** for complete reports. Once the location and size of a hypothetical earthquake are identified, HAZUS-MH estimates the intensity of the ground shaking, the number of buildings damaged, the number of casualties, the amount of damage to transportation systems and utilities, the number of people displaced from their homes, and the estimated cost of repair and clean up. It’s important to note that the “project area” is based on Census Tracts not jurisdictional boundaries.

As per FEMA’s HAZUS Guidebook, HAZUS is a GIS-based software that can be used to estimate potential damage, economic loss, and social impacts from earthquake, flood, tsunami and hurricane wind hazards. The HAZUS software includes nationwide general GIS datasets, and a model for the four natural disasters below. The model results can support the risk assessment piece of mitigation planning.

Graphic: Model Results to Support Risk Assessment for Mitigation Planning
 (Source: Using HAZUS for Mitigation Planning, Federal Emergency Management Agency, 2018)

<p>Earthquake model</p> 	<p>Estimates damages and losses to buildings, essential facilities, transportation, and utility lifelines from a single scenario or probabilistic earthquake analysis. There are also tools that allow the user to integrate earthquake hazard data generated outside of Hazus into the earthquake model. This model estimates debris generation, shelter requirements, casualties, and fire following an earthquake disaster.</p>
<p>Flood model</p> 	<p>Generates flood hazard data using nationwide hydrological datasets. There are also tools that allow the user to integrate flood hazard data generated outside of Hazus software into the flood model. This model estimates the expected levels of damage to infrastructure and buildings. Debris generation and shelter requirements, as well as agricultural losses, can be calculated with this model.</p>
<p>Tsunami model</p> 	<p>Can produce analyses that have several pre-tsunami and/or post-tsunami applications. Use of the methodology will generate an estimate of the consequences to a county or region of a "scenario tsunami," i.e., a tsunami with a specified inundation depth, velocity, and location. The resulting "loss estimate" generally will describe the scale and extent of damage and disruption that may result from the scenario tsunami.</p>
<p>Hurricane wind model</p> 	<p>Can create the wind hazard data from a historical or real-time event, probabilistic event, or from a user-defined scenario. Estimates of potential damage and economic loss to buildings can then be calculated. The storm surge analysis combines the wind and coastal flood model to simulate storm surge for historical, and manual hurricanes. The model combines the wind and flood losses.</p>

HAZUS is packaged with datasets that include building inventories and infrastructure for the entire United States. Because HAZUS is currently built on GIS technology, the inventory and

infrastructure datasets can be mapped and intersected with the hazard information created from the four models.

Following the intersection, HAZUS determines the effects of wind, ground shaking, and water depths on buildings and infrastructure to calculate losses and damages. The outputs and estimates can be used in hazard mitigation planning, emergency response, and planning for recovery and reconstruction.

Losses estimated in HAZUS are based on the accuracy of input data. Basic analysis can be developed using the default data and parameter data provided within HAZUS. Users can conduct more advanced analysis using more accurate data that is specific to the region, hazard, population, etc. User-supplied data improves the accuracy of inventories and/or parameters.

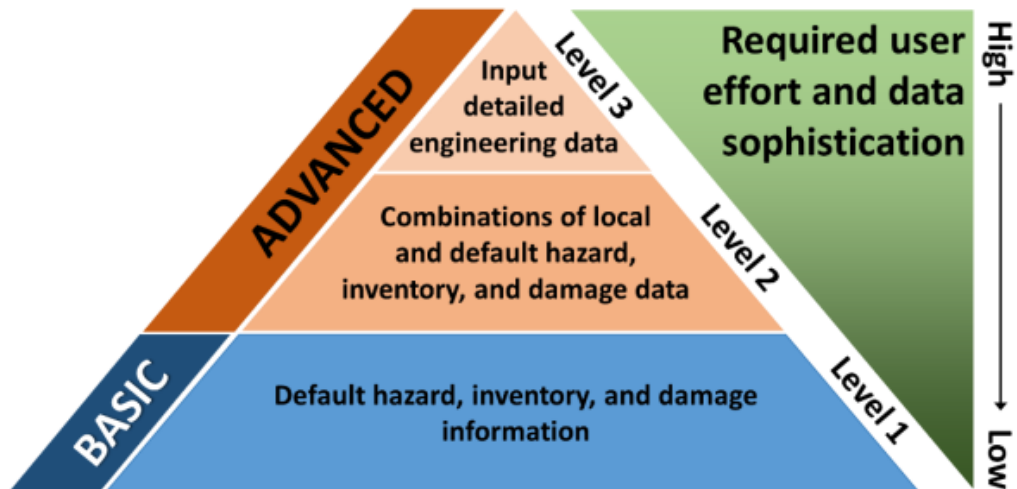
Advanced-level analyses may also incorporate data from third-party studies. The user must determine the appropriate level of analysis to meet the user's needs and resources. HAZUS analysis can be performed at three different levels:

- A Level 1 basic analysis can be performed simply using the default data provided. This level of analysis is very coarse, and because the results will be subject to a much higher level of uncertainty, this should serve primarily as a baseline for further study. The user will still be able to produce basic maps and results. Limited additional data will be required to complete the flood analysis. Site specific input data produces more accuracy in vulnerability identification and loss estimation amounts. If the data is available, it is highly recommended that a user integrate site specific data to reduce uncertainty associated with the results of default data. Using a user defined depth grid, in the flood model, against default state data is classified as a level 1 analysis and is the recommendation of HAZUS Program.
- A Level 2 advanced analysis increases the accuracy and precision of an analysis by incorporating user-supplied data relevant to a given hazard. While the data included with the HAZUS software can be utilized to run a basic level one analysis, level two inputs are supplied by local sources and contain a higher level of detail. This can include datasets that model the hazards in more detail, or datasets that increase the accuracy of the inventory information. Incorporating more detailed data will improve the quality of the results. Level 2 is broadly defined as the incorporation of user-defined hazard and updated general building stock (GBS) or site-specific data. *Level 2 HAZUS maps and reports were prepared by Emergency Planning Consultants for the Mitigation Plan.*
- A Level 3 advanced analysis achieves the highest degree of precision and involves modifying or substituting the model parameters and/or equations, relevant to a given hazard. Users can modify inputs depending on the time and resources available. Keeping track of the data used is suggested so that any relationships between input and results is documented. It is usually done by advanced users experienced with both the hazard and the HAZUS software.

FEMA's Natural Hazard Risk Assessment Program (NHRAP) encourages users to conduct Level 2 or 3 analyses to improve the accuracy of results and recommends the use of user defined data (e.g., depth grids for all flood analysis) for mitigation planning.

Graphic: HAZUS Analysis Levels

(Source: Using HAZUS for Mitigation Planning, Federal Emergency Management Agency, 2018)



HAZUS creates credible estimates for losses and damages; datasets created on the local level typically provide greater detail than the datasets that are packaged with HAZUS (Level 1). Incorporating local datasets into the analysis will improve the results.

HAZUS Outputs

The user plays a major role in selecting the scope and nature of the output of a HAZUS analysis. A variety of maps can be generated for visualizing the extent of the losses. Numerical results may be examined at the level of the census block or tract or may be aggregated by county or region. There are three main categories of HAZUS outputs: direct physical damage, induced damage, and direct losses. Direct physical damage includes general building stock (GBS), essential facilities, high potential loss facilities, transportation systems, utility systems, and user defined facilities. Induced damage includes building debris, tree debris generation and fire following disaster occurrence. Direct losses include losses for buildings, contents, inventory, income, crop damage, vehicle loss, injuries, casualties, sheltering needs and displaced households.

3) Vulnerability Assessment/Inventory of Existing Assets

A Vulnerability Assessment in its simplest form is a simultaneous look at the geographical location of hazards and an inventory of the underlying land uses (populations, structures, etc.). Facilities that provide critical and essential services following a major emergency are of particular concern because these locations house staff and equipment necessary to provide important public safety, emergency response, and/or disaster recovery functions.

Critical Facilities

FEMA separates critical buildings and facilities into the five categories shown below based on their loss potential. All of the following elements are considered critical facilities:

Essential Facilities are essential to the health and welfare of the whole population and are especially important following hazard events. Essential facilities include hospitals and

other medical facilities, police and fire stations, emergency operations centers and evacuation shelters, and schools.

Transportation Systems include airways – airports, heliports; highways – bridges, tunnels, roadbeds, overpasses, transfer centers; railways – trackage, tunnels, bridges, rail yards, depots; and waterways – canals, locks, seaports, ferries, harbors, drydocks, piers.

Lifeline Utility Systems such as potable water, wastewater, oil, natural gas, electric power and communication systems.

High Potential Loss Facilities are facilities that would have a high loss associated with them, such as nuclear power plants, dams, and military installations.

Hazardous Material Facilities include facilities housing industrial/hazardous materials, such as corrosives, explosives, flammable materials, radioactive materials, and toxins.

Table: Critical Facilities Vulnerable to Hazards below illustrates the hazards with potential to impact critical facilities owned by or providing services to Metro.

Table: Critical Facilities Vulnerable to Hazards
(Source: General Technologies and Solutions and Emergency Planning Consultants)

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
1	TPSS	Lorena 114 North Lorena Street, Los Angeles	X					X	X	X	X		X
2	TPSS	Soto 2310 East 1st Street, Los Angeles	X					X	X	X	X		X
3	TPSS	Union 401 Bauchet Street, Los Angeles	X					X	X	X	X		X
4	TPSS	Division 21 (Baker) 1802 Baker Street, Los Angeles	X		X			X	X	X	X		X
5	TPSS	98 East Green Street 98 East Green Street, Pasadena	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
6	TPSS	Division 24 (Monrovia) 1600 South California Avenue, Monrovia	X					X	X	X	X		X
7	TPSS	Arizona 322 Arizona Avenue, Los Angeles	X					X	X	X	X		X
8	TPSS	Mariachi Plaza 1831 East 1st Street, Los Angeles	X					X	X	X	X		X
9	TPSS	French 3541 Pasadena Avenue, Los Angeles	X					X	X	X	X		X
10	TPSS	Monterrey 300 Monterey Road, South Pasadena	X					X	X	X	X		X
11	TPSS	Glenarm 57 East State Street, Pasadena	X					X	X	X	X		X
12	TPSS	Corson 309 North Michigan Avenue, Pasadena	X					X	X	X	X		X
13	TPSS	Titley 3055 East Walnut Street, Pasadena	X					X	X	X	X		X
14	TPSS	Baldwin 500 Colorado Street, Arcadia	X					X	X	X	X		X
15	TPSS	Los Robles 1405 Los Robles Avenue, Monrovia	X					X	X	X	X		X
16	TPSS	Irwindale 15996 Avenuenida Padilla, Irwindale	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
17	TPSS	Soldano 825 North Dalton Avenue, Azusa	X					X	X	X	X		X
18	TPSS	Atlantic 5100 Pomona Boulevard, East Los Angeles	X					X	X	X	X		X
19	TPSS	Sunol 4025 East 3rd Street, Los Angeles	X		X			X	X	X	X		X
20	TPSS	Center Street 1302 1/2 East 1st Street, Los Angeles	X					X	X	X	X		X
21	TPSS	Baker 1802 Baker Street, Los Angeles	X					X	X	X	X		X
22	TPSS	Avenue 50 4970 Marmion Way, Los Angeles	X	X				X	X	X	X		X
23	TPSS	Fairview 715 Fairview Avenue, South Pasadena	X					X	X	X	X		X
24	TPSS	Walnut 167 East Walnut Street, Pasadena	X					X	X	X	X		X
25	TPSS	Craig 2152 East Maple Street, Pasadena	X					X	X	X	X		X
26	TPSS	Michilinda 3865 Arboleda Street, Pasadena	X					X	X	X	X		X
27	TPSS	Joseph 23 East St. Joseph Street, Arcadia	X					X	X	X	X		X
28	TPSS	Business Center 1846 Flower Avenue, Duarte	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
29	TPSS	Virginia 841 West 6th Street, Azusa	X					X	X	X	X		X
30	TPSS	Citrus 902 North Palm Drive, Azusa	X					X	X	X	X		X
31	TPSS	Division 13 Yard/Stewart 1805 Stewart Street, Santa Monica	X					X	X	X	X		X
32	TPSS	Pico 1234 South Flower Street, Los Angeles	X					X	X	X	X		X
33	TPSS	18th St Junction 421 West 18th Street, Los Angeles	X					X	X	X	X		X
34	TPSS	TPSS03 Normandie 1401 Exposition Boulevard, Los Angeles	X			X		X	X	X	X		X
35	TPSS	TPSS 05 9th Ave 2827 Exposition Place, Los Angeles	X			X		X	X	X	X		X
36	TPSS	TPSS 07 Clyde 5614 West Jefferson Boulevard, Los Angeles	X					X	X	X	X		X
37	TPSS	Claring 10100 National Boulevard, Los Angeles	X		X			X	X	X	X		X
38	TPSS	Sepulveda 11297 Exposition Boulevard, Los Angeles	X					X	X	X	X		X
39	TPSS	Cloverfield 2202 Olympic Boulevard, Santa Monica	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
40	TPSS	5th Street 402 Colorado Avenue, Santa Monica	X					X	X	X	X		X
41	TPSS	TPS02 Flower 3584 South Figueroa Street, Los Angeles	X					X	X	X	X		X
42	TPSS	TPS04 Van Ness 1865 West Rodeo Road, Los Angeles	X					X	X	X	X		X
43	TPSS	TPS06 Farmdale 4601 Exposition Boulevard, Los Angeles	X			X		X	X	X	X		X
44	TPSS	National 8808 West Washington Boulevard, Culver City	X					X	X	X	X		X
45	TPSS	Overland 11620 Northvale Road, Los Angeles	X			X		X	X	X	X		X
46	TPSS	Barrington 11631 Exposition Boulevard, Los Angeles	X					X	X	X	X		X
47	TPSS	17th Street 1726 Colorado Avenue, Santa Monica	X					X	X	X	X		X
48	TPSS	Division 11 Carson Yard 2083 Santa Fe Avenue, Long Beach	X			X		X	X	X	X		X
49	TPSS	Pico 1234 South Flower Street, Los Angeles	X					X	X	X	X		X
50	TPSS	18th Street Junction 421 West 18th Street, Los Angeles	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
51	TPSS	Washington 1945 Long Beach Avenue, Los Angeles	X					X	X	X	X		X
52	TPSS	Slauson 5865 Randolph Street, Huntington Park	X					X	X	X	X		X
53	TPSS	Firestone 7501 Graham Avenue, Los Angeles	X					X	X	X	X		X
54	TPSS	Imperial 11650 Willowbrook Avenue, Los Angeles	X					X	X	X	X		X
55	TPSS	Compton 507 North Willowbrook Avenue, Compton	X			X		X	X	X	X		X
56	TPSS	Dominguez 18919 South Santa Fe Avenue, Compton	X			X		X	X	X	X		X
57	TPSS	Wardlow 3376 Pacific Place, Long Beach	X					X	X	X	X		X
58	TPSS	PCH 333 East Esther Street, Long Beach	X					X	X	X	X		X
59	TPSS	1st Street 150 Elm Avenue, Long Beach	X					X	X	X	X		X
60	TPSS	San Pedro 1917 Stanford Avenue, Los Angeles	X					X	X	X	X		X
61	TPSS	Vernon 4415 Long Beach Avenue, Los Angeles	X					X	X	X	X		X

Hazards

#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
62	TPSS	Florence 7501 Graham Avenue, Los Angeles	X					X	X	X	X		X
63	TPSS	103rd 1681 East 108th Street, Los Angeles	X					X	X	X	X		X
64	TPSS	Piru 13504 Willowbrook Avenue, Los Angeles	X					X	X	X	X		X
65	TPSS	Artesia 1810 South Acacia Avenue, Compton	X					X	X	X	X		X
66	TPSS	Del Amo 20340 South Santa Fe Avenue, Compton	X			X		X	X	X	X		X
67	TPSS	Willow 2750 West American Avenue, Long Beach	X			X		X	X	X	X		X
68	TPSS	Anaheim 906 Pacific Avenue, Long Beach	X					X	X	X	X		X
69	TPSS	Hawthorne/Division 22 14724 Aviation Boulevard, Hawthorne	X					X	X	X	X		X
70	TPSS	El Segundo 151 North Nash Street, El Segundo	X					X	X	X	X		X
71	TPSS	Hawthorne 11230 Acacia Avenue, Inglewood	X					X	X	X	X		X
72	TPSS	Western 11725 South Manhattan Place, Los Angeles	X	X				X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
73	TPSS	105110 139 West 117th Street, Los Angeles	X					X	X	X	X		X
74	TPSS	Imperial 11650 Willowbrook Avenue, Los Angeles	X					X	X	X	X		X
75	TPSS	Long Beach 11500 Long Beach Boulevard, Lynwood	X					X	X	X	X		X
76	TPSS	Wright 11750 Wright Road, Lynwood	X			X		X	X	X	X		X
77	TPSS	Lakewood 12939 Lakewood Boulevard, Downey	X					X	X	X	X		X
78	TPSS	Norwalk 13026 Flatbush, Norwalk	X			X		X	X	X	X		X
79	TPSS	Douglas 700 South Douglas Street, El Segundo	X					X	X	X	X		X
80	TPSS	Aviation 5380 West Imperial Highway, Los Angeles	X					X	X	X	X		X
81	TPSS	Crenshaw 3301 West 120th Street, Hawthorne	X					X	X	X	X		X
82	TPSS	Vermont 11530 New Hampshire Avenue, Los Angeles	X		X			X	X	X	X		X
83	TPSS	Central 11700 Belhaven Avenue, Los Angeles	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
84	TPSS	Santa Fe 4160 Fernwood Avenue, Lynwood	X			X		X	X	X	X		X
85	TPSS	Marsh 2901 Fernwood Avenue, Lynwood	X					X	X	X	X		X
86	TPSS	Paramount 6170 Florence Avenue, South Gate	X			X		X	X	X	X		X
87	TPSS	Bellflower 9733 Angell, Downey	X			X		X	X	X	X		X
88	TPSS	Division 20 Yard 300 South Santa Fe Avenue, Los Angeles	X					X	X	X	X		X
89	TPSS	Union 800 Alameda Street, Los Angeles	X					X	X	X	X		X
90	TPSS	7th & Metro 660 South Figueroa Street, Los Angeles	X					X	X	X	X		X
91	TPSS	Wilshire/Vermont 3191 Wilshire Boulevard, Los Angeles	X					X	X	X	X		X
92	TPSS	Vermont/Sunset 1500 North Vermont Avenue, Los Angeles	X					X	X	X	X		X
93	TPSS	Hollywood/Vine 6250 Hollywood Boulevard, Los Angeles	X					X	X	X	X		X
94	TPSS	Universal 3881 Lankershim Boulevard, North Hollywood	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
95	TPSS	North Hollywood 5420 Lankershim Boulevard, North Hollywood	X					X	X	X	X		X
96	TPSS	Civic Center 100 North Hill Street, Los Angeles	X					X	X	X	X		X
97	TPSS	Pershing Square 400 South Hill Street, Los Angeles	X					X	X	X	X		X
98	TPSS	Wilshire/Normandie 3510 Wilshire Boulevard, Los Angeles	X		X			X	X	X	X		X
99	TPSS	Vermont/Santa Monica 1015 North Vermont Avenue, Los Angeles	X					X	X	X	X		X
100	Administrative Office (EOC)	Main Office (99) 1 Gateway Plaza, Los Angeles	X					X	X	X	X		X
101	Control Center	Rail Operations Control (60) 2000 East Imperial Highway, Los Angeles	X					X	X	X	X		X
102	Maintenance Facility	CMF Central Maintenance Facility (30) 470 Bauchet Street, Los Angeles	X					X	X	X	X		X
103	Bus Division	Downtown Los Angeles Division 1 1130 East 6th Street, Los Angeles	X					X	X	X	X		X
104	Bus Division	Downtown Los Angeles Division 2 720 East 15th Street, Los Angeles	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
105	Bus Division	Cypress Park Division 3 630 West Avenue 28, Los Angeles	X					X	X	X	X		X
106	Bus Division	Arthur Winston Division 5 5425 Van Ness Avenue, Los Angeles	X			X		X	X	X	X		X
107	Bus Division	West Hollywood Division 7 8800 Santa Monica Boulevard, West Hollywood	X					X	X	X	X		X
108	Bus Division	Chatsworth Division 8 9201 Canoga Avenue, Chatsworth	X					X	X	X	X		X
109	Bus Division	El Monte Division 9 3449 Santa Anita Avenue, El Monte	X					X	X	X	X		X
110	Bus Division	Los Angeles Division 10 742 North Mission Road, Los Angeles	X					X	X	X	X		X
111	Rail Division	Metro A Line Division 11 4350 East 208th Street, Long Beach	X			X		X	X	X	X		X
112	Bus Division	Downtown Los Angeles 13 920 North Vignes Street, Los Angeles	X					X	X	X	X		X
113	Rail Division	Metro E Line Division 14 1955 South Centinela Avenue, Santa Monica	X					X	X	X	X		X
114	Bus Division	Sun Valley Division 15 11900 Branford Street, Los Angeles	X					X	X	X	X		X
115	Bus Division	South Bay Division 18 450 West Griffith Street, Carson	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
116	Rail Division	Metro B/D Line Division 20 320 South Santa Fe Avenue, Los Angeles	X					X	X	X	X		X
117	Rail Division	Metro L Line Division 21 (Elysian Park) 1800 Baker Street, Los Angeles	X					X	X	X	X		X
118	Rail Division	Metro C Line Division 22 14724 Aviation Boulevard, Lawndale	X					X	X	X	X		X
119	Rail Division	Metro L Line Division 24 (Monrovia) 1600 South California Avenue, Monrovia	X					X	X	X	X		X
120	Maintenance Facility	Division 4 Non-Revenue Vehicles 7878 Telegraph Road, Downey	X			X		X	X	X	X		X
121	Bus Terminal	Maple Avenue Terminal 632 Maple Avenue, Los Angeles	X					X	X	X	X		X
122	Bus Terminal	El Monte Terminal 3501 Santa Anita Avenue, El Monte	X					X	X	X	X		X
123	Bus Stop	West Los Angeles Transit Center 5702 Apple Street, Los Angeles	X					X	X	X	X		X
124	Bus Terminal	LAX City Bus Terminal 6111 West 96th Street, Los Angeles	X					X	X	X	X		X
125	Bus Terminal	Terminal 28 111 West 18th Street, Los Angeles	X					X	X	X	X		X
126	Bus Terminal	Terminal 31: Center/Jackson Terminal 410 Center Street, Los Angeles	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
127	Maintenance Facility	Vernon Yards (34) 4462 Pacific Boulevard, Vernon	X					X	X	X	X		X
128	Bus Terminal	Pico Rimpau Bus Terminal 4646 Pico Boulevard, Los Angeles	X			X		X	X	X	X		X
129	Maintenance Facility	Heavy Rail Maintenance of Way Facility (64) 590 South Santa Fe Avenue, Los Angeles	X					X	X	X	X		X
130	Administrative Office	Operations & Training (One Santa Fe) (63) 100 South Santa Fe Avenue, Los Angeles	X					X	X	X	X		X
131	Maintenance Facility	Light Rail Maintenance of Way Facility (66) 1680 East Imperial Highway, Willowbrook	X					X	X	X	X		X
132	Administrative Office	Crenshaw Light Rail 3695-3699 Crenshaw Boulevard, Los Angeles	X			X		X	X	X	X		X
133	Administrative Office	WSRC Westside Subway and Regional Connector 777 South Figueroa Street, Los Angeles	X		X			X	X	X	X		X
134	Rail Station	A Line 801/Stop # 80101 Downtown Long Beach Station	X					X	X	X	X		X
135	Rail Station	A Line 801 Stop # 80102 Pacific Avenue Station	X					X	X	X	X		X
136	Rail Station	A Line 801 Stop # 80105 Anaheim Street Station	X					X	X	X	X		X
137	Rail Station	A Line 801 Stop # 80106 Pacific Coast Highway Station	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
138	Rail Station	A Line 801 Stop # 80107 Willow Street Station	X			X		X	X	X	X		X
139	Rail Station	A Line 801 Stop # 80108 Wardlow Station	X					X	X	X	X		X
140	Rail Station	A Line 801 Stop # 80109 Del Amo Station	X			X		X	X	X	X		X
141	Rail Station	A Line 801 Stop # 80110 Artesia Station	X					X	X	X	X		X
142	Rail Station	A Line 801 Stop # 80111 Compton Station	X			X		X	X	X	X		X
143	Rail Station	A Line 801 Stop # 80112 Willowbrook - Rosa Parks Station - Metro Blue Line	X					X	X	X	X		X
144	Rail Station	A Line 801 Stop # 80113 103rd Street / Watts Towers Station	X					X	X	X	X		X
145	Rail Station	A Line 801 Stop # 80114 Firestone Station	X					X	X	X	X		X
146	Rail Station	A Line 801 Stop # 80115 Florence Station	X					X	X	X	X		X
147	Rail Station	A Line 801 Stop # 80116 Slauson Station	X					X	X	X	X		X
148	Rail Station	A Line 801 Stop # 80117 Vernon Station	X					X	X	X	X		X
149	Rail Station	A Line 801 Stop # 80118 Washington Station	X					X	X	X	X		X
150	Rail Station	A Line 801 Stop # 80119 San Pedro Street Station	X					X	X	X	X		X
151	Rail Station	A Line 801/Stop # 80120 Grand / LATTTC Station	X					X	X	X	X		X
152	Rail Station	A/E Line 801 Stop # 80121 Pico Station	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
153	Rail Station	A/E Line 801 Stop # 80122 7th Street / Metro Center - Metro Blue & Expo Lines	X					X	X	X	X		X
154	Rail Station	E Line 806 Stop # 80123 LATTC / Ortho Institute Station	X					X	X	X	X		X
155	Rail Station	E Line 806 Stop # 80124 Jefferson / USC Station	X					X	X	X	X		X
156	Rail Station	E Line 806 Stop # 80125 Expo Park / USC Station	X					X	X	X	X		X
157	Rail Station	E Line 806 Stop # 80126 Expo / Vermont Station	X					X	X	X	X		X
158	Rail Station	E Line 806 Stop # 80127 Expo / Western Station	X			X		X	X	X	X		X
159	Rail Station	E Line 806 Stop # 80128 Expo / Crenshaw Station	X			X		X	X	X	X		X
160	Rail Station	E Line 806 Stop # 80129 Farmdale Station	X			X		X	X	X	X		X
161	Rail Station	E Line 806 Stop # 80130 Expo / La Brea Station	X			X		X	X	X	X		X
162	Rail Station	E Line 806 Stop # 80131 La Cienega / Jefferson Station	X					X	X	X	X		X
163	Rail Station	E Line 806 Stop # 80132 Culver City Station	X					X	X	X	X		X
164	Rail Station	E Line 806 Stop # 80133 Palms Station	X		X			X	X	X	X		X
165	Rail Station	E Line 806 Stop # 80134 Westwood / Rancho Park Station	X			X		X	X	X	X		X
166	Rail Station	E Line 806 Stop # 80135 Expo / Sepulveda Station	X					X	X	X	X		X
167	Rail Station	E Line 806 Stop # 80136 Expo / Bundy Station	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
168	Rail Station	E Line 806 Stop # 80137 26th Street / Bergamot Station	X					X	X	X	X		X
169	Rail Station	E Line 806 Stop # 80138 17th Street / SMC Station	X					X	X	X	X		X
170	Rail Station	E Line 806 Stop # 80139 Downtown Santa Monica Station	X					X	X	X	X		X
171	Rail Station	A Line 801 Stop # 80153 1st Street Station	X					X	X	X	X		X
172	Rail Station	A Line 801 Stop # 80154 5th Street Station	X					X	X	X	X		X
173	Rail Station	B Line 802 Stop # 80201 North Hollywood Station	X					X	X	X	X		X
174	Rail Station	B Line 802 Stop # 80202 Universal / Studio City Station	X					X	X	X	X		X
175	Rail Station	B Line 802 Stop # 80203 Hollywood / Highland Station	X					X	X	X	X		X
176	Rail Station	B Line 802 Stop # 80204 Hollywood / Vine Station	X			X		X	X	X	X		X
177	Rail Station	B Line 802 Stop # 80205 Hollywood / Western Station	X					X	X	X	X		X
178	Rail Station	B Line 802 Stop # 80206 Vermont / Sunset Station	X					X	X	X	X		X
179	Rail Station	B Line 802 Stop # 80207 Vermont / Santa Monica Station	X					X	X	X	X		X
180	Rail Station	B Line 802 Stop # 80208 Vermont / Beverly Station	X		X			X	X	X	X		X
181	Rail Station	B/D Lines 802 Stop # 80209 Wilshire / Vermont Station	X					X	X	X	X		X
182	Rail Station	B/D Lines 802 Stop # 80210 Westlake / Macarthur Park Station	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
183	Rail Station	B/D Lines 802 Stop # 80211 7th Street / Metro Center - Metro Red/Purple Lines	X					X	X	X	X		X
184	Rail Station	B/D Lines 802 Stop # 80212 Pershing Square Station	X					X	X	X	X		X
185	Rail Station	Red/Purple Lines 802 Stop # 80213 Civic Center / Grand Park Station	X					X	X	X	X		X
186	Rail Station	B/D Lines 802 Stop # 80214 Union Station - Metro Red & Purple Lines	X					X	X	X	X		X
187	Rail Station	D Line 805 Stop # 80215 Wilshire / Normandie Station	X		X			X	X	X	X		X
188	Rail Station	D Line 805 Stop # 80216 Wilshire / Western Station	X					X	X	X	X		X
189	Rail Station	C Line 803 Stop # 80301 Redondo Beach Station	X					X	X	X	X		X
190	Rail Station	C Line 803 Stop # 80302 Douglas Station	X					X	X	X	X		X
191	Rail Station	C Line 803 Stop # 80303 El Segundo Station	X					X	X	X	X		X
192	Rail Station	C Line 803 Stop # 80304 Mariposa Station	X					X	X	X	X		X
193	Rail Station	C Line 803 Stop # 80305 Aviation / Lax Station	X					X	X	X	X		X
194	Rail Station	C Line 803 Stop # 80306 Hawthorne / Lennox Station	X					X	X	X	X		X
195	Rail Station	C Line 803 Stop # 80307 Crenshaw Station	X					X	X	X	X		X
196	Rail Station	C Line 803 Stop # 80308 Vermont / Athens Station	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
197	Rail Station	C Line 803 Stop # 80309 Harbor Freeway Station	X					X	X	X	X		X
198	Rail Station	C Line 803 Stop # 80310 Avalon Station	X					X	X	X	X		X
199	Rail Station	C Line 803 Stop # 80311 Willowbrook - Rosa Parks Station - Metro Green Line	X					X	X	X	X		X
200	Rail Station	C Line 803 Stop # 80312 Long Beach Boulevard Station	X					X	X	X	X		X
201	Rail Station	C Line 803 Stop # 80313 Lakewood Boulevard Station	X					X	X	X	X		X
202	Rail Station	C Line 803 Stop # 80314 Norwalk Station	X			X		X	X	X	X		X
203	Rail Station	L Line 804 Stop # 80401 Atlantic Station	X					X	X	X	X		X
204	Rail Station	L Line 804 Stop # 80402 East La Civic Center Station	X					X	X	X	X		X
205	Rail Station	L Line 804 Stop # 80403 Maravilla Station	X					X	X	X	X		X
206	Rail Station	L Line 804 Stop # 80404 Indiana Station	X					X	X	X	X		X
207	Rail Station	L Line 804 Stop # 80405 Soto Station	X					X	X	X	X		X
208	Rail Station	L Line 804 Stop # 80406 Mariachi Plaza / Boyle Heights Station	X					X	X	X	X		X
209	Rail Station	L Line 804 Stop # 80407 Pico / Aliso Station	X					X	X	X	X		X
210	Rail Station	L Line 804 Stop # 80408 Little Tokyo / Arts District Station	X					X	X	X	X		X
211	Rail Station	L Line 804 Stop # 80409 Union Station - Metro Gold Line	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
212	Rail Station	L Line 804 Stop # 80410 Chinatown Station	X					X	X	X	X		X
213	Rail Station	L Line 804 Stop # 80411 Lincoln Heights / Cypress Park Station	X					X	X	X	X		X
214	Rail Station	L Line 804 Stop # 80412 Heritage Square / Arroyo Station	X					X	X	X	X		X
215	Rail Station	L Line 804 Stop # 80413 Southwest Museum Station	X	X				X	X	X	X		X
216	Rail Station	L Line 804 Stop # 80414 Highland Park Station	X	X				X	X	X	X		X
217	Rail Station	L Line 804 Stop # 80415 South Pasadena Station	X					X	X	X	X		X
218	Rail Station	L Line 804 Stop # 80416 Fillmore Station	X					X	X	X	X		X
219	Rail Station	L Line 804 Stop # 80417 Del Mar Station	X					X	X	X	X		X
220	Rail Station	L Line 804 Stop # 80418 Memorial Park Station	X					X	X	X	X		X
221	Rail Station	L Line 804 Stop # 80419 Lake Station	X					X	X	X	X		X
222	Rail Station	L Line 804 Stop # 80420 Allen Station	X					X	X	X	X		X
223	Rail Station	L Line 804 Stop # 80421 Sierra Madre Villa Station	X					X	X	X	X		X
224	Rail Station	L Line 804 Stop # 80422 Arcadia Station	X					X	X	X	X		X
225	Rail Station	L Line 804 Stop # 80423 Monrovia Station	X					X	X	X	X		X
226	Rail Station	L Line 804 Stop # 80424 Duarte / City of Hope Station	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
227	Rail Station	L Line 804 Stop # 80425 Irwindale Station	X	X				X	X	X	X		X
228	Rail Station	L Line 804 Stop # 80426 Azusa Downtown Station	X					X	X	X	X		X
229	Rail Station	L Line 804 Stop # 80427 Azusa Pacific University/ Citrus College Station	X					X	X	X	X		X
230	Bus Stop	G Line Stop #15312 Pierce College Station	X					X	X	X	X		X
231	Bus Stop	G Line Stop #15313 Pierce College Station	X					X	X	X	X		X
232	Bus Stop	G Line Stop #15415 Reseda Station	X					X	X	X	X		X
233	Bus Stop	G Line Stop #15416 Reseda Station	X					X	X	X	X		X
234	Bus Stop	G Line Stop #15432 Canoga Station	X					X	X	X	X		X
235	Bus Stop	G Line Stop #15435 Tampa Station	X					X	X	X	X		X
236	Bus Stop	G Line Stop #15436 Tampa Station	X					X	X	X	X		X
237	Bus Stop	G Line Stop #15438 De Soto Station	X					X	X	X	X		X
238	Bus Stop	G Line Stop #15444 Canoga Station	X					X	X	X	X		X
239	Bus Stop	G Line Stop #15453 De Soto Station	X					X	X	X	X		X
240	Bus Stop	G Line Stop #15458 Canoga Station	X					X	X	X	X		X
241	Bus Stop	G Line Stop #15458 Canoga Station	X					X	X	X	X		X
242	Bus Stop	G Line Stop #15515 Balboa Station	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
243	Bus Stop	G Line Stop #15516 Balboa Station	X					X	X	X	X		X
244	Bus Stop	G Line Stop #15535 Sepulveda Station	X					X	X	X	X		X
245	Bus Stop	G Line Stop #15539 Sepulveda Station	X					X	X	X	X		X
246	Bus Stop	G Line Stop #15546 Van Nuys Station	X					X	X	X	X		X
247	Bus Stop	G Line Stop #15568 Chatsworth Station	X			X		X	X	X	X		X
248	Bus Stop	G Line Stop #15568 Chatsworth Station	X			X		X	X	X	X		X
249	Bus Stop	G Line Stop #15570 Van Nuys Station	X					X	X	X	X		X
250	Bus Stop	G Line Stop #15575 Nordhoff Station	X					X	X	X	X		X
251	Bus Stop	G Line Stop #15583 Woodman Station	X					X	X	X	X		X
252	Bus Stop	G Line Stop #15584 Woodman Station	X					X	X	X	X		X
253	Bus Stop	G Line Stop #15588 Woodley Station	X					X	X	X	X		X
254	Bus Stop	G Line Stop #15590 Roscoe Station	X					X	X	X	X		X
255	Bus Stop	G Line Stop #15600 Sherman Way Station	X					X	X	X	X		X
256	Bus Stop	G Line Stop #15601 Sherman Way Station	X					X	X	X	X		X
257	Bus Stop	G Line Stop #15606 Woodley Station	X		X			X	X	X	X		X
258	Bus Stop	G Line Stop #15607 Roscoe Station	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
259	Bus Stop	G Line Stop #15608 Nordhoff Station	X					X	X	X	X		X
260	Bus Stop	G Line Stop #15611 Laurel Canyon Station	X					X	X	X	X		X
261	Bus Stop	G Line Stop #15617 Laurel Canyon Station	X					X	X	X	X		X
262	Bus Stop	G Line Stop #15624 Valley College Station	X					X	X	X	X		X
263	Bus Stop	G Line Stop #15661 Valley College Station	X					X	X	X	X		X
264	Bus Stop	G Line Stop #15684 North Hollywood Station	X					X	X	X	X		X
265	Bus Stop	G Line Stop #15684 North Hollywood Station	X					X	X	X	X		X
266	Bus Stop	J Line Stop #70 El Monte Busway / Alameda - Union Station	X					X	X	X	X		X
267	Bus Stop	J Line Stop #378 Harbor Beacon Park Ride - Sb	X		X			X	X	X	X		X
268	Bus Stop	J Line Stop #931 Cal State La Busway Station	X		X			X	X	X	X		X
269	Bus Stop	J Line Stop #1813 Flower / 23rd	X					X	X	X	X		X
270	Bus Stop	J Line Stop #2315 Harbor Transitway / 37th Street / USC	X					X	X	X	X		X
271	Bus Stop	J Line Stop #2320 Harbor Transitway / Manchester	X		X			X	X	X	X		X
272	Bus Stop	J Line Stop #2321 Harbor Transitway / Rosecrans	X		X			X	X	X	X		X
273	Bus Stop	J Line Stop #2322 Harbor Transitway / Slauson	X		X			X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
274	Bus Stop	J Line Stop #2324 Harbor Transitway / Harbor Freeway Station	X		X			X	X	X	X		X
275	Bus Stop	J Line Stop #2377 Flower / Pico	X					X	X	X	X		X
276	Bus Stop	J Line Stop #2378 Flower / Washington	X					X	X	X	X		X
277	Bus Stop	J Line Stop #2603 Beacon / 1st	X					X	X	X	X		X
278	Bus Stop	J Line Stop #3124 Harbor Beacon Park Ride - Nb	X		X			X	X	X	X		X
279	Bus Stop	J Line Stop #3153 Beacon / 1st	X					X	X	X	X		X
280	Bus Stop	J Line Stop #3258 Harbor Freeway & Transit Way – 110 South Exit 7B	X					X	X	X	X		X
281	Bus Stop	J Line Stop #3559 Harbor Freeway & Transit Way on-ramp	X					X	X	X	X		X
282	Bus Stop	J Line Stop #3674 Flower / 7th	X					X	X	X	X		X
283	Bus Stop	J Line Stop #3821 Pacific / 1st	X			X		X	X	X	X		X
284	Bus Stop	J Line Stop #4994 Figueroa / 23rd	X					X	X	X	X		X
285	Bus Stop	J Line Stop #5040 Figueroa / Olympic	X					X	X	X	X		X
286	Bus Stop	J Line Stop #5041 Figueroa / Pico	X					X	X	X	X		X
287	Bus Stop	J Line Stop #5048 USC Medical Center Busway Station	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
288	Bus Stop	J Line Stop #5049 Figueroa / Washington	X					X	X	X	X		X
289	Bus Stop	J Line Stop #5377 1st / Hill	X					X	X	X	X		X
290	Bus Stop	J Line Stop #5395 Pacific / 11th	X					X	X	X	X		X
291	Bus Stop	J Line Stop #5396 Pacific / 15th	X					X	X	X	X		X
292	Bus Stop	J Line Stop #5397 Pacific / 17th	X					X	X	X	X		X
293	Bus Stop	J Line Stop #5408 Pacific / 3rd	X			X		X	X	X	X		X
294	Bus Stop	J Line Stop #5410 Pacific / 7th	X					X	X	X	X		X
295	Bus Stop	J Line Stop #5411 Pacific / 7th	X					X	X	X	X		X
296	Bus Stop	J Line Stop #9129 El Monte Busway / Alameda - Union Station	X					X	X	X	X		X
297	Bus Stop	J Line Stop #9480 Cal State La Busway Station	X					X	X	X	X		X
298	Bus Stop	J Line Stop #10846 Harbor Transitway / Rosecrans	X		X			X	X	X	X		X
299	Bus Stop	J Line Stop #10848 Harbor Transitway / 37th St / USC	X					X	X	X	X		X
300	Bus Stop	J Line Stop #10853 Harbor Transitway / Manchester	X		X			X	X	X	X		X
301	Bus Stop	J Line Stop #10855 Harbor Transitway / Harbor Freeway Station	X		X			X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
302	Bus Stop	J Line Stop #10994 Harbor Transitway / Slauson	X		X			X	X	X	X		X
303	Bus Stop	J Line Stop #11917 Spring / 1st - City Hall	X		X			X	X	X	X		X
304	Bus Stop	J Line Stop #12304 Pacific / 1st	X			X		X	X	X	X		X
305	Bus Stop	J Line Stop #12416 Spring / Temple	X		X			X	X	X	X		X
306	Bus Stop	J Line Stop #13460 HOV Roadway / Adams	X					X	X	X	X		X
307	Bus Stop	J Line Stop #13496 Flower / Olympic	X					X	X	X	X		X
308	Bus Stop	J Line Stop #13560 Grand / 3rd	X					X	X	X	X		X
309	Bus Stop	J Line Stop #13561 Grand / 5th	X		X			X	X	X	X		X
310	Bus Stop	J Line Stop #13802 Pacific / 11th	X					X	X	X	X		X
311	Bus Stop	J Line Stop #13803 Pacific / 15th	X					X	X	X	X		X
312	Bus Stop	J Line Stop #13804 Pacific / 17th	X					X	X	X	X		X
313	Bus Stop	J Line Stop #13805 Pacific / 19th	X					X	X	X	X		X
314	Bus Stop	J Line Stop #13817 Pacific / 3rd	X			X		X	X	X	X		X
315	Bus Stop	J Line Stop #14073 Harbor Freeway / Carson	X					X	X	X	X		X
316	Bus Stop	J Line Stop #15029 USC Medical Center Busway Station	X		X			X	X	X	X		X
317	Bus Stop	J Line Stop #15612 1st / Hill	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
318	Bus Stop	J Line Stop #15713 6th / Flower	X					X	X	X	X		X
319	Bus Stop	J Line Stop #15715 Olive / 5th	X					X	X	X	X		X
320	Bus Stop	J Line Stop #15820 Flower / Adams	X					X	X	X	X		X
321	Bus Stop	J Line Stop #30005 Harbor Gateway Transit Center	X					X	X	X	X		X
322	Bus Stop	J Line Stop #30005 Harbor Gateway Transit Center	X					X	X	X	X		X
323	Bus Stop	J Line Stop #30019 El Monte Station - Upper Level	X					X	X	X	X		X
324	Bus Stop	J Line Stop #30019 El Monte Station - Upper Level	X					X	X	X	X		X
325	Bus Stop	J Line Stop #141012 Pacific / 21st Layover	X					X	X	X	X		X
326	Bus Stop	J Line Stop #141012 Pacific / 21st Layover	X					X	X	X	X		X
327	Bus Stop	J Line Stop #141079 Harbor Freeway / Pacific Coast	X					X	X	X	X		X
328	Bus Stop	J Line Stop #141080 Harbor Freeway / Carson	X					X	X	X	X		X
329	Bus Stop	J Line Stop #142216 Harbor Freeway / Pacific Coast	X		X			X	X	X	X		X
330	Bus Stop	J Line Stop #65300038 Figueroa / Victoria	X					X	X	X	X		X
331	Bus Stop	J Line Stop #65300039 Figueroa / 190th	X					X	X	X	X		X
332	Bus Stop	J Line Stop #65300042 Figueroa / 7th	X					X	X	X	X		X
333	Bus Stop	J Line Stop #70500012 Olive / General Thaddeus Kosciuszko	X		X			X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
334	Rail Station	Commerce Metrolink Station 6433 26th Street, Commerce	X					X	X	X	X		X
335	Rail Station	Norwalk/Santa Fe Springs Metrolink Station 12700 Imperial Highway, Norwalk	X		X			X	X	X	X		X
336	Rail Station	Downtown Pomona Metrolink Station 100 East Commercial Street, Pomona	X					X	X	X	X		X
337	Rail Station	Industry Metrolink Station 600 South Brea Canyon Road, Industry	X					X	X	X	X		X
338	Rail Station	Claremont Metrolink Station 200 West 1st Street, Claremont	X					X	X	X	X		X
339	Rail Station	Pomona Metrolink Station 205 Santa Fe Street, Pomona	X					X	X	X	X		X
340	Rail Station	Covina Metrolink Station 600 North Citrus Avenue, Covina	X					X	X	X	X		X
341	Rail Station	Baldwin Park Metrolink Station 3825 Downing Avenue, Baldwin Park	X					X	X	X	X		X
342	Rail Station	El Monte Metrolink Station 10925 Railroad Street, El Monte	X					X	X	X	X		X
343	Rail Station	Cal State La Metrolink Station 5150 State University Drive, Los Angeles	X		X			X	X	X	X		X
344	Rail Station	La County Fairgrounds Metrolink Station Arrow Highway, Pomona	X					X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
345	Rail Station	Lancaster Metrolink Station 44812 Sierra Highway, Lancaster	X			X		X	X	X	X		X
346	Rail Station	Vincent Grade/Acton Metrolink Station 550 West Sierra Highway, County	X	X		X		X	X	X	X		X
347	Rail Station	Santa Clarita Metrolink Station 22122 Soledad Canyon Rd, Santa Clarita	X	X		X		X	X	X	X		X
348	Rail Station	Princessa Metrolink Station 19201 Via Princessa, Santa Clarita	X			X		X	X	X	X		X
349	Rail Station	Sylmar/San Fernando Metrolink Station 12219 Frank Modugno Drive, Los Angeles	X					X	X	X	X		X
350	Rail Station	Glendale Metrolink Station 400 West Cerritos Avenue, Glendale	X					X	X	X	X		X
351	Rail Station	Sun Valley Metrolink Station San Fernando & Olinda, Los Angeles	X					X	X	X	X		X
352	Rail Station	Newhall Metrolink Station Santa Clarita	X			X		X	X	X	X		X
353	Rail Station	Palmdale Metrolink Station 39000 Clock Tower Plaza Drive, Lancaster	X			X		X	X	X	X		X
354	Rail Station	Chatsworth Metrolink Station 21510 Devonshire Blvd, Chatsworth	X			X		X	X	X	X		X

Hazards													
#	Asset Category	Metro Critical Assets	Earthquakes	Wildfires	Landslides	Floods	Tsunamis	Windstorms	Climate Change	Drought	Extreme Heat	Sea Level Rise	Epidemic / Pandemic / Vector-Borne Diseases
355	Rail Station	Northridge Metrolink Station 8775 Wilbur Avenue, Los Angeles	X			X		X	X	X	X		X
356	Rail Station	Van Nuys Metrolink Station 7720 Van Nuys Blvd, Van Nuys	X					X	X	X	X		X
357	Rail Station	Burbank Airport Metrolink Station 3750 Empire Avenue, Burbank	X			X		X	X	X	X		X
358	Railroad Passenger Terminal	Los Angeles Union Station 800 North Alameda Street, Los Angeles	X					X	X	X	X		X
359	Rail Station	Commerce/Montebello Metrolink Station 2000 Flotilla Street, Montebello	X					X	X	X	X		X
360	Rail Station	Downtown Burbank Metrolink Station 201 North Front Street, Burbank	X					X	X	X	X		X

The hazard assessment of Metro’s Critical Assets reveals a universal vulnerability to the impacts of earthquakes, windstorms, and climate changes. For many years, Metro has been proactive in fortifying its buildings and facilities against these hazards. The Mitigation Actions Matrix (located in Mitigation Strategies) identifies several actions that can be taken by Metro departments to further minimize the impacts associated with these hazards. Although not as “regional” in nature, wildfires, landslides, floods, and tsunamis also pose a significant threat to Metro. This assessment emphasizes the importance of conducting a site by site review. Knowing a particular location is vulnerable to certain hazards greatly increases the likelihood of proactive measures, alerting, and well informed emergency response.

Earthquake Hazards

Hazard Definition

An earthquake is a sudden motion or trembling that is caused by a release of strain accumulated within or along the edge of the Earth's tectonic plates. The effects of an earthquake can be felt far beyond the site of its occurrence. They usually occur without warning and, after just a few seconds, can cause massive damage and extensive casualties. Common effects of earthquakes are ground motion and shaking, surface fault ruptures, and ground failure. The photo to the below is of a residential complex in Northridge that experienced severe damage from the magnitude 6.7 earthquake on January 17, 1994.

**Photo: Soft Story Building Collapse at Northridge, California,
Source: FEMA Photo Library**



Caption: Soft Story Building Collapse at Northridge, California.

One tool used to describe earthquake intensity is the Magnitude Scale. The Magnitude Scale is sometimes referred to as the Richter Scale. The two are similar but not exactly the same. The Magnitude Scale was devised as a means of rating earthquake strength and is an indirect measure of seismic energy released. The Scale is logarithmic with each one-point increase corresponding to a 10-fold increase in the amplitude of the seismic shock waves generated by the earthquake. In terms of actual energy released, however, each one-point increase on the Richter scale corresponds to about a 32-fold increase in energy released. Therefore, a Magnitude 7 (M7) earthquake is 100 times (10×10) more powerful than a M5 earthquake and releases 1,024 times (32×32) the energy.

Photo: Portable Seismic Station
Source: USGS



Caption: Two portable sensors: a strong motion sensor (to record strong shaking that can be felt) and a broadband sensor (to record weak motion for detecting small earthquakes) buried into the ground to detect earthquakes. These stations can be quickly deployed and send real-time data back to the USGS via cellular telemetry immediately after they are installed.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B2a.

Q: Does the plan include information on **previous occurrences** of hazard events for each jurisdiction? (Requirement §201.6(c)(2)(i))

A: See **Previous Occurrences of Earthquakes in the Metro Service Area** below.

Previous Occurrences of Earthquakes in the Metro Service Area

According to the County of Los Angeles All-Hazards Mitigation Plan (2019), significant earthquakes in the county over the past 50 years include the following:

Date	Location	Impact
July 6, 2019	Ridgecrest (M 7.1)	fires reported as a result of gas leaks no reported major injuries, deaths or major building damage
March 28, 2014	La Habra (M 5.1)	few injuries and \$10 million dollars in damages
July 29, 2008	Chino Hills (M 5.5)	8 injuries and limited damages
January 17, 1994	Northridge (M 6.7)	57 deaths, 8,700 injuries and up to \$40 billion dollars in damages
June 28, 1991	Sierra Madre (M 5.6)	1 death, 100+ injuries and up to \$40 million dollars in damages
February 28, 1990	Upland (M 5.7)	30 injuries and \$12.7 million dollars in damages
October 1, 1987	Whitter (M 5.9)	8 deaths, 200 injuries and \$358 million in damages
February 9, 1971	San Fernando (M 6.6)	58 – 65 deaths, 200 – 2,000 injuries and up to \$553 million in damages

Photo: Northern end of rupture resulting from the M7.1 Searles Valley quake
Source: Ryan Gold, USGS



Caption: Fault rupture crosses dirt road, with California Geological Survey vehicles for scale. Displacement at this location is primarily normal (vertical). Photograph taken near the northern end of the rupture resulting from the M7.1 Searles Valley earthquake.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B1a.

Q: Does the plan include a general **description** of all natural hazards that can affect each jurisdiction? (Requirement §201.6(c)(2)(i))

A: See **Local Conditions** below.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B3b.

Q: Is there a description of each identified hazard’s overall **vulnerability** (structures, systems, populations, or other community assets defined by the community that are identified as being susceptible to damage and loss from hazard events) for each jurisdiction? (Requirement §201.6(c)(2)(ii))

A: See **Local Conditions** below.

Local Conditions

According to the County of Los Angeles All-Hazards Mitigation Plan (2019), the county is susceptible to 3,041.91 (63.90%) square miles with violent low frequency shaking potential; and 711.01 square miles (14.93%) with extreme low frequency shaking potential. In unincorporated areas of Los Angeles County, there are 1,783.57 (58.65%) square miles with violent low frequency shaking potential; and 527.60 square miles (17.35%) with extreme low frequency shaking potential.

California Building Code (CBC) was substantially revised and updated in the aftermath of the Northridge Earthquake. Various building types (Steel, Concrete, Masonry, Wood or hybrid) designed and constructed after the Northridge EQ would perform much better in a seismic event with less severe damage, in comparison to buildings designed and constructed prior to Northridge EQ.

Violent perceived shaking can produce the potential for heavy damage. According to the USGS, this could mean that well-designed framed structures could be thrown out of plumb and substantial buildings could experience partial building collapse. In extreme shaking, the USGS notes that some well-built wooden structures could be destroyed, and most masonry and frame structures with foundations could be destroyed.

Photo: Metro Gold Line (now L line) to Azusa
Source: Metro Climate Action and Adaptation Plan, 2019

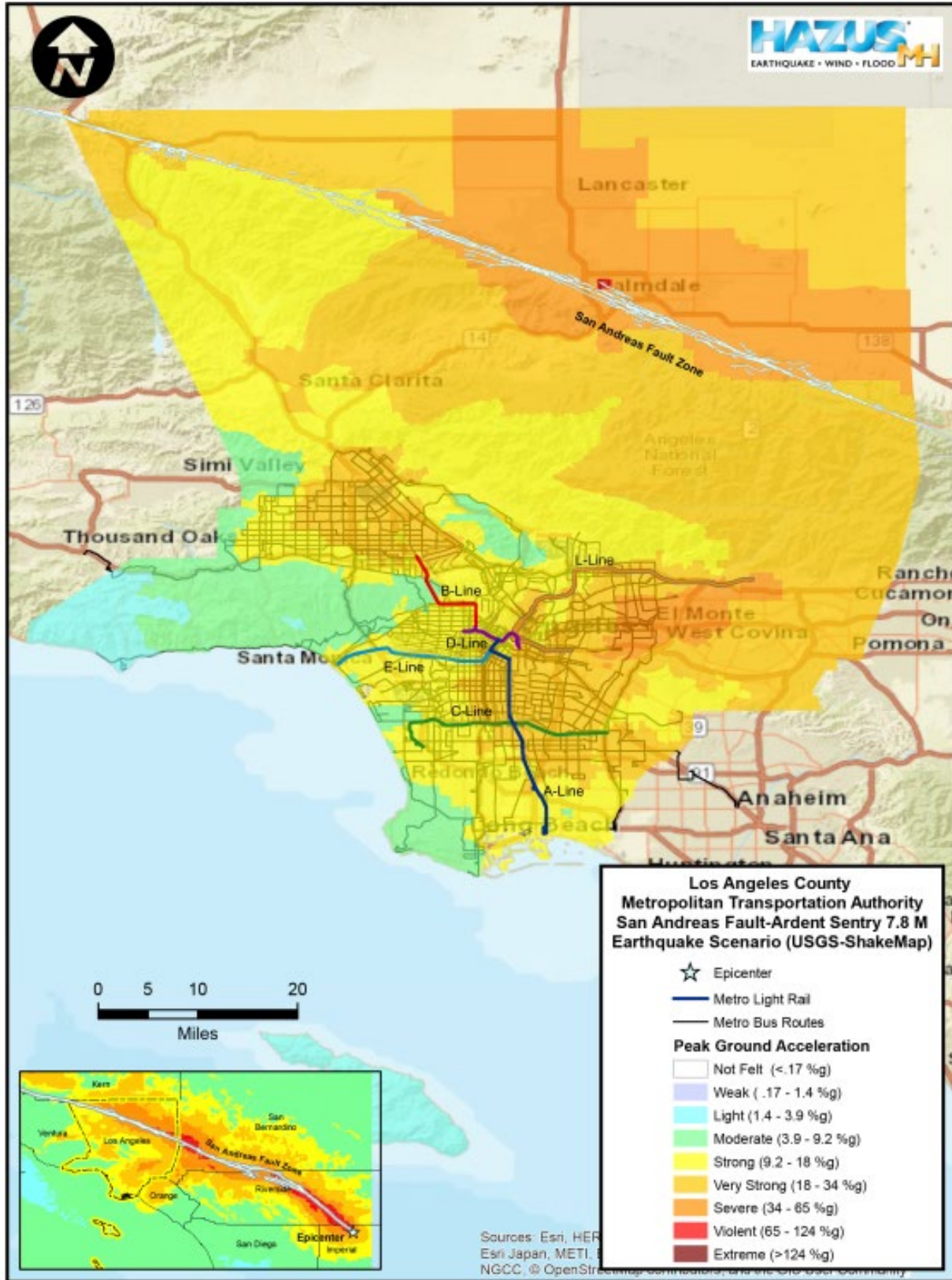


Caption: Metro Gold Line (now L line) to Azusa

San Andreas Fault Zone

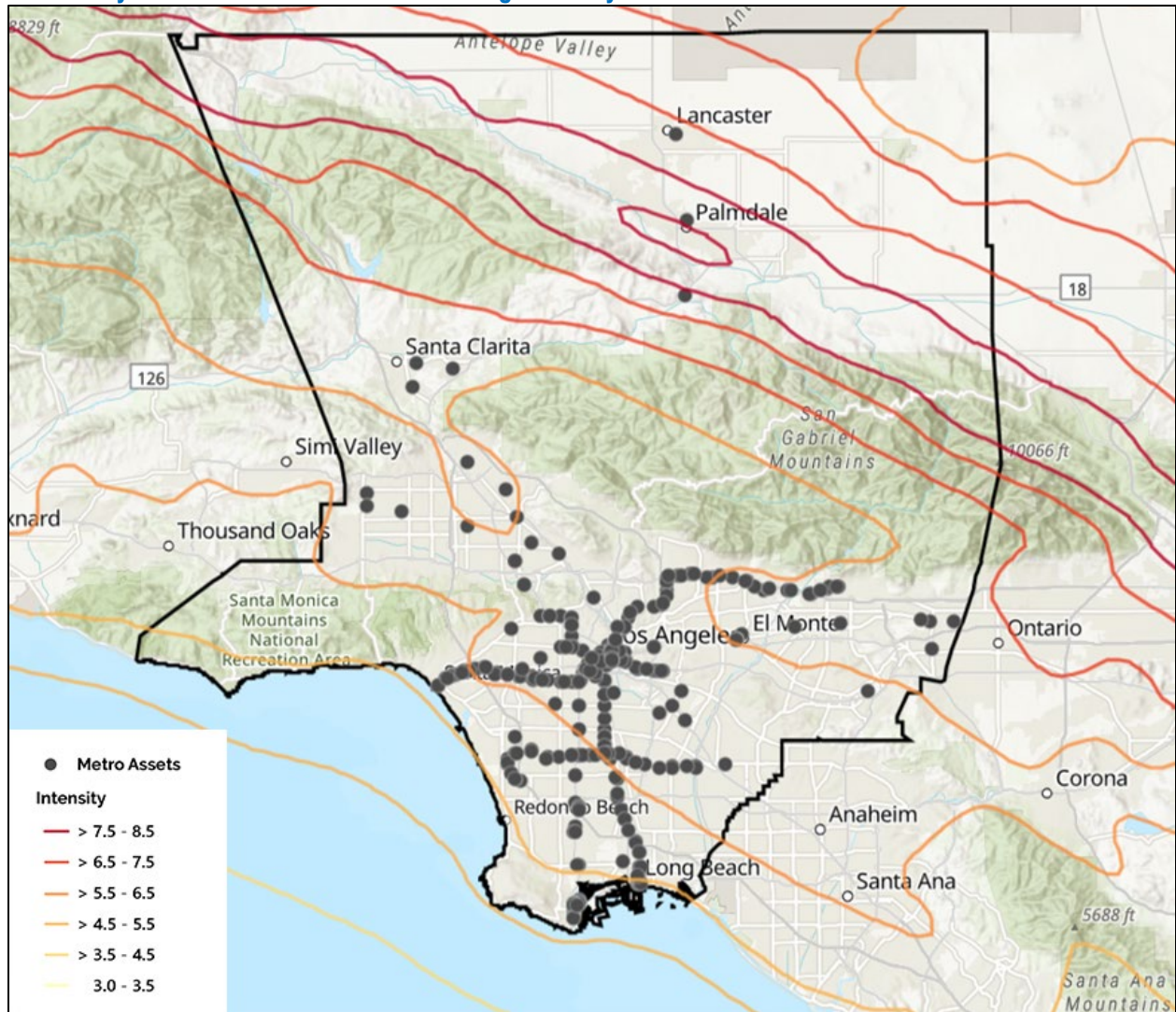
The San Andreas Fault Zone goes directly through the Metro service area. This fault zone extends from the Gulf of California northward to the Cape Mendocino area where it continues northward along the ocean floor. The total length of the San Andreas Fault Zone is approximately 750 miles. The activity of the fault has been recorded during historic events, including the 1906 (M8.0) event in San Francisco and the 1857 (M7.9) event between Cholame and San Bernardino, where at least 250 miles of surface rupture occurred. These seismic events are among the most significant earthquakes in California history. Geologic evidence suggests that the San Andreas Fault has a 50 percent chance of producing a magnitude 7.5 to 8.5 quake (comparable to the great San Francisco earthquake of 1906) within the next 30 years.

Map: Shake Intensity Map - San Andreas Fault M7.8
 (Source: Emergency Planning Consultants)



Map: Metro Critical Assets Impacted by Earthquake M7.8 Southern San Andreas Fault
 (Source: General Technologies and Solutions)

*Note: Gray dot indicates Metro owned building or facility.



Sierra Madre Fault Zone

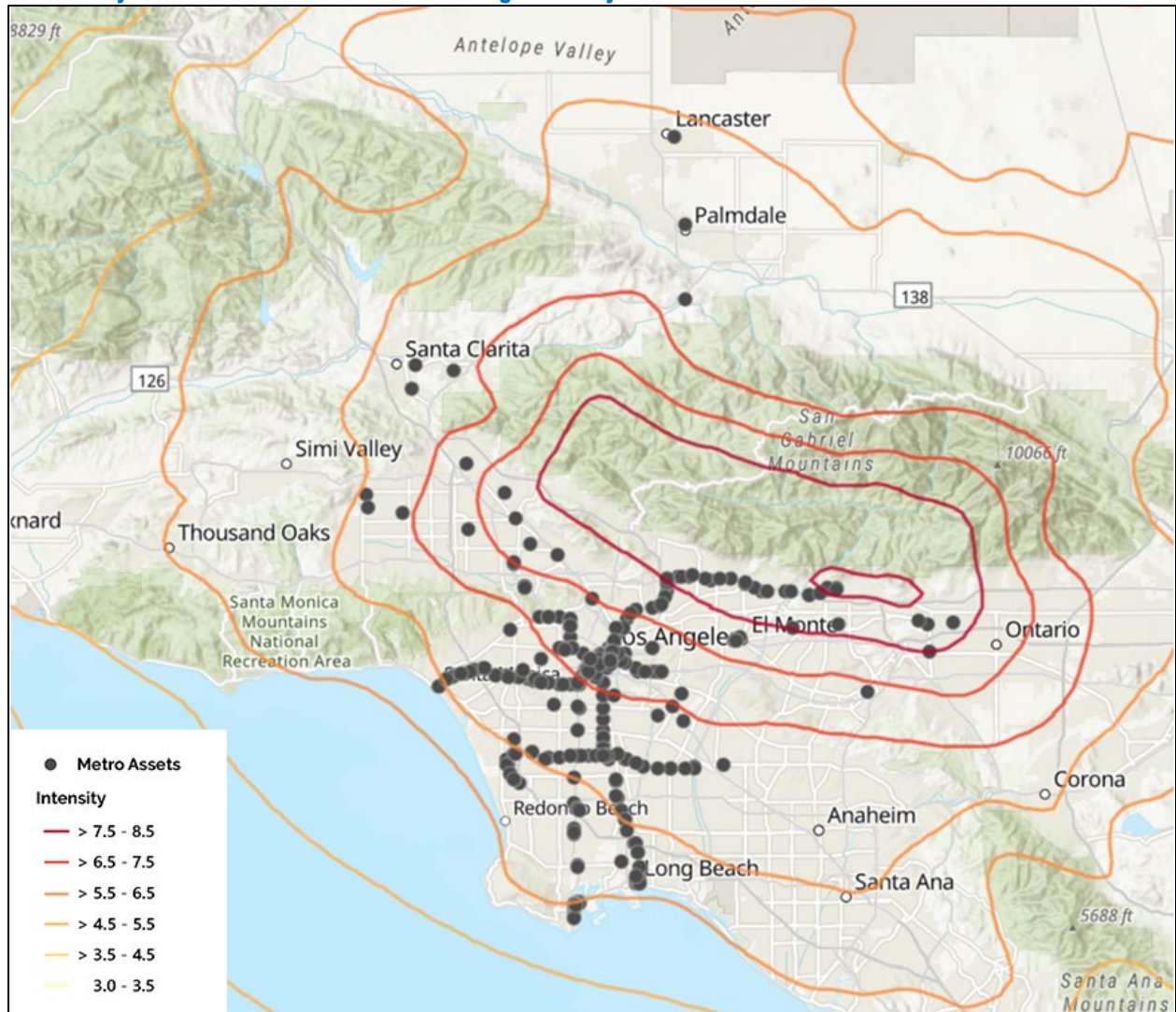
The Sierra Madre fault zone is a series of moderate angle, north-dipping, reverse faults (thrust faults). Movement along these frontal faults has resulted in the uplift of the San Gabriel Mountains. According to the Southern California Earthquake Data Center, rupture on the Sierra Madre fault zone (theoretically) could be limited to one segment at a time, it has recently been suggested that a large event on the San Andreas fault to the north (like that of 1857) could cause simultaneous rupture on reverse faults south of the San Gabriel Mountains – the Sierra Madre fault zone being a prime example of such. Whether this could rupture multiple Sierra Madre fault zone segments simultaneously is unknown. Seismic activity on the Sierra Madre Fault is expected to have a maximum magnitude of 7.2.

Map: Shake Intensity Map – Sierra Madre Fault M7.2
 (Source: Emergency Planning Consultants)



Map: Metro Critical Assets Impacted by Earthquake M7.2 Sierra Madre Fault
(Source: General Technologies and Solutions)

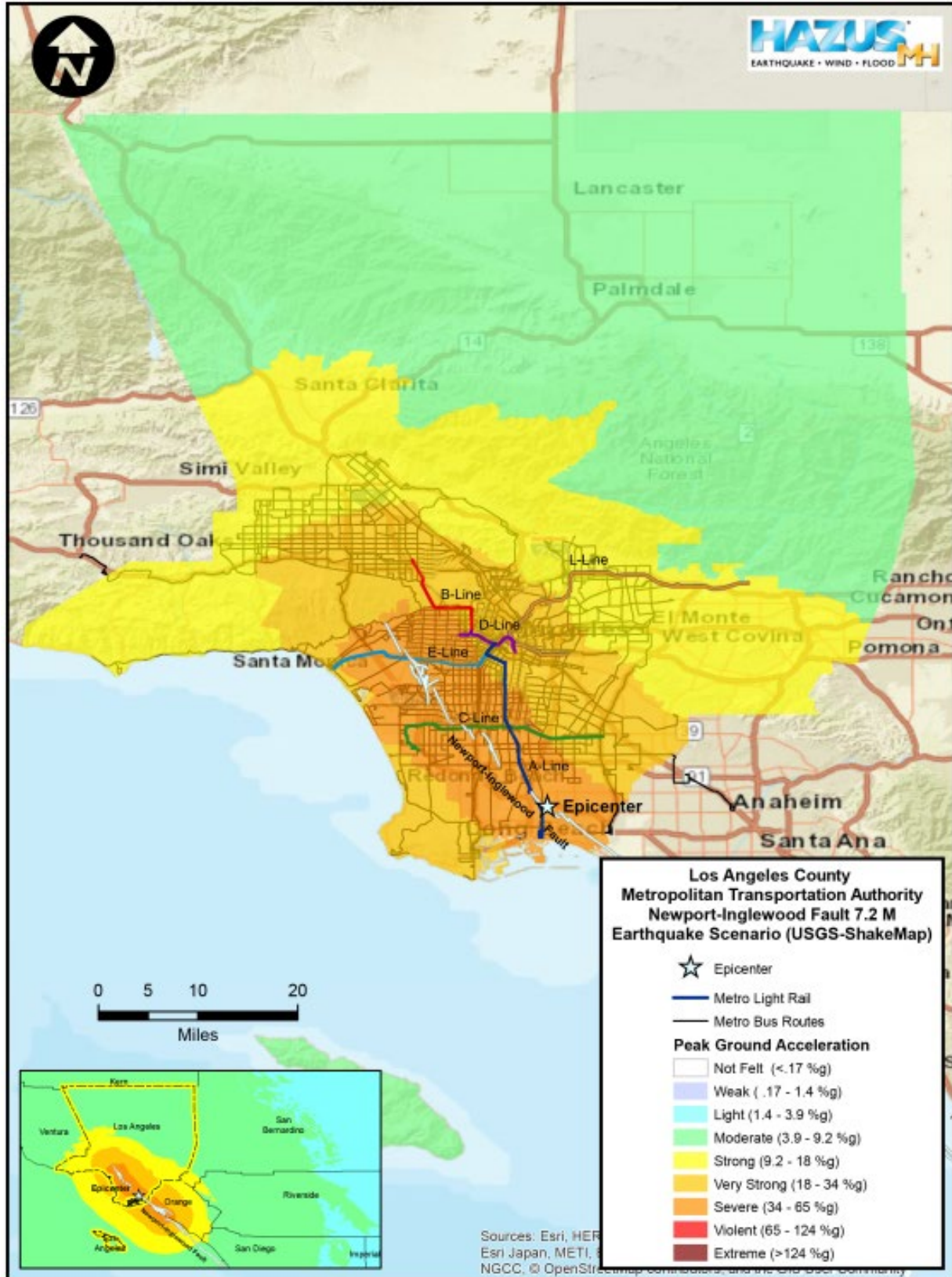
*Note: Gray dot indicates Metro owned building or facility.



Newport-Inglewood Fault

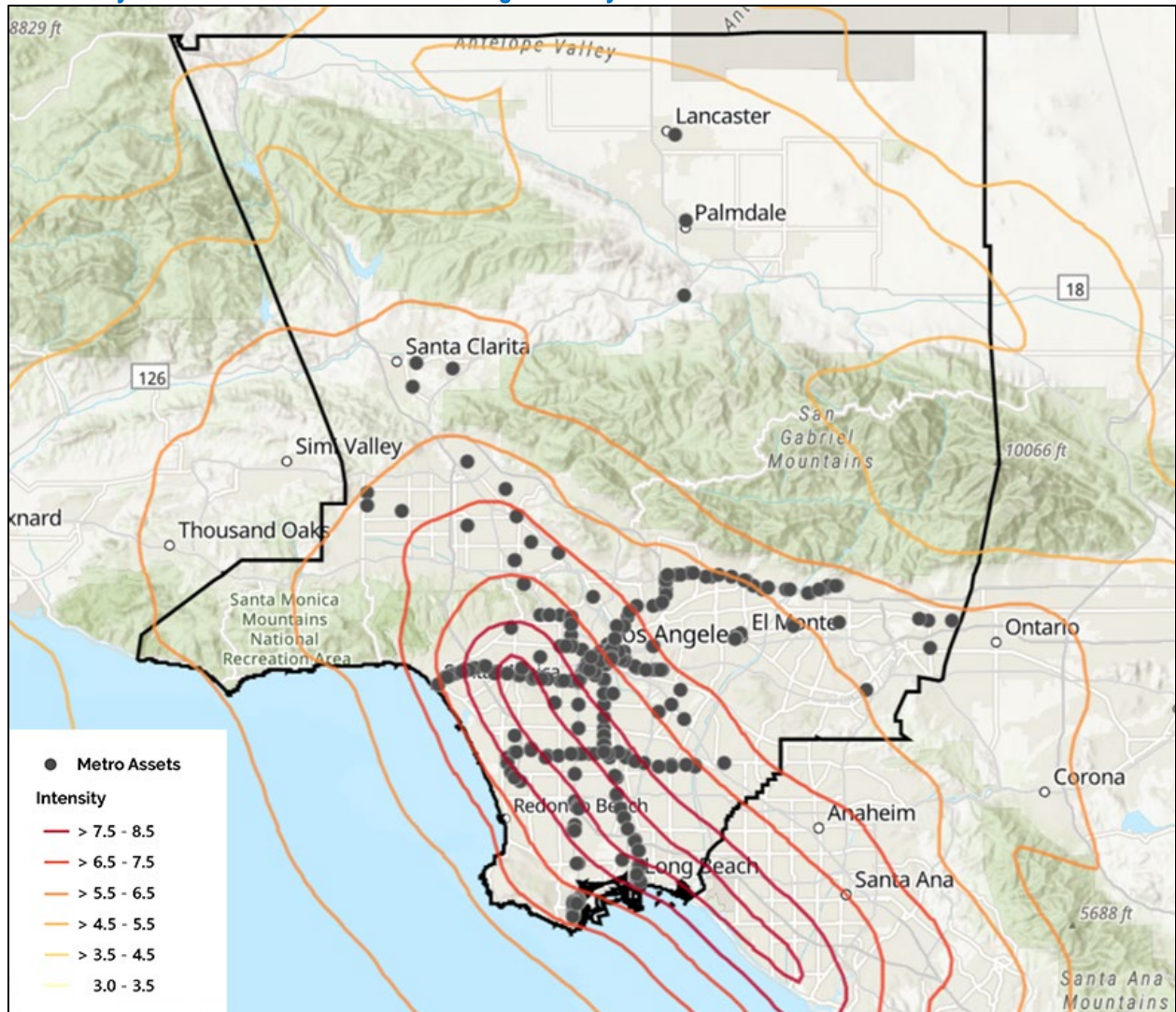
The Newport-Inglewood Fault is a right-lateral fault with a length of 75 km in the Los Angeles Basin. The fault zone can easily be noted by the existence of a chain of low hills extending from Culver City to Signal Hill. South of Signal Hill, it roughly parallels the coastline until just south of Newport Bay, where it heads offshore, and becomes the Newport-Inglewood – Rose Canyon fault zone. The most recent rupture was on March 10, 1993 (M6.4) but was not a surface rupture.

Map: Shake Intensity Map – Newport-Inglewood Fault M7.2
 (Source: Emergency Planning Consultants)



Map: Metro Critical Assets Impacted by Earthquake M7.2 Newport-Inglewood Fault
 (Source: General Technologies and Solutions)

*Note: Gray dot indicates Metro owned building or facility.



Earthquake Related Hazards

Ground shaking, landslides, and liquefaction are the specific hazards associated with earthquakes. The severity of these hazards depends on several factors, including soil and slope conditions, proximity to the fault, earthquake magnitude, and the type of earthquake.

Ground Shaking

Ground shaking is the motion felt on the earth's surface caused by seismic waves generated by the earthquake. It is the primary cause of earthquake damage. The strength of ground shaking depends on the magnitude of the earthquake, the type of fault, and distance from the epicenter (where the earthquake originates). Buildings on poorly consolidated and thick soils will typically see more damage than buildings on consolidated soils and bedrock.

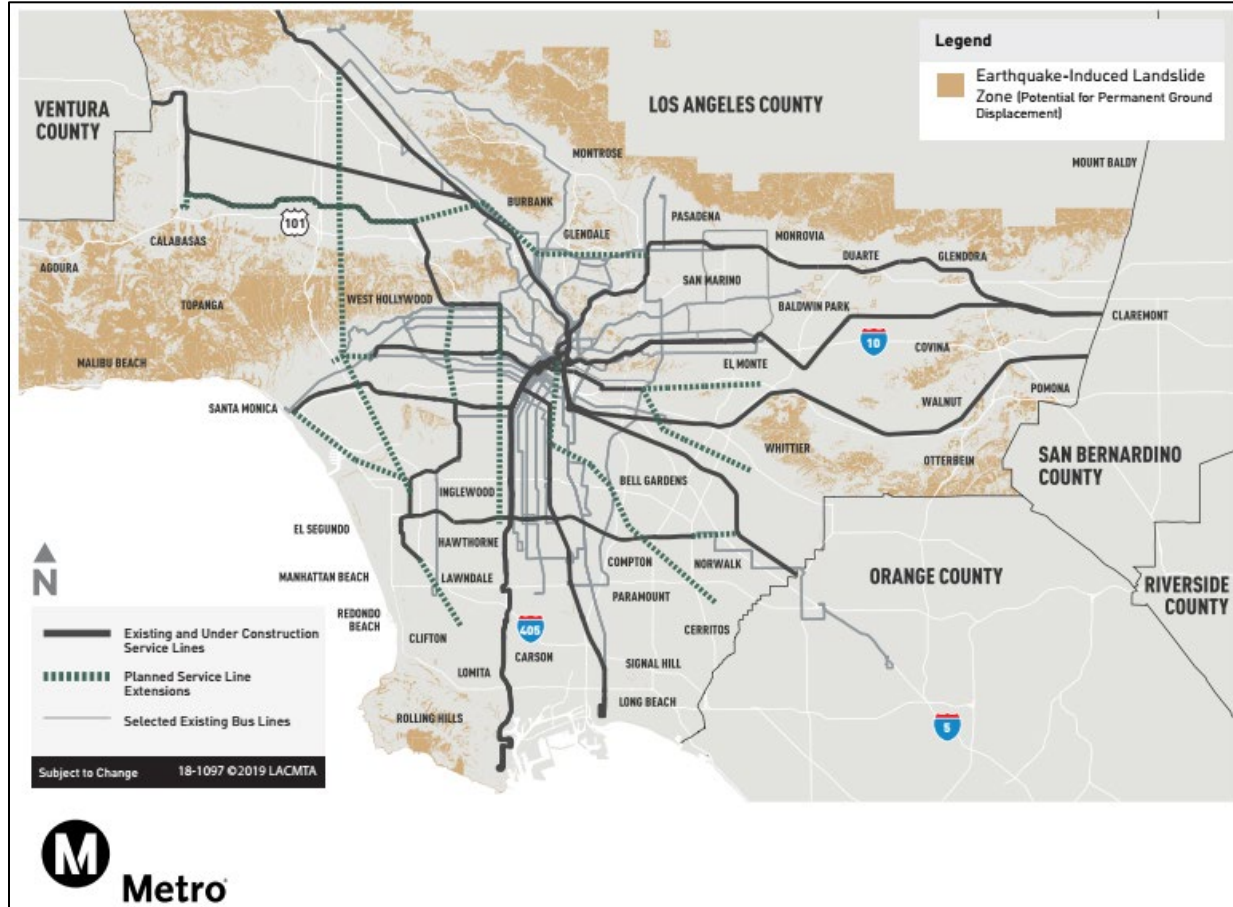
Earthquake-Induced Landslides

Earthquake-induced landslides are secondary earthquake hazards that occur from ground shaking. They can destroy the roads, buildings, utilities, and other critical facilities necessary to respond and recover from an earthquake. Many communities in Southern California have a high likelihood of encountering such risks, especially in areas with steep slopes.

Rock falls may happen suddenly and without warning but are more likely to occur in response to earthquake induced ground shaking, during periods of intense rainfall, or as a result of human activities, such as grading and blasting. Ground acceleration of at least 0.10g in steep terrain is necessary to induce earthquake-related rock falls.

Map: Landslide Exposure to Metro Service Lines shows the moderate risk of earthquake-induced landslide risk within the Metro service area.

Map: Landslide Exposure to Metro Service Lines
(Source: Metro Climate Action and Adaptation Plan, 2019)



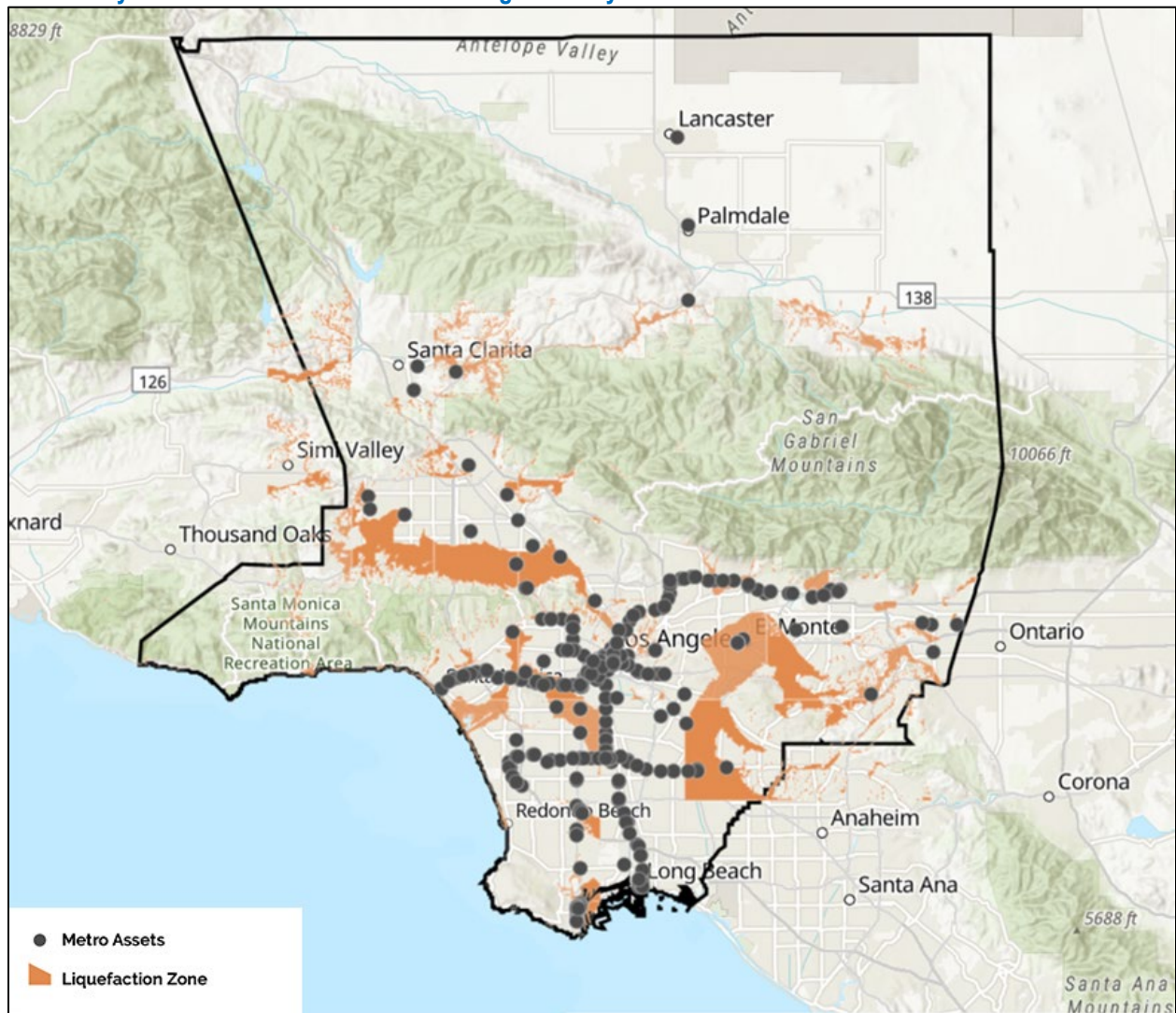
Liquefaction

Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other events. Liquefaction occurs in saturated soils, which are soils in which the space between individual soil particles is completely filled with water. This water exerts a pressure on the soil particles that influences how tightly the particles themselves are pressed together. Prior to an earthquake, the water pressure is relatively low. However, earthquake shaking can cause the water pressure to increase to the point where the soil particles can readily move with respect to each other. Because liquefaction only occurs in saturated soil, its effects are most commonly observed in low lying areas. Typically, liquefaction is associated with shallow groundwater, which is less than 50 feet beneath the earth's surface.

Map: Metro Critical Assets Impacted by Liquefaction

(Source: General Technologies and Solutions)

*Note: Gray dot indicates Metro owned building or facility.



Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B3a.

Q: Is there a description of each hazard's **impacts** on each jurisdiction (what happens to structures, infrastructure, people, environment, etc.)? (Requirement §201.6(c)(2)(ii))

A: See **Impact of Earthquakes in the Metro Service Area** below.

Impact of Earthquakes in the Metro Service Area

Based on the risk assessment, it is evident that earthquakes will continue to have potentially devastating economic impacts to the Metro service area and Metro facilities. Impacts that are not quantified, but can be anticipated in future events, include:

- ✓ Minor to major disruption of revenue service on bus and rail
- ✓ Injury and loss of life
- ✓ Commercial and residential structural damage
- ✓ Disruption of and damage to public infrastructure
- ✓ Secondary health hazards e.g. mold and mildew
- ✓ Damage to roads/bridges resulting in loss of mobility
- ✓ Significant economic impact (jobs, sales, tax revenue) upon the community
- ✓ Negative impact on commercial and residential property values
- ✓ Significant disruption to citizens as temporary facilities and relocations would likely be needed

Wildfire Hazards

Photo: Modoc July Complex Fire
Source: CAL OES

Hazard Definition

A wildfire is an uncontrolled fire spreading through vegetative fuels and exposing or possibly consuming structures. They often begin unnoticed and spread quickly. Naturally occurring and non-native species of grasses, brush, and trees fuel wildfires. A wildland fire is a wildfire in an area in which development is essentially nonexistent, except for roads, railroads, power lines and similar facilities. A wildland/urban interface fire is a wildfire in a geographical area where structures and other human development meet or intermingle with wildland or vegetative fuels.



Caption: Modoc July Complex Fire

Photo: Modoc July Complex Fire
Source: CAL OES



Caption: Modoc July Complex Fire

Wildfire Characteristics

There are three categories of wildland/urban interface fire: The classic wildland/urban interface exists where well-defined urban and suburban development presses up against open expanses of wildland areas; the mixed wildland/urban interface is characterized by isolated homes, subdivisions, and small communities situated predominantly in wildland settings. The occluded wildland/urban interface exists where islands of wildland vegetation occur inside a largely urbanized area. Certain conditions must be present for significant interface fires to occur. The most common conditions include hot, dry and windy weather; the inability of fire protection forces to contain or suppress the fire; the occurrence of multiple fires that overwhelm committed resources; and a large fuel load (dense vegetation). Once a fire has started, several conditions influence its behavior, including fuel topography, weather, drought, and development.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B2a.

Q: Does the plan include information on **previous occurrences** of hazard events for each jurisdiction? (Requirement §201.6(c)(2)(i))

A: See **Previous Occurrences of Wildfire in the Metro Service Area** below.

Previous Occurrences of Wildfire in the Metro Service Area

According to the County of Los Angeles Fire Department, the most recent significant wildfire event to impact the County of Los Angeles is the ongoing Bobcat Fire, which began on September 8, 2020 in the Angeles National Forest in Azusa, CA. As of September 25, the fire has burned approximately 114,000 acres and is 55% contained. The fire is located near the Cogswell Dam and West Fork Day Use area. The fire is burning in heavy fuels with a rapid rate of spread.

3-D Map: Bobcat Fire

Source: Wildfire Today/USFS/Google



Caption: 3-D map of the Bobcat Fire. The red dots represent heat detected by a satellite at 3:42 a.m. PDT Sept 16, 2020. The red line was the perimeter as mapped by an aircraft at 10:48 p.m. MDT Sept. 15, 2020. Looking north-northeast.

According to the County of Los Angeles All-Hazards Mitigation Plan (2019), NOAA Storm Events Database, and County of Los Angeles Fire Department, some of the county's most destructive fires have occurred since 2000, including:

Table: County’s Most Destructive Fires Since 2000
 (Sources: County of Los Angeles AHMP 2019, NOAA Storm Events Database, County of Los Angeles Fire Department)

Date	Fire	Damage
September 6, 2020	The Bobcat Fire	Burned approximately 114,000 acres in the Angeles National Forest, Azusa.
August 12, 2020	The Lake Fire	Burned 31,089 acres in Lake Hughes, an unincorporated area of Los Angeles County. There were 4 injuries and 12 structures destroyed.
July 6, 2020	The Soledad Fire	Burned 1,525 acres in Soledad Canyon. There was one firefighter injury and zero structures destroyed.
October 28, 2019	The Getty Fire	Burned over 700 acres across the Santa Monica Mountains, near the Getty Museum. The fire damaged or destroyed 25 residences.
October 24, 2019	The Tick Fire	Burned over 4600 acres in the Canyon County area of Los Angeles county. The fire destroyed and damaged numerous residences.
October 10, 2019	The Saddleridge Fire	Burned over 8700 acres in the foothills of the San Fernando Valley in Los Angeles county. Over 100 residences were either damaged or destroyed by the fire. Additionally, there was one civilian death was reported due to cardiac arrest.
November 8, 2018	The Woolsey Fire	Burned a total of 96,949 acres in Los Angeles and Ventura counties including Thousand Oaks, Agoura Hills, Calabasas, the Santa Monica Mountains, Malibu, and West Hills. A total of 1,643 structures were destroyed and 3 people were killed.
September 22, 2009	The Station Fire	Burned a total of 160,883 acres in the Angeles National Forest. The Station Fire is the largest recorded fire in Los Angeles County. It destroyed 89 residences and another 120 buildings of significance. Two firefighters were killed. The cause of the fire was arson.
October 20, 2007	The Ranch Fire	Burned a total of 58,410 acres near Townsend Peak in the Angeles National Forest. The cause of the fire was equipment.
October 30, 2006	The Day Fire	Burned a total of 161,816 acres. The fire primarily burned the Los Padres National Forest. The cause of the fire was human ignited debris.
October 25, 2003	The Simi Fire	Burned a total of 107,570 acres between Simi Hills and southeastern Simi Valley, in eastern Ventura County and western Los Angeles County, California. It destroyed 37 homes and 278 buildings. The cause of the fire remains unknown.
October 21, 2003	The Grand Prix Fire	Burned a total of 50,618 acres between Claremont and Lytle Creek. The fire destroyed 136 homes and was ruled “accidental but human-initiated.”

<p>Q&A ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT B1a.</p> <p>Q: Does the plan include a general description of all natural hazards that can affect each jurisdiction? (Requirement §201.6(c)(2)(i))</p> <p>A: See Local Conditions below.</p>
<p>Q&A ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT B3b.</p> <p>Q: Is there a description of each identified hazard’s overall vulnerability (structures, systems, populations, or other community assets defined by the community that are identified as being susceptible to damage and loss from hazard events) for each jurisdiction? (Requirement §201.6(c)(2)(ii))</p> <p>A: See Local Conditions below.</p>

Local Conditions

According to the County of Los Angeles All-Hazards Mitigation Plan (2019), the climate in Los Angeles County is characterized as Mediterranean, featuring cool, wet winters and warm, dry summers. High moisture levels during the winter rainy season significantly increase the growth of plants. However, the vegetation is dried during the long, hot summers, decreasing plant moisture content and increasing the ratio of dead fuel to living fuel. As a result, fire susceptibility increases dramatically, particularly in late summer and early autumn. In addition, the presence of chaparral, a drought-resistant variety of vegetation that is dependent on occasional wildfires, is expected in Mediterranean dry-summer climates.



Photo: Bobcat Fire
Source: InciWeb – Incident Information System

Caption: S-61 conducting bucket drops on the Bobcat Fire on September 14, 2020.

Additionally, a local meteorological phenomenon, known as the Santa Ana winds, contributes to the high incidence of wildfires in Los Angeles County. These winds originate during the autumn months in the hot, dry interior deserts to the north and east of Los Angeles County. They often sweep west into the county, bringing extremely dry air and high wind speeds that further desiccate plant communities during the period of the year when the constituent species have very low moisture content. The effect of these winds on existing fires is particularly dangerous; the winds can greatly increase the rate at which fires spread.

In Los Angeles County, there are 386.06 square miles (8.11%) located in the very high LRA FHSZ, 625.01 square miles (13.13%) in the very high SRA FHSZ, and 132.77 square miles (2.79%) in the high SRA FHSZ. In the Unincorporated Los Angeles County, this includes: 23.53 square miles (0.77%) of very high LRA FHSZ; 610.94 square miles (20.09%) of very high SRA FHSZ; and 132.06 square miles (4.34%) of high SRA FHSZ.

As of September 25, 2020, the Bobcat Fire is affecting the Metro project area in the Angeles National Forest in Azusa. The fire began on September 6 and the cause is under investigation. It is 55% contained and has burned approximately 114,000 acres so far. A significant warming and drying trend will induce record temperatures and extremely low humidity, accompanied by windy conditions

Photo: Bobcat Fire
Source: InciWeb – Incident Information System



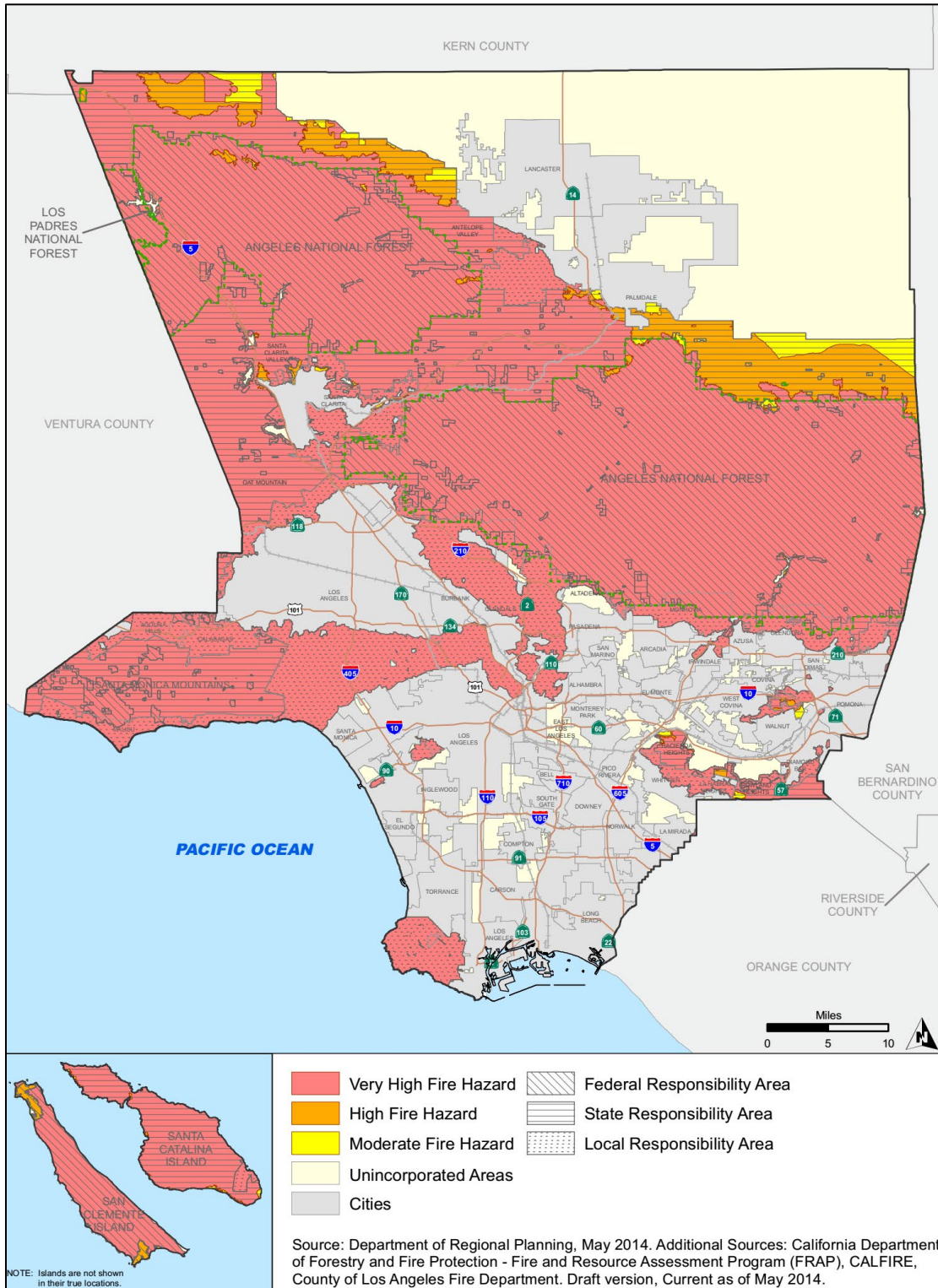
Caption: Firefighters conduct firing operation on the Bobcat Fire, Sept. 14, 2020.

Photo: Bobcat Fire
Source: InciWeb – Incident Information System

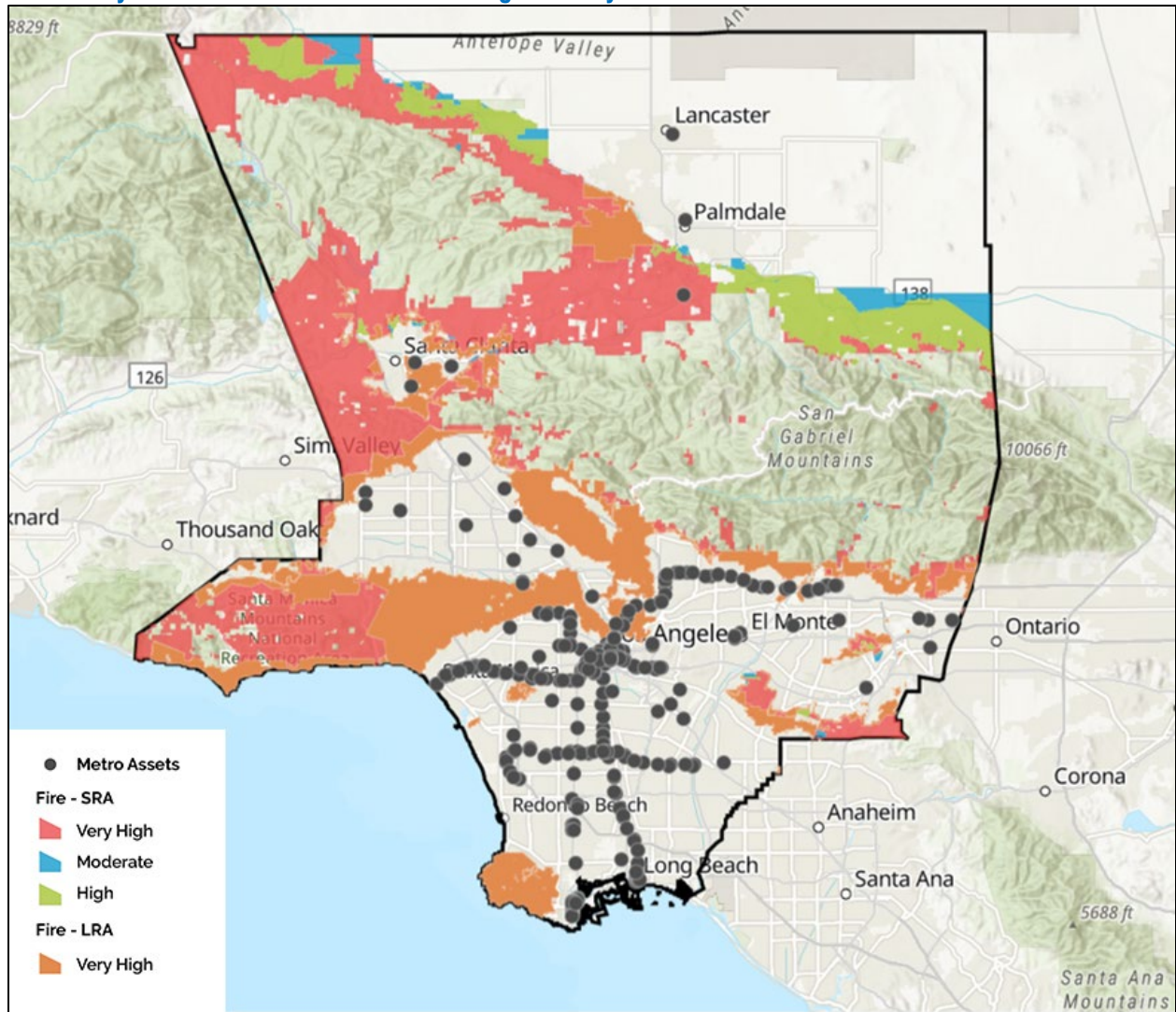


Caption: Strategic Firing Night of September 22, 2020.

Map: Fire Hazard Severity Zones
 (Source: Los Angeles County General Plan, 2015)

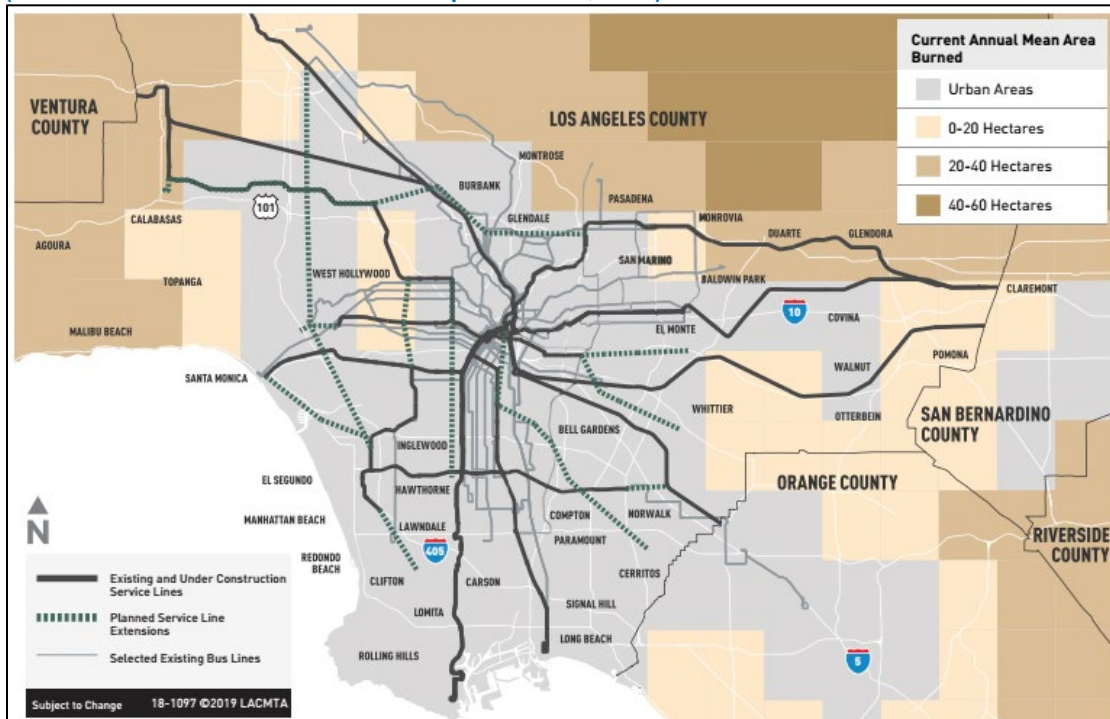


Map: Metro Critical Assets Impacted by Wildfire
 (Source: General Technologies and Solutions)
 *Note: Gray dot indicates Metro owned building or facility.

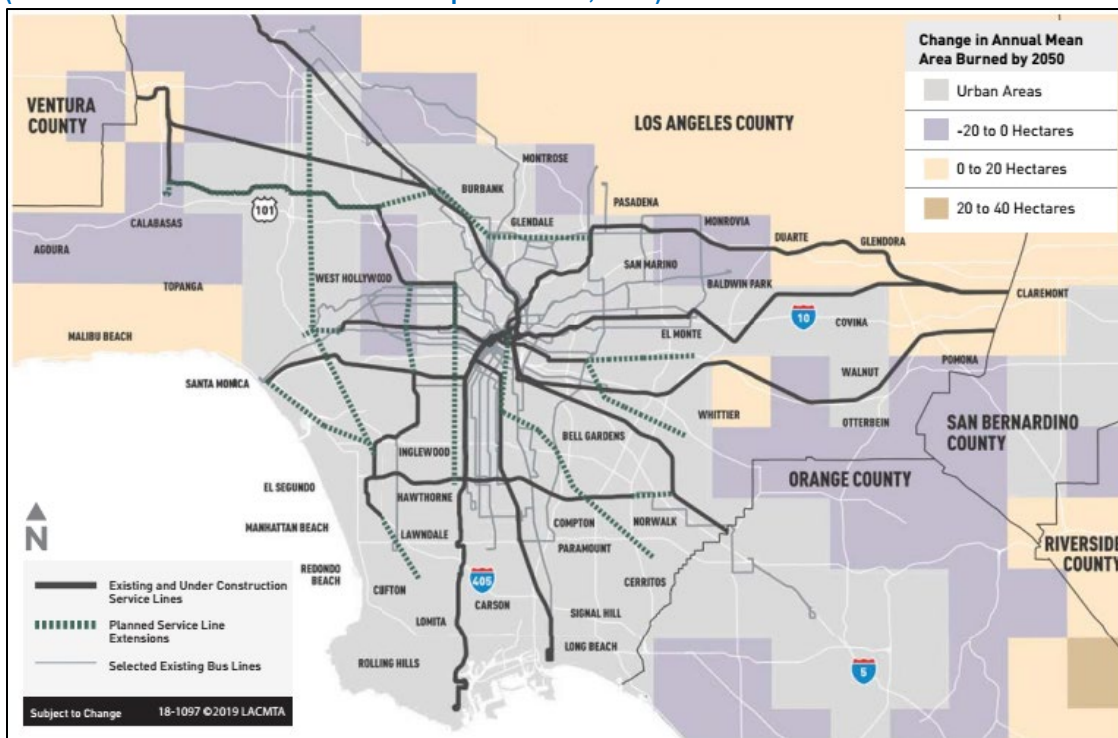


According to the Metro Climate Action and Adaptation Plan (2019), wildfires pose high risks to the northern and eastern parts of the rail system. Wildfires can cause costly damage to light rail infrastructure by melting catenary lines, burning sensitive equipment and damaging trackwork. Most parts of the rail system are not highly exposed to wildfire, but the parts that are exposed are at high risk. Wildfire impacts to bus routes are more limited. Roads might close due to wildfires, forcing buses to reroute, but these disruptions are typically temporary. Wildfires can also damage buildings and impact air quality, creating safety and health hazards for passengers, operators and staff.

Map: Current Wildfire Exposure to Metro Service Lines
 (Source: Metro Climate Action and Adaptation Plan, 2019)



Map: Projected Wildfire Exposure to Metro Service Lines
 (Source: Metro Climate Action and Adaptation Plan, 2019)



Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B3a.

Q: Is there a description of each hazard's **impacts** on each jurisdiction (what happens to structures, infrastructure, people, environment, etc.)? (Requirement §201.6(c)(2)(ii))

A: See **Impact of Wildfire in the Metro Service Area** below.

Impact of Wildfire in the Metro Service Area

Wildfires and their impact vary by location and severity of any given wildfire event. Based on the risk assessment, it is evident that wildfires will continue to have potentially devastating economic impacts to the Metro service area and Metro facilities. Impacts that are not quantified, but anticipated in future events include:

- ✓ Minor to major disruption of revenue service on bus and rail
- ✓ Injury and loss of life
- ✓ Commercial and residential structural damage
- ✓ Disruption of and damage to public infrastructure
- ✓ Secondary health hazards e.g. mold and mildew
- ✓ Minor to major disruption of revenue service on bus and rail
- ✓ Damage to roads/bridges resulting in loss of mobility
- ✓ Significant economic impact (jobs, sales, tax revenue) upon the community
- ✓ Negative impact on commercial and residential property values
- ✓ Significant disruption to citizens as temporary facilities and relocations would likely be needed

Landslide Hazards

Hazard Definition

A landslide is defined as the movement of a mass of rock, debris, or earth movement down a slope. Landslides are a type of “mass wasting” which denotes any down slope movement of soil and rock under the direct influence of gravity. The term “landslide” encompasses events such as rock falls, topples, slides, spreads, and flows. Landslides are initiated by rainfall, earthquakes, volcanic activity, changes in groundwater, disturbance and change of a slope by human-caused construction activities, or any combination of these factors. Landslides also occur underwater, causing tidal waves and damage to coastal areas. These landslides are called submarine landslides.

Photo: 2007 landslide in La Jolla, California
Source: Pam Irvine, USGS



Caption: This event occurred on October 4, 2007 in La Jolla, California. A landslide, perhaps first indicated in July by cracks appearing in pavement and homes along Soledad Mountain Road, struck suddenly when a massive slab of hillside broke loose, sending tons of dirt cascading toward streets below.

Landslide Characteristics

Landslides are a serious geologic hazard in almost every state in America. Nationally, landslides cause 25 to 50 deaths each year. The best estimate of direct and indirect costs of landslide damage in the United States range between \$1 and \$2 billion annually. As a seismically active region, California has a significant number of locations impacted by landslides. Some landslides result in private property damage, other landslides impact transportation corridors, fuel and energy conduits, and communication facilities. They can also pose a serious threat to human life.

Landslides can be broken down into two categories: 1) rapidly moving (generally known as debris flows), and 2) slow moving. Rapidly moving landslides or debris flows present the greatest risk to human life, and people living in or traveling through areas prone to rapidly moving landslides, are at increased risk of serious injury. Slow moving landslides can cause significant property damage but are less likely to result in serious human injuries.

The primary effects of mudslides/landslides include abrupt depression and lateral displacement of hillside surfaces over distances of up to several hundreds of feet, disruption of surface drainage, blockage of flood control channels and roadways, displacement or destruction of improvements such as roadways, buildings, and water wells.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B2a.

Q: Does the plan include information on **previous occurrences** of hazard events for each jurisdiction?
(Requirement §201.6(c)(2)(i))

A: See **Previous Occurrences of Landslides in the Metro Service Area** below.

Previous Occurrences of Landslides in the Metro Service Area

According to the County of Los Angeles All-Hazards Mitigation Plan (2019), landslides in Los Angeles are generally triggered by intense and/or prolonged rainfall but can also occur after an earthquake. Notable recent landslides in Los Angeles County include:

Photo: Landslide in Pacific Palisades
Source: USGS



Caption: The 1994 Northridge Earthquake caused the coastal bluff under this home in Pacific Palisades to undergo a landslide, causing half the home to be torn and fall down the slope.

Table: Landslides in Los Angeles County Since 1928
(Source: County of Los Angeles AHMP, 2019)

Date	Description
January 2019	Cost, unknown. Sections of the Pacific Coast Highway near the Ventura County line were closed due to mudslides.
December 2018	Cost, unknown. Heavy rain on the Woolsey Fire burned hillsides created debris flows and mudslides in and around Malibu causing several road closures
January 2018	Cost, unknown. A hillside in Malibu gave way leaving a house uninhabitable.
March 2005	Cost, unknown. A slide near Sunset Mesa caused 20,000 cubic yards of debris to cover the Pacific Coast Highway.
March 1995 Los Angeles and Ventura Counties	Cost, unknown. Above normal rainfall triggered damaging debris flows, deep-seated landslides, and flooding. Several deep-seated landslides were triggered by the storms, the most notable was the La Conchita landslide, which in combination with a local debris flow, destroyed or badly damaged 11 to 12 homes in the small town of La Conchita, about 20 km west of Ventura. There also was widespread debris-flow and flood damage to homes, commercial buildings, and roads and highways in areas along the Malibu coast that had been devastated by wildfire two years before.
1994 Northridge Earthquake Landslides	Cost, unknown. As a result of the M6.7 Northridge Earthquake, more than 11,000 landslides occurred over an area of 10,000 km ² . Most were in the Santa Susana Mountains and in mountains north of the Santa Clara River Valley. Destroyed dozens of homes, blocked roads, and damaged oil-field infrastructure. Caused deaths from Coccidioidomycosis (valley fever) the spore of which was released from the soil and blown toward the coastal populated areas. The spore was released from the soil by the landslide activity.
1983 Big Rock Mesa	Cost, \$706 million (2000 Dollars) in legal claims, condemnation of 13 houses, and 300 more threatened rockslide caused by rainfall.
1980 Southern California Slides	Cost, \$1.1 billion in damage (2000 Dollars). Heavy winter rainfall in 1979-90 caused damage in six Southern California counties. In 1980, the rainstorm started on February 8. A sequence of 5 days of continuous rain and 7 inches of precipitation had occurred by February 14. Slope failures were beginning to develop by February 15 and then very high-intensity rainfall occurred on February 16. As much as eight inches of rain fell in a six-hour period in many locations. Records and personal observations in the field on February 16 and 17 showed that the mountains and slopes literally fell apart on those two days.
1979 Big Rock	Cost, \$1.08 billion (2000 Dollars). California Highway 1 rockslide.
1977-1980 Monterey Park, Repetto Hills	Cost, \$14.6 million (2000 Dollars). 100 houses damaged in 1980 due to debris flows.
1971 Juvenile Hall, San Fernando	Cost, \$266.6 million (2000 Dollars). Landslides caused by the February 9, 1971, San Fernando earthquake. In addition to damaging the San Fernando Juvenile Hall, this 1.2 km-long slide damaged trunk lines of the Southern Pacific Railroad, San Fernando Boulevard, Interstate Highway 5, the Sylmar electrical converter station, and several pipelines and canals.
1971 Upper and Lower Van Norman Dams, San Fernando	Cost, \$302.4 million (2000 Dollars). Earthquake-induced landslides. Damage due to the February 9, 1971, M7.5 San Fernando, Earthquake. The earthquake of February 9 severely damaged the Upper and Lower Van Norman Dams.
1970 Princess Park	Cost, \$29.1 million (2000 Dollars). California Highway 14, ten miles north of Newhall, near Saugus, northern Los Angeles County.
1969 Glendora	Cost, \$26.9 million (2000 Dollars). Los Angeles County, 175 houses damaged, mainly by debris flows.
1969 Seventh Avenue	Cost, \$14.6 million (2000 Dollars). California Highway 60.
1963 Baldwin Hills Dam	Cost, \$50 million (1963 Dollars). On December 14, the 650-foot-long by 155-foot-high earth fill dam gave way and sent 360 million gallons of water in a fifty-foot-high wall cascading onto the community below, killing five persons.
1961 Mulholland Cut	Cost, \$41.5 million (2000 Dollars). On Interstate 405, 11 miles north of Santa Monica, Los Angeles County.
1958-1971 Pacific Palisades	Cost, \$29.1 million (2000 Dollars). California Highway 1 and house damaged.

1956 Portuguese Bend	Cost, \$14.6 million (2000 Dollars). California Highway 14, Palos Verdes Hills. Land use on the Palos Verdes Peninsula consists mostly of single-family homes built on large lots, many of which have panoramic ocean views. All of the houses were constructed with individual septic systems, generally consisting of septic tanks and seepage pits. Landslides have been active here for thousands of years, but recent landslide activity has been attributed in part to human activity. The Portuguese Bend Landslide began its modern movement in August 1956, when displacement was noticed at its northeast margin. Movement gradually extended down slope so that the entire eastern edge of the slide mass was moving within 6 weeks. By the summer of 1957, the entire slide mass was sliding towards the sea.
1928 St. Francis Dam	Cost, \$672.1 million (2000 Dollars). The dam, located in Los Angeles County, gave way on March 12, and its waters swept through the Santa Clara Valley toward the Pacific Ocean, about 54 miles away. Sixty-five miles of valley was devastated, and over 500 people were killed.

Q&A ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT B1a.
Q: Does the plan include a general description of all natural hazards that can affect each jurisdiction? (Requirement §201.6(c)(2)(i))
A: See Local Conditions below.
Q&A ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT B3b.
Q: Is there a description of each identified hazard’s overall vulnerability (structures, systems, populations, or other community assets defined by the community that are identified as being susceptible to damage and loss from hazard events) for each jurisdiction? (Requirement §201.6(c)(2)(ii))
A: See Local Conditions below.

Local Conditions

According to the County of Los Angeles All-Hazards Mitigation Plan (2019), there are 750.02 square miles (15.75%) of land in Los Angeles County located in the Classes IX and X. In the unincorporated areas of Los Angeles County, there are 577.63 square miles (18.99%) in this hazard area.

Areas prone to landslide include existing old landslides, base of slopes, base of minor drainage hollows, base or top of an old fill slope, base or top of a steep cut slope, and developed hillsides where leach field septic systems are used. In Los Angeles County, the majority of landslide-prone areas include the Santa Monica Mountains, the San Gabriel Mountains, the Sierra Pelona Mountains, the Baldwin Hills, the Puente Hills, and the Palos Verdes Hills. Landslides may: cause injury or death to those trapped; break utility lines; block/damage roadways; damage foundations, chimneys, or surrounding land; and lead to flash flooding and additional land sliding. In Los Angeles County, landslide risks are mitigated through the Hillside Management Area Ordinance and Hillside Design Guidelines.

According to the Metro Climate Action and Adaptation Plan (2019), landslides and mudslides could occur more often in the future due to increased frequency or severity of wildfires and heavy precipitation events. Almost all aspects of Metro’s transportation system are sensitive to landslides, since they can block rails, damage equipment and vehicles and engulf buildings, parking lots and yards. Any of these impacts can cause service delays and require costly and extended repair. Land or mudslides can block roads and disrupt bus routes. Such disruption poses most risk to assets that lie at the foothills of mountains. Catenary lines can be particularly costly to repair or protect from landslide damage.

Photo: 2005 Landslide in Conchita, CA
Source: Mark Reid, USGS

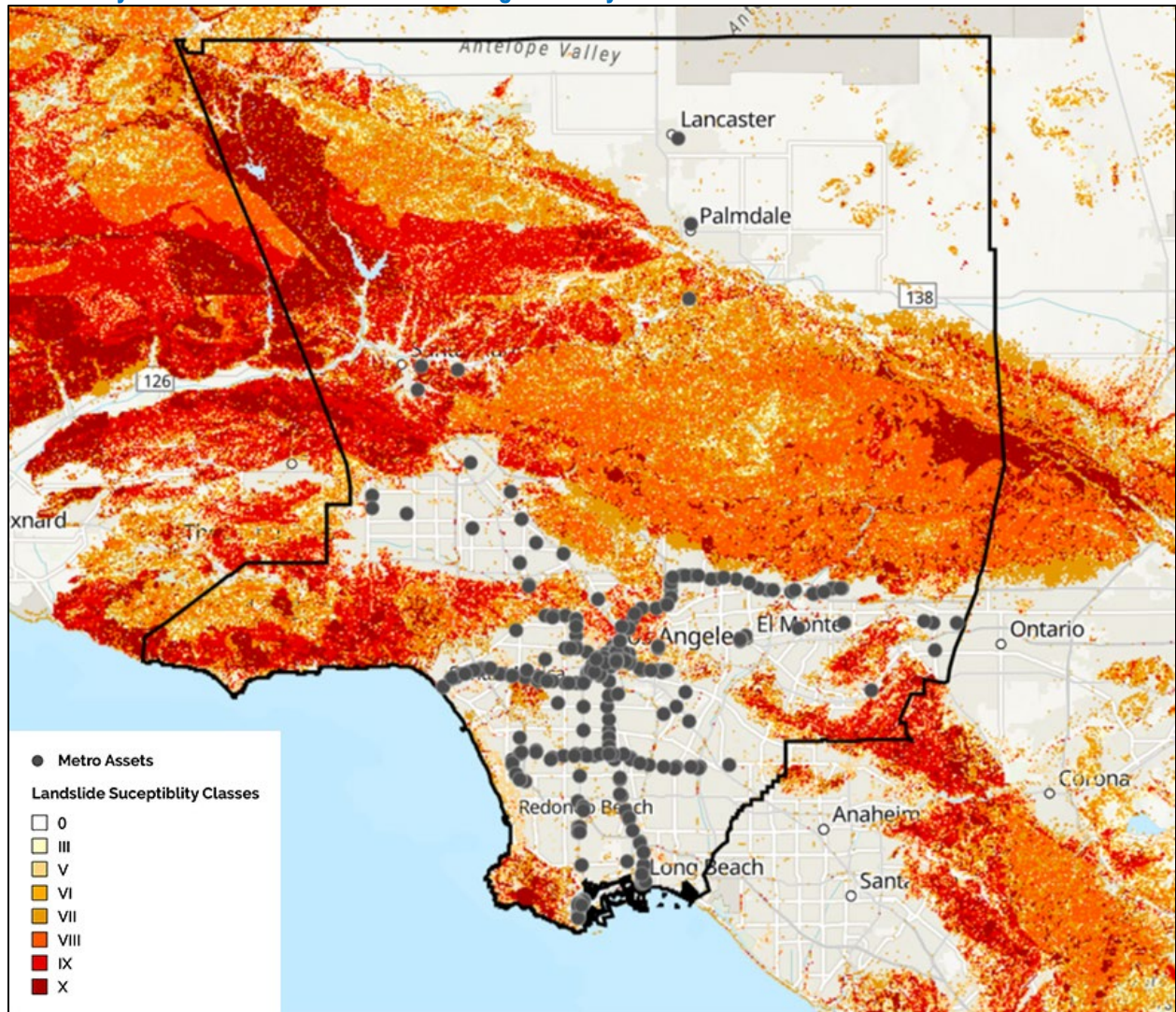


Caption: This landslide occurred at La Conchita, California in 2005. Ten people were killed.

Map: Metro Critical Assets Impacted by Landslides

(Source: General Technologies and Solutions)

*Note: Gray dot indicates Metro owned building or facility.



Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B3a.

Q: Is there a description of each hazard's **impacts** on each jurisdiction (what happens to structures, infrastructure, people, environment, etc.)? (Requirement §201.6(c)(2)(ii))

A: See **Impacts of Landslides in the Metro Service Area** below.

Impacts of Landslides in the Metro Service Area

Based on the risk assessment, it is evident that landslides will continue to have potentially devastating economic impacts to the Metro service area and Metro facilities. Impacts that are not quantified, but can be anticipated in future events, include:

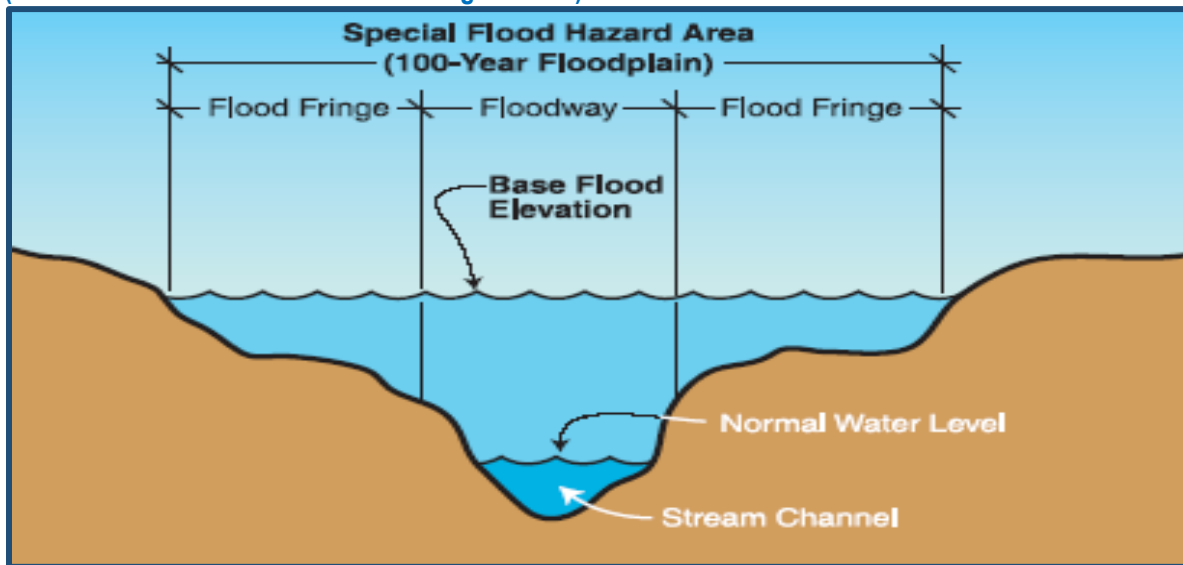
- ✓ Minor to major disruption of revenue service on bus and rail
- ✓ Injury and loss of life
- ✓ Commercial and residential structural damage
- ✓ Disruption of and damage to public infrastructure
- ✓ Secondary health hazards e.g. mold and mildew
- ✓ Minor to major disruption of revenue service on bus and rail
- ✓ Damage to roads/bridges resulting in loss of mobility
- ✓ Significant economic impact (jobs, sales, tax revenue) upon the community
- ✓ Negative impact on commercial and residential property values
- ✓ Significant disruption to citizens as temporary facilities and relocations would likely be needed

Flood Hazards

Hazard Definition

A floodplain is a land area adjacent to a river, stream, lake, estuary, or other water body that is subject to flooding. This area, if left undisturbed, acts to store excess flood water. The floodplain is made up of two sections: the floodway and the flood fringe. The 100-year flooding event is the flood having a one percent chance of being equaled or exceeded in magnitude in any given year. Contrary to popular belief, it is not a flood occurring once every 100 years. The 100-year floodplain is the area adjoining a river, stream, or watercourse covered by water in the event of a 100-year flood. **Schematic: Floodplain and Floodway** shows the relationship of the floodplain and the floodway.

Figure: Floodplain and Floodway
(Source: FEMA How-To-Guide Assessing Hazards)



Types of Flooding

Two types of flooding primarily affect the region: slow-rise or flash flooding. Slow-rise floods may be preceded by a warning period of hours or days. Evacuation and sandbagging for slow-rise floods have often effectively lessened flood related damage. Conversely, flash floods are most difficult to prepare for, due to extremely limited, if any, advance warning and preparation time.

Recently, sea level rise has become an increasing concern in coastal areas. See Climate Change Hazards – Sub-Hazard: Sea Level Rise for more information.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B2a.

Q: Does the plan include information on **previous occurrences** of hazard events for each jurisdiction? (Requirement §201.6(c)(2)(i))

A: See **Previous Occurrences of Flooding in the Metro Service Area Service Area** below.

Previous Occurrences of Flooding in the Metro Service Area

According to the County of Los Angeles All-Hazards Mitigation Plan (2019), there have been 13 Presidential disaster declarations for flooding emergencies affecting Los Angeles County, including:

Table: Los Angeles County Presidential Declarations - Flooding
(Source: County of Los Angeles AHMP, 2019)

Date	Description
January 18, 2017-January 23, 2017	California Severe Winter Storms, Flooding, and Mudslides (DR-4305)
January 7, 1993-February 19, 1993	California Winter Storms (DR-979)
February 12 and 19, 1992	California Winter Storms (DR-935)
December 21, 1988	Coastal Storms (DR-812)
February 7 and 21, 1980	Southern California Winter Storms (DR-615)
February 15, 1978	California Winter Storms Flooding (DR-547)
August 15, 1969	California Flooding (DR-270)
February 25, 1963	California Severe Storms, Heavy Rains, Flooding (DR-145)
October 24, 1962	California Severe Storms, Flooding (DR-138)
March 6, 1962	California Floods (DR-122)
April 4, 1958	California Heavy Rainstorms, Flood (DR-82)
December 23, 1955	California Flooding (DR-47)
February 5, 1954	California Flood and Erosion (Disaster Declaration # [DR]-15)

Photo: Debris flow damage in California
Source: Susan Cannon, USGS



Caption: House damaged by debris flows generated in Mullally Canyon in response to a rainstorm on February 6, 2010. The drainage basin above this home was burned the previous summer by the Station Fire, which was the largest fire in the history of Los Angeles County at the time.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B1a.

Q: Does the plan include a general **description** of all natural hazards that can affect each jurisdiction? (Requirement §201.6(c)(2)(i))

A: See **Local Conditions** below.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B3b.

Q: Is there a description of each identified hazard's overall **vulnerability** (structures, systems, populations, or other community assets defined by the community that are identified as being susceptible to damage and loss from hazard events) for each jurisdiction? (Requirement §201.6(c)(2)(ii))

A: See **Local Conditions** below.

Local Conditions

According to the County of Los Angeles All-Hazards Mitigation Plan (2019), Los Angeles County has a long history of moderate to severe flooding during major storms. In the Los Angeles basin area, an extensive flood control system has eliminated much of this problem. However, in the less densely populated areas where relatively few flood controls have been constructed, flooding remains a problem. In areas with alluvial fans, flood flows discharge from the mountainous canyons in an uncontrolled manner onto the desert floor, thereby resulting in widespread damage to agricultural land, buildings, and infrastructure. In the foothill areas that experience intense rainfall, mudflows pose a risk to those downstream. Finally, along the coast, waves generated by winter storms in combination with high astronomical tides and strong winds can cause a significant wave runup, resulting in erosion and coastal flooding to low-lying portions of the shoreline. Floods

can occur at any time but are most common with winter storms packed with subtropical moisture.

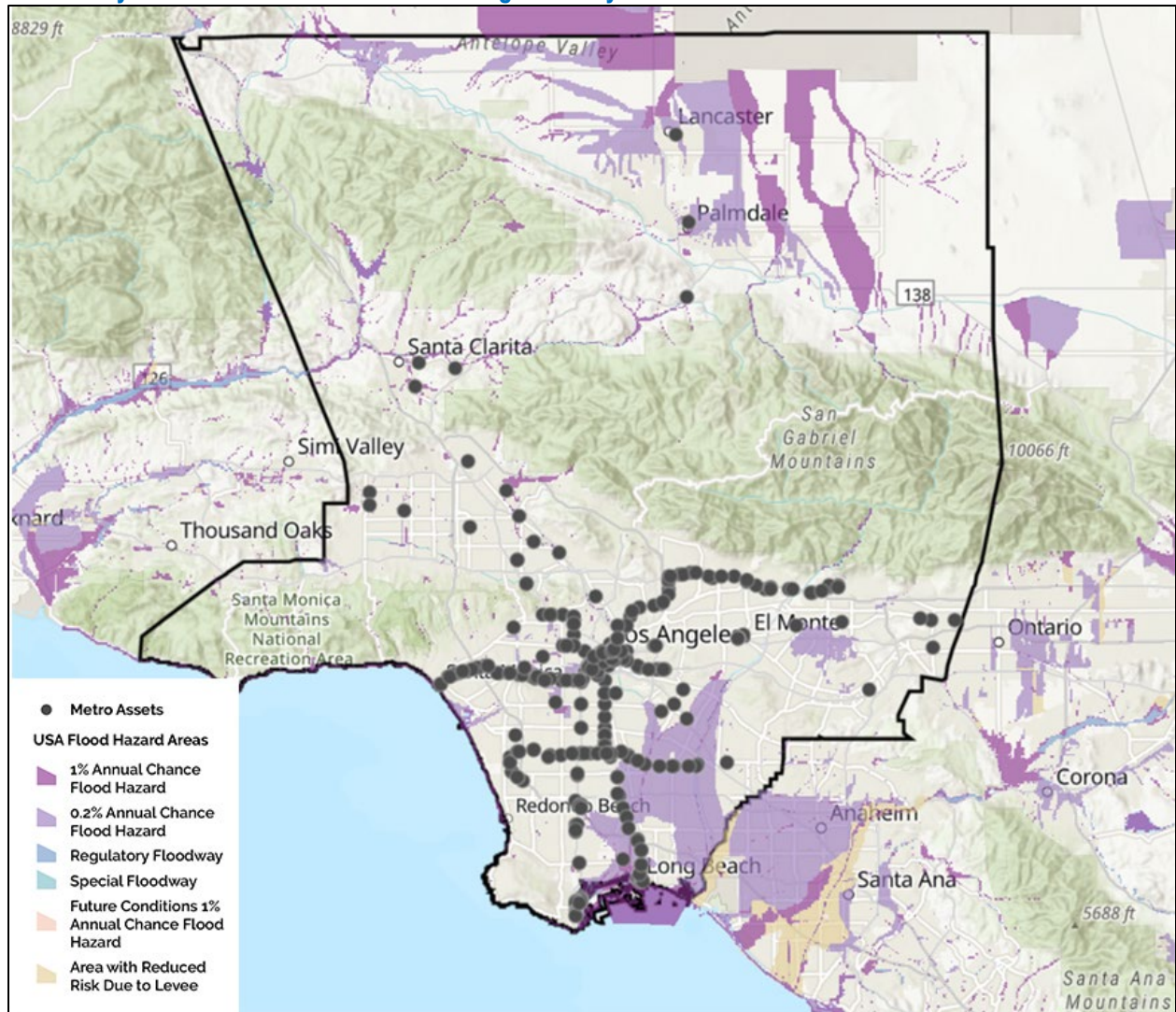
Major flood sources in Los Angeles County still include Ballona Creek, Los Angeles River, Malibu Creek, Pacific Ocean, Rio Hondo River, San Gabriel River and its tributaries, Santa Clara River, Topanga Canyon, and the Pacific Ocean. In the unincorporated areas of Los Angeles County, flooding sources include:

- **Little Rock and Big Rock Washes:** Flooding occurs when the flows reach the valley floor where the channels flatten out. This allows the flows to spread over great distances, inundating the surrounding areas.
- **Antelope Valley:** Flooding occurs when flows from the mountains reach the broad alluvial plain in the Antelope Valley are northerly from the mountains across the broad alluvial plain. During minor storms, much of the flow percolates into the ground. In major storms, flows reach the lake at the northern county limits, where flood flows pond until evaporated.
- **Foothills of Santa Clarita:** Flooding and mudflows occur in the foothill areas during intense rainfall, usually following fires in the upstream watershed.
- **Coastline:** Flooding is caused by waves generated by winter storms. The occurrence of such a storm event in combination with high astronomical tides and strong winds can cause a significant wave runup and allow storm waves to reach higher than normal elevations along the coastline.

The Los Angeles County Digital Flood Insurance Rate Map (DFIRM) identifies 4.19 square miles (0.09%) with a 1% annual chance of flooding, and 243.32 square miles (5.11%) with a 0.2% annual chance of flooding. In the unincorporated areas of Los Angeles County, there are 1.23 square miles (0.04%) with a 1% annual chance of flooding, and an additional 64.77 square miles (2.13 %) with a 0.2% annual chance of flooding.

Map: Metro Critical Assets Impacted by Flooding
(Source: General Technologies and Solutions)

*Note: Gray dot indicates Metro owned building or facility.



Map: Flood Risk Map - Los Angeles County, California
 (Source: FEMA Flood Map Service Center)

Flood Risk Map: Los Angeles County, California



DAMS



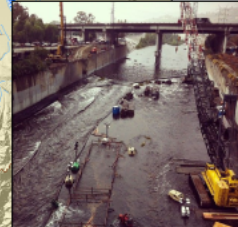
The Big Tujunga Dam is a concrete arch dam spanning across Big Tujunga Creek in Los Angeles County. The Los Angeles County Department of Public Works initiated the seismic retrofit project in April 2008. The project will increase flood control, holding capacity, and habitat enrichment. The project was completed in 2011.

AREAS OF MITIGATION SUCCESS



Every year Los Angeles County spends several weeks removing sediment from the Devil's Gate Dam. Approximately 3,000 cubic yards of is removed in preparation for annual storm events.

OTHER FLOOD RISK AREAS



In 2012, the Los Angeles River overflowed, causing flash flooding in eastern Los Angeles County, including the cities of Huntington Park, Monterey Park, and Montebello.

DAMS



The Rindge Dam was completed in 1924 and is located on Malibu Creek. The dam has been considered for demolition by the Department of Fish and Game in order to restore the Steelhead Trout in the Malibu Creek. The removal of the dam is difficult, due to the dam's steep canyon location. As of 2016, there has not been a conclusive decision made regarding the demolition of the dam.

DAMS



Morris Dam is a concrete gravity dam located across the San Gabriel River in Los Angeles County. The dam provides flood control and the county's water supplies storage capacity. The dam was completed prior to the flood of 1938 and held back the overflow from the San Gabriel River downstream.



MAP SYMBOLOLOGY

Base Data	Flood Data	Flood Risk	Areas of Mitigation Interest
Corporate Limits	Rivers and Streams	Very Low	Accredited Levees
Major Roads	Reentry Area	Low	Non-Accredited Levees
County Boundary	Lakes	Medium	Dams
		High	Significant Land Use Changes (within the past 5 years and looking forward 5 years)
		Very High	Other Flood Risk Areas
			Areas of Mitigation Success
			Past Claims Hot Spot
			At-Risk Essential Facilities
			Other

PROJECT LOCATOR



Risk Mapping, Assessment, and Planning (Risk MAP)
 FRM FLOOD RISK MAP
 Los Angeles County, California

For more information of data used for this non-regulatory map, please consult the Los Angeles County Flood Risk Database and Flood Risk Report.

RELEASE DATE: 09/30/2016

Q&A | ELEMENT C. MITIGATION STRATEGY | C2

Q: Does the Plan address each jurisdiction's participation in the NFIP and continued compliance with NFIP requirements, as appropriate? (Requirement §201.6(c)(3)(ii))

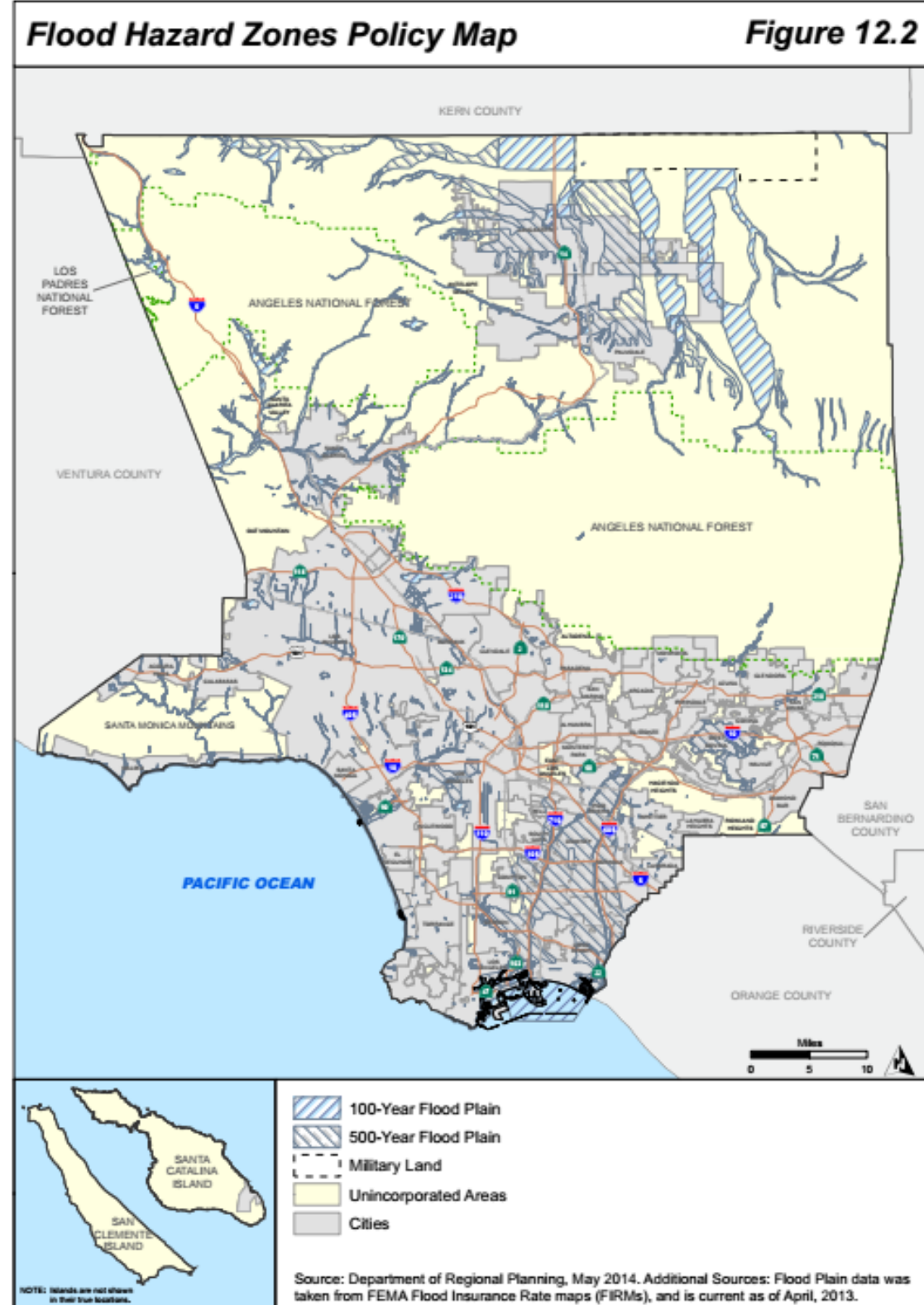
A: See **NFIP Participation** below.

National Flood Insurance Program

The County of Los Angeles participate in the National Flood Insurance Program (NFIP). Created by Congress in 1968, the NFIP makes flood insurance available in communities that enact minimum floodplain management rules consistent with the Code of Federal Regulations §60.3.

According to FEMA, Metro's service area includes a broad range of flood zone designations. The County of Los Angeles All Hazards Mitigation Plan identifies that the Los Angeles County DFIRM identifies 4.19 square miles (0.09%) with a 1% annual chance of flooding (100-year floodplain), and 243.32 square miles (5.11%) with a 0.2% annual chance of flooding (500-year floodplain). These areas are highlighted below in **Map: Flood Hazard Zones** from the Los Angeles County General Plan, 2015.

Map: Flood Hazard Zones
 (Source: Los Angeles County General Plan, 2015)



Definitions of FEMA Flood Zone Designations

Flood zones are geographic areas that the FEMA has defined according to varying levels of flood risk. These zones are depicted on a community's Flood Insurance Rate Map (FIRM) or Flood Hazard Boundary Map. Each zone reflects the severity or type of flooding in the area.

Moderate to Low Risk Areas

In communities that participate in the NFIP, flood insurance is available to all property owners and renters in these zones:

ZONE	DESCRIPTION
B and X (shaded)	Area of moderate flood hazard, usually the area between the limits of the 100-year and 500-year floods. B Zones are also used to designate base floodplains of lesser hazards, such as areas protected by levees from 100-year flood, or shallow flooding areas with average depths of less than one foot or drainage areas less than 1 square mile.
C and X (unshaded)	Area of minimal flood hazard usually depicted on FIRMs as above the 500-year flood level. Zone C may have ponding and local drainage problems that don't warrant a detailed study or designation as base floodplain. Zone X is the area determined to be outside the 500-year flood and protected by levee from 100-year flood.

High Risk Areas

In communities that participate in the NFIP, mandatory flood insurance purchase requirements apply to all of these zones:

ZONE	DESCRIPTION
A	Areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage. Because detailed analyses are not performed for such areas; no depths or base flood elevations are shown within these zones.
AE	The base floodplain where base flood elevations are provided. AE Zones are now used on new format FIRMs instead of A1-A30 Zones.
A1-30	These are known as numbered A Zones (e.g., A7 or A14). This is the base floodplain where the FIRM shows a BFE (old format).
AH	Areas with a 1% annual chance of shallow flooding, usually in the form of a pond, with an average depth ranging from 1 to 3 feet. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Base flood elevations derived from detailed analyses are shown at selected intervals within these zones.
AO	River or stream flood hazard areas, and areas with a 1% or greater chance of shallow flooding each year, usually in the form of sheet flow, with an average depth ranging from 1 to 3 feet. These areas have a 26% chance of flooding over the life of a 30-year mortgage. Average flood depths derived from detailed analyses are shown within these zones.
AR	Areas with a temporarily increased flood risk due to the building or restoration of a flood control system (such as a levee or a dam). Mandatory flood insurance purchase requirements will apply, but rates will not exceed the rates for unnumbered A zones if the structure is built or restored in compliance with Zone AR floodplain management regulations.

ZONE	DESCRIPTION
A99	Areas with a 1% annual chance of flooding that will be protected by a Federal flood control system where construction has reached specified legal requirements. No depths or base flood elevations are shown within these zones.

Undetermined Risk Areas

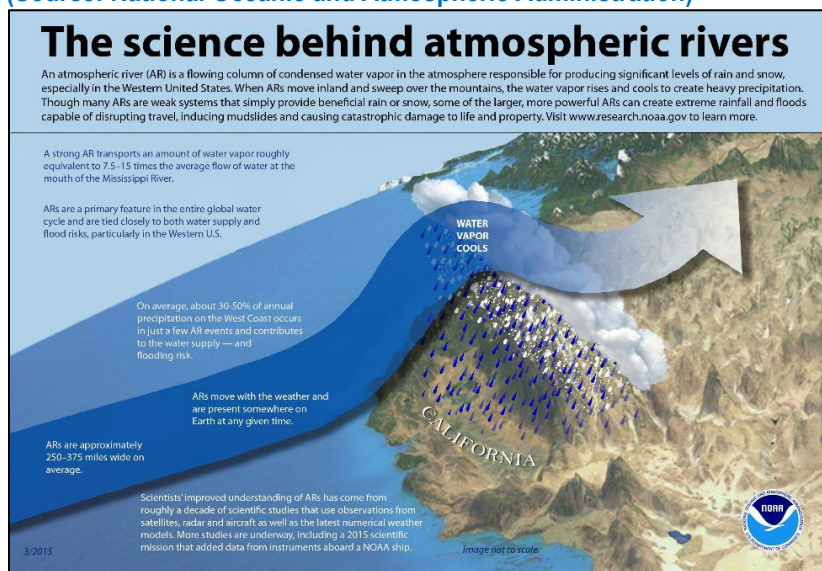
ZONE	DESCRIPTION
D	Areas with possible but undetermined flood hazards. No flood hazard analysis has been conducted. Flood insurance rates are commensurate with the uncertainty of the flood risk.

Atmospheric Rivers

According to the National Oceanic and Atmospheric Administration (NOAA), atmospheric rivers are relatively long, narrow regions in the atmosphere – like rivers in the sky – that transport most of the water vapor outside of the tropics. These columns of vapor move with the weather, carrying an amount of water vapor roughly equivalent to the average flow of water at the mouth of the Mississippi River. When the atmospheric rivers make landfall, they often release this water vapor in the form of rain or snow.

Although atmospheric rivers come in many shapes and sizes, those that contain the largest amounts of water vapor and the strongest winds can create extreme rainfall and floods, often by stalling over watersheds vulnerable to flooding. These events can disrupt travel, induce mudslides and cause catastrophic damage to life and property. A well-known example is the "Pineapple Express," a strong atmospheric river that is capable of bringing moisture from the tropics near Hawaii over to the U.S. West Coast.

Graphic: Atmospheric Rivers
(Source: National Oceanic and Atmospheric Administration)



While atmospheric rivers are responsible for great quantities of rain that can produce flooding, they also contribute to beneficial increases in snowpack. A series of atmospheric rivers fueled the strong winter storms that battered the U.S. West Coast from western Washington to southern California from December 10–22, 2010, producing 11 to 25 inches of rain in certain areas. These rivers also contributed to the snowpack in the Sierras, which received 75 percent of its annual snow by December 22, the first full day of winter.

NOAA research (e.g., [NOAA Hydrometeorological Testbed](#) and Cal Water) uses satellite, radar, aircraft and other observations, as well as major numerical weather model improvements, to better understand atmospheric rivers and their importance to both weather and climate.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B3a.

Q: Is there a description of each hazard’s **impacts** on each jurisdiction (what happens to structures, infrastructure, people, environment, etc.)? (Requirement §201.6(c)(2)(ii))

A: See **Impact of Flooding in the Metro Service Area** below.

Impact of Flooding in the Metro Service Area

Floods and their impacts vary by location and severity of any given flood event, and likely only affect certain areas of the region during specific times. Based on the risk assessment, it is evident that floods will continue to have potentially devastating economic impacts to the Metro service area and Metro facilities. Impacts that are not quantified, but anticipated in future events include:

- ✓ Minor to major disruption of revenue service on bus and rail
- ✓ Injury and loss of life
- ✓ Commercial and residential structural damage
- ✓ Disruption of and damage to public infrastructure
- ✓ Secondary health hazards e.g. mold and mildew
- ✓ Minor to major disruption of revenue service on bus and rail
- ✓ Damage to roads/bridges resulting in loss of mobility
- ✓ Significant economic impact (jobs, sales, tax revenue) upon the community
- ✓ Negative impact on commercial and residential property values
- ✓ Significant disruption to citizens as temporary facilities and relocations would likely be needed

Tsunami Hazards

Hazard Definition

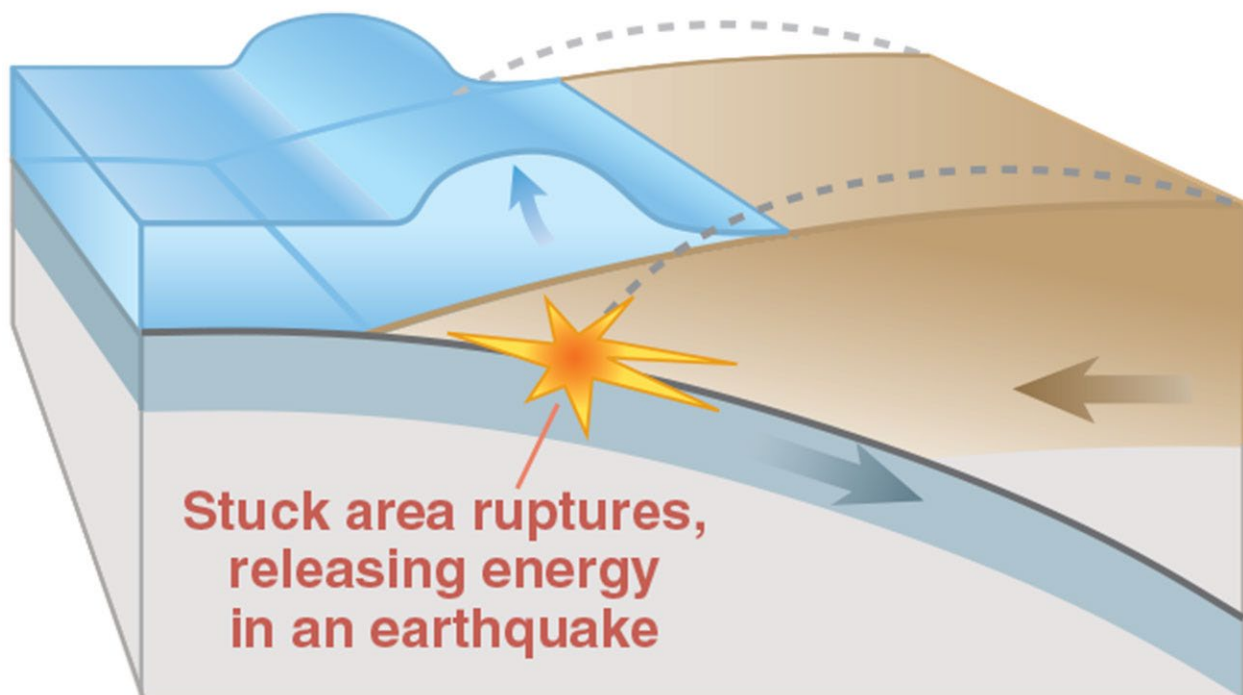
According to the Intergovernmental Oceanographic Commission brochure titled “Tsunami: The Great Waves” (2012), the phenomenon we call “tsunami” (soo-NAH-mee) is a series of traveling ocean waves of extremely long length generated primarily by earthquakes occurring below or near the ocean floor. Underwater volcanic eruptions and landslides can also generate tsunamis. In the deep ocean, the tsunami waves move with a speed exceeding 500 miles per hour, and a wave height of only a few inches. Tsunami waves are distinguished from ordinary ocean waves by their great length between wave crests, often exceeding 60 miles or more in the deep ocean, and by the time between these crests, ranging from 10 minutes to an hour.

As they reach the shallow waters of the coast, the waves slow down and the water can pile up into a wall of destruction up to 30 feet or more in height. The effect can be amplified where a bay, harbor or lagoon funnels the wave as it moves inland. Large tsunamis have been known to rise over 100 feet. Even a tsunami 1-3 feet high can inflict destructive damage and cause many deaths and injuries.

Infographic: Earthquake Starts Tsunami

Source: “Surviving a tsunami: lessons from Chile, Hawaii, and Japan; USGS Circular 1187”

Earthquake starts tsunami



Caption: An earthquake along a subduction zone happens when the leading edge of the overriding plate breaks free and springs seaward, raising the sea floor and the water above it. This uplift starts a tsunami. Meanwhile, the bulge behind the leading edge collapses, thinning the plate and lowering coastal areas.

Earthquakes and Tsunamis

An earthquake can be caused by volcanic activity, but most are generated by movements along fault zones associated with the plate boundaries. Most strong earthquakes, representing 80% of the total energy released worldwide by earthquakes, occur in subduction zones where an oceanic plate slides under a continental plate or another younger oceanic plate.

Not all earthquakes generate tsunamis. To generate a tsunami, the fault where the earthquake occurs must be underneath or near the ocean and cause vertical movement of the sea floor over a large area, hundreds or thousands of square miles. “By far, the most destructive tsunamis are generated from large, shallow earthquakes with an epicenter or fault line near or on the ocean floor.” The amount of vertical and horizontal motion of the sea floor, the area over which it occurs, the simultaneous occurrence of slumping of underwater sediments due to the shaking, and the efficiency with which energy is transferred from the earth’s crust to the ocean water are all part of the tsunami generation mechanism. The sudden vertical displacements over such large areas, disturb the ocean's surface, displace water, and generate destructive tsunami waves.

Photo: Tsunami in Indonesia

Source: Antara Foto, Reuters, The New York Times



Caption: A ship was stranded amid the destruction Monday after an earthquake and tsunami hit Donggala, Indonesia, near the mouth of Palu Bay on the island of Sulawesi.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B2a.

Q: Does the plan include information on **previous occurrences** of hazard events for each jurisdiction?
(Requirement §201.6(c)(2)(i))

A: See **Previous Occurrences of Tsunami in the Metro Service Area** below.

Previous Occurrences of Tsunamis in the Metro Service Area

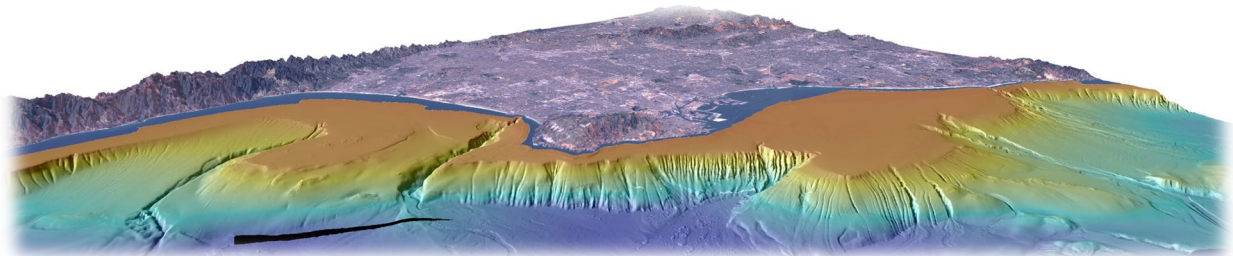
According to the County of Los Angeles All-Hazards Mitigation Plan (2019), eleven major tsunami events have occurred in Los Angeles County in the last century, including:

Table: Los Angeles County Tsunamis
(Source: County of Los Angeles AHMP, 2019)

Date	Locations	Maximum Run up*(m)	Earthquake Magnitude
April 13, 1923	Kamchatka	Unknown	M 7.2
August 30, 1930	Santa Monica	9 to 10 feet	N/A
April 1, 1946	Earthquake near Aleutian Islands affecting Catalina Island, Los Angeles, and Long Beach	1 to 6 feet	M 8.8
November 4, 1952	Earthquake near Kamchatka affecting Santa Monica, Los Angeles, and Long Beach	1 to 2 feet	M 9.0
March 9, 1957	Earthquake near Aleutian Islands affecting Santa Monica, Los Angeles, and Long Beach	1 to 2 feet	M 8.6
May 22, 1960	Earthquake in Chile affecting Catalina Island, Los Angeles, Long Beach, and Santa Monica	2 to 5 feet	M 9.5
March 28, 1964	Earthquake in Alaska affecting Catalina Island, Los Angeles, Long Beach, and Santa Monica	2 to 3 feet	M 9.2
November 29, 1975	Earthquake in Hawaii affecting Catalina Island	3 to 4 feet	M 8.0
September 29, 2009	Earthquake in Samoa affecting Los Angeles	1 to 2 feet	M 8.0
February 27, 2010	Earthquake in Chile affecting Catalina Island, Los Angeles, Long Beach, and Santa Monica	1 to 3 feet	M 8.8
March 11, 2011	Earthquake in Japan affecting Catalina Island, Los Angeles, Long Beach, Redondo Beach, and Santa Monica	2 to 3 feet	M 9.0

3D Illustration: Los Angeles Margin and Basin

Source: Gardner, James V., and Peter Dartnell, 2002. *Multibeam Mapping of the Los Angeles, California Margin*. U.S. Geological Survey)



Caption: Overall perspective view of the Los Angeles Margin and Basin looking northeast. The distance across the bottom of the image is about 100 kilometers with a vertical exaggeration of 6 times. The margin is bisected by a series of large underwater canyons, channels, and gullies. Underwater landslides occur along the steep slope off the Palos Verdes Peninsula (far right) depositing large blocks into the deeper basin.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B1a.

Q: Does the plan include a general **description** of all natural hazards that can affect each jurisdiction? (Requirement §201.6(c)(2)(i))

A: See **Local Conditions** below.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B3b.

Q: Is there a description of each identified hazard's overall **vulnerability** (structures, systems, populations, or other community assets defined by the community that are identified as being susceptible to damage and loss from hazard events) for each jurisdiction? (Requirement §201.6(c)(2)(ii))

A: See **Local Conditions** below.

Local Conditions

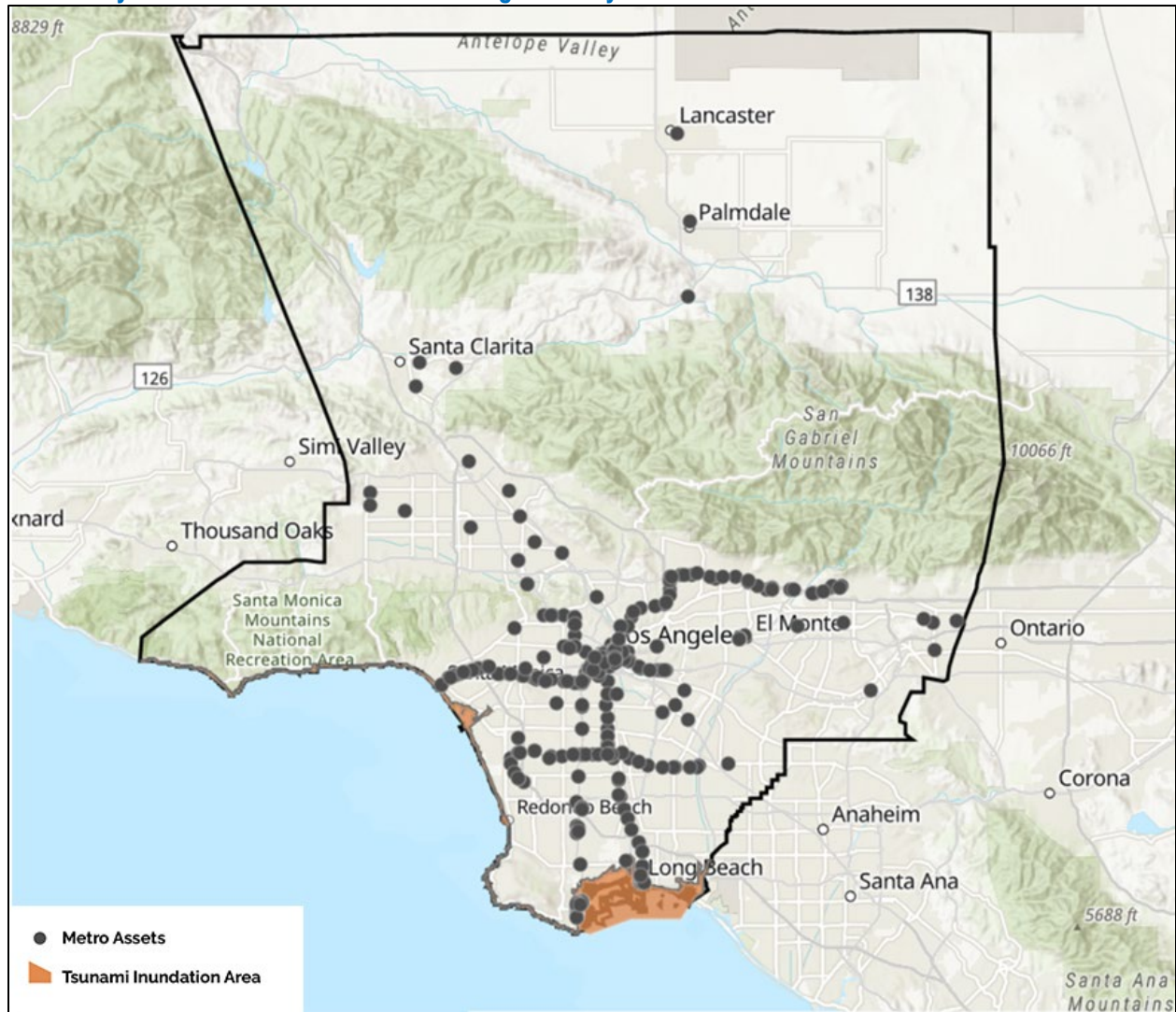
In Los Angeles County, areas at risk of maximum tsunami run up include the ports of Long Beach and Los Angeles, Catalina Island, and areas in the cities of Los Angeles, Long Beach, Manhattan Beach, Redondo Beach, Hermosa Beach, El Segundo, Palos Verdes, Santa Monica, and Malibu. In the unincorporated areas of Los Angeles County, the five coastal zones (i.e., Marin Del Rey, Santa Catalina Island, Santa Monica Mountains, San Clemente Island, and Ballona Wetlands) are subject to inundation.

In Southern California, an earthquake could trigger an underwater avalanche or submarine landslide in the Santa Monica Bay and produce a tsunami that could inundate low-lying areas of Los Angeles County. According to researchers a locally generated tsunami could bring water as high as 5 feet in Marina del Rey, 7 feet in Manhattan Beach and 11 feet in Redondo Beach. Such a tsunami could flood homes and destroy many small boats in nearby harbors, thereby creating dangerous debris.

Based on the history of tsunami run-ups in the region and the history of earthquakes in the Pacific Rim, another tsunami event is likely to occur, although the extent and probability is unknown.

Map: Metro Critical Assets Impacted by Tsunami shows the maximum considered tsunami runup from several extreme tsunami sources. According to the County of Los Angeles All-Hazards Mitigation Plan (2019), there are 43.35 square miles (0.91%) in Los Angeles County located in this hazard area. In the unincorporated areas of Los Angeles County there are 2.07 square miles (0.07%) at risk to a maximum tsunami runup.

Map: Metro Critical Assets Impacted by Tsunami
(Source: General Technologies and Solutions)
*Note: Gray dot indicates Metro owned building or facility.



Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B3a.

Q: Is there a description of each hazard's **impacts** on each jurisdiction (what happens to structures, infrastructure, people, environment, etc.)? (Requirement §201.6(c)(2)(ii))

A: See **Impact of Tsunamis in the Metro Service Area** below.

Impact of Tsunamis in the Metro Service Area

Based on the risk assessment, it is evident that tsunamis will continue to have potentially devastating economic impacts to the Metro service area and Metro facilities. Impacts that are not quantified, but can be anticipated in future events, include:

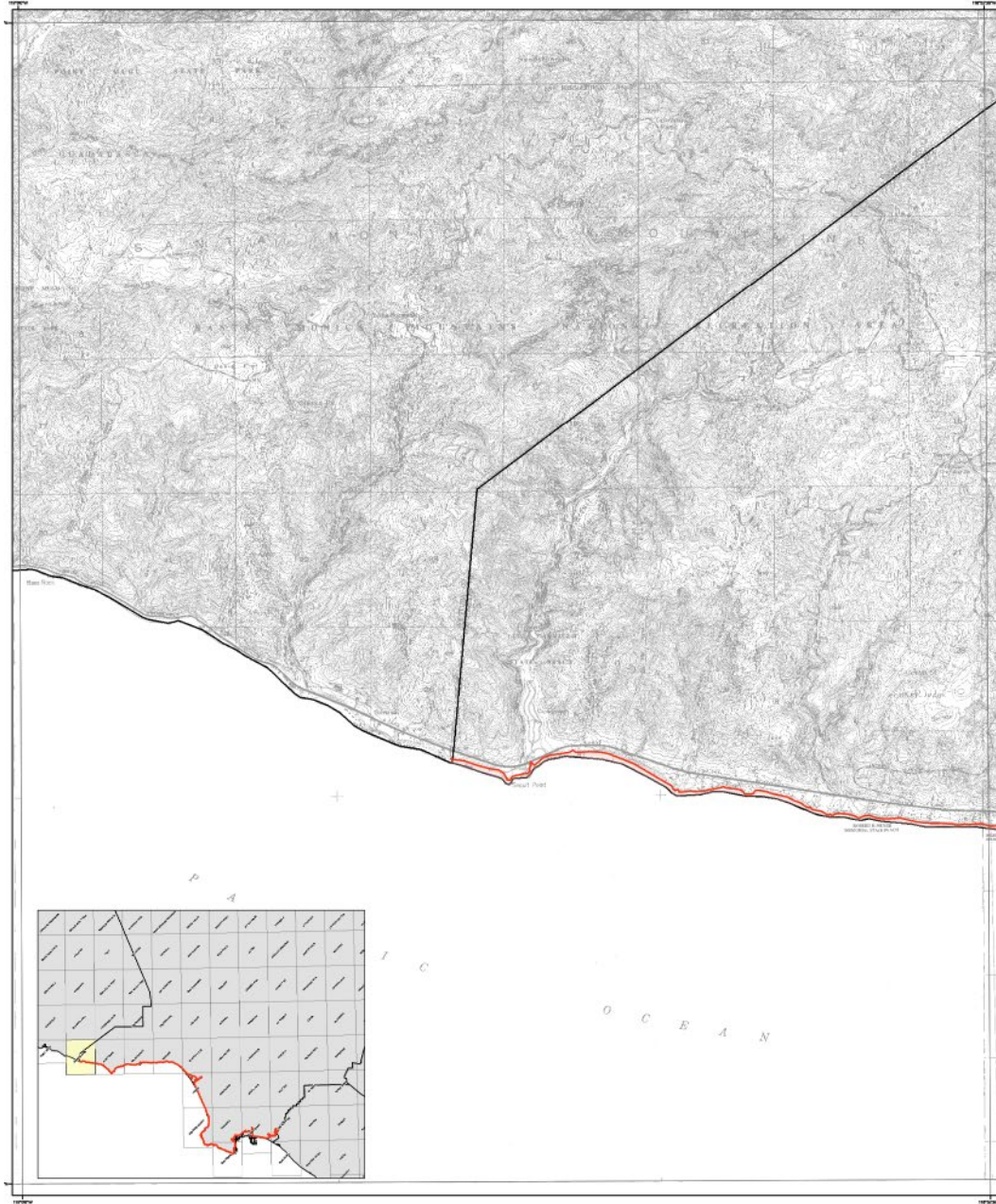
- ✓ Minor to major disruption of revenue service on bus and rail
- ✓ Injury and loss of life
- ✓ Commercial and residential structural damage
- ✓ Disruption of and damage to public infrastructure
- ✓ Secondary health hazards e.g. mold and mildew
- ✓ Minor to major disruption of revenue service on bus and rail
- ✓ Damage to roads/bridges resulting in loss of mobility
- ✓ Significant economic impact (jobs, sales, tax revenue) upon the community
- ✓ Negative impact on commercial and residential property values
- ✓ Significant disruption to citizens as temporary facilities and relocations would likely be needed

Map: Tsunami Inundation Map – Triunfo Pass Quadrangle (Source: California Department of Conservation)

California Emergency Management Agency
California Geological Survey
University of Southern California

Tsunami Inundation Map for Emergency Planning
Triunfo Pass Quadrangle

State of California
County of Los Angeles



METHOD OF PREPARATION

Initial tsunami modeling was performed by the University of Southern California (USC) Tsunami Research Center funded through the California Emergency Management Agency (CEMAG) by the National Tsunami Hazard Mitigation Program. The tsunami modeling process utilized the MOST (Method of Splitting Tsunami) computational program (Wendin), which allows for wave evolution over a variable bathymetry and topography used for the inundation mapping (Tow and Gatzert, 1997; Tow and Synnaka, 1998).

The bathymetrotopographic data that were used in the tsunami models consist of a series of nested grids. Nearshore grids with a 2 arc-second (75- to 30-meter) resolution or higher, were adjusted to "Mean High Water" sea-level conditions, representing a conservative sea level for the intended use of the tsunami modeling and mapping.

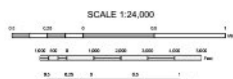
A suite of tsunami source events was selected for modeling, representing realistic local and distant earthquakes and hypothetical extreme undersea, near-shore landslides (Table 1). Local tsunami sources that were considered include offshore reverse-slip faults, including trends on strike-slip fault zones and large submarine landslides capable of significant under-slip and/or displacement and tsunami generation. Distant tsunami sources that were considered include great subduction zone events that are known to have occurred historically (1960 Chile and 1964 Alaska earthquakes) and others which can occur around the Pacific Ocean "Ring of Fire".

In order to enhance the result from the 75- to 30-meter inundation grid data, a method was developed utilizing high-resolution digital topographic data (3- to 10-meter resolution) but better defined the location of the maximum inundation line (U.S. Geological Survey, 1991; Internac, 2003; NOAA, 2004). The location of the enhanced

TSUNAMI INUNDATION MAP FOR EMERGENCY PLANNING

State of California ~ County of Los Angeles
TRIUNFO PASS QUADRANGLE

March 1, 2009



MAP EXPLANATION

- Tsunami Inundation Line
- Tsunami Inundation Area

PURPOSE OF THIS MAP

This tsunami inundation map was prepared to assist cities and counties in identifying their tsunami hazard. It is intended for local jurisdictional, coastal evacuation planning use only. This map, and the information presented herein, is not a legal document and does not meet disclosure requirements for real estate transactions nor for any other regulatory purpose.

The inundation map has been compiled with best currently available scientific information. The inundation line represents the maximum considered tsunami runup from a number of extreme, yet realistic, tsunami sources. Tsunamis are rare events due to a lack of known occurrences in the historical record; this map includes no information about the probability of any tsunami affecting any area within a specific period of time.

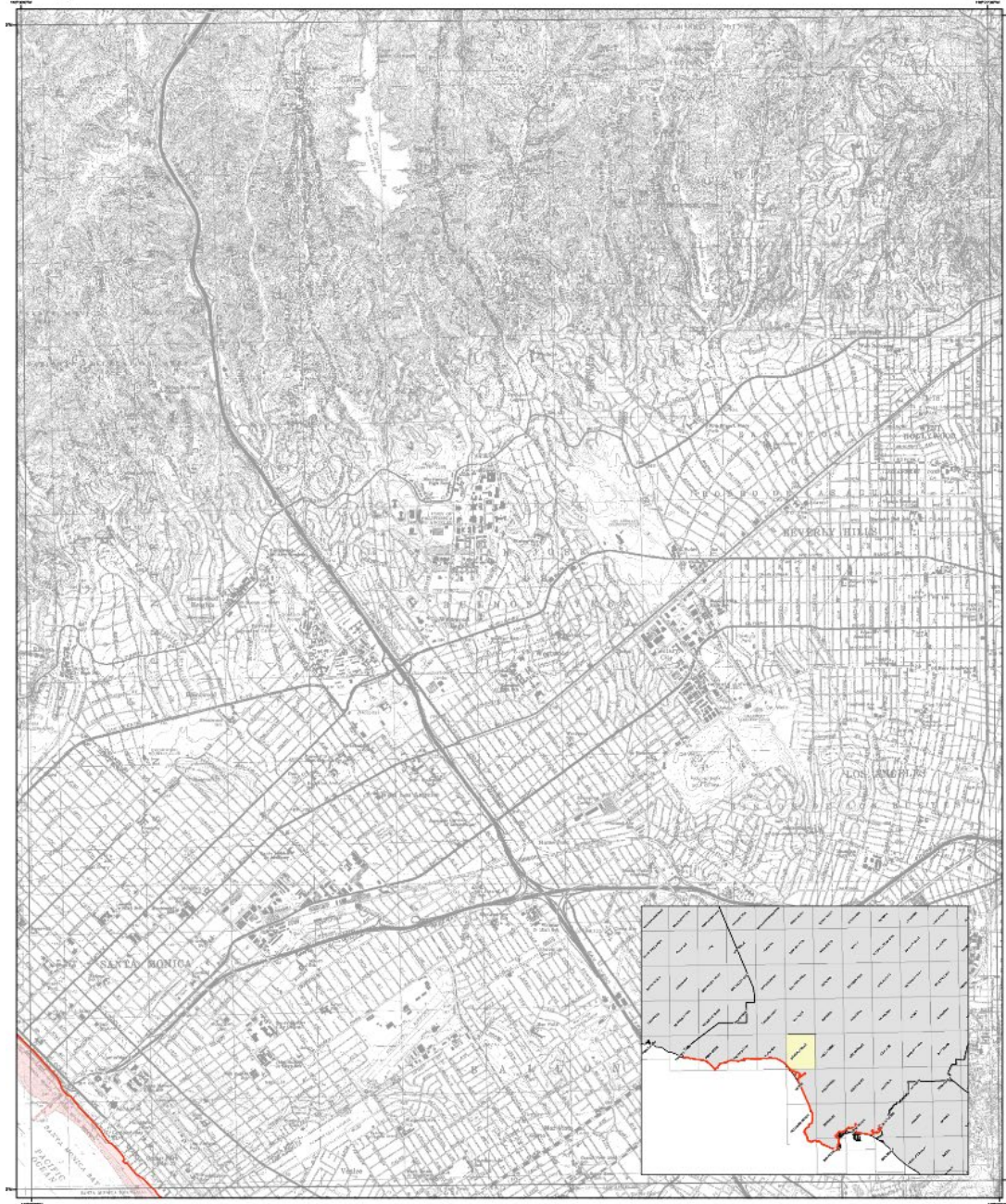
Please refer to the following websites for additional information on the construction and/or best use of this tsunami inundation map:

Map: Tsunami Inundation Map – Beverly Hills Quadrangle (Source: California Department of Conservation)

California Emergency Management Agency
California Geological Survey
University of Southern California

Tsunami Inundation Map for Emergency Planning
Beverly Hills Quadrangle

State of California
County of Los Angeles



METHOD OF PREPARATION

Initial tsunami modeling was performed by the University of Southern California (USC) Tsunami Research Center funded through the California Emergency Management Agency (CEEMA) by the National Tsunami Hazard Mitigation Program. The tsunami modeling process utilized the MOST (Method of Splitting Tsunami) computational program (Version 0), which allows for wave evolution over a variable bathymetry and topography used for the inundation mapping (Tay and Gonzalez, 1997; Tay and Synolakis, 1998).

The bathymetric/topographic data that were used in the tsunami model consist of a series of nested grids. Near-shore grids with a 2-second (75- to 100-meter) resolution or higher, were adjusted to "Mean High Water" sea-level conditions, representing a conservative sea level for the intended use of the tsunami modeling and mapping.

A suite of tsunami source events was selected for modeling, representing realistic local and distant earthquakes and hypothetical extreme undersea, near-shore landslides (Table 1). Local tsunami sources that were considered include offshore near-shore faults, rupturing faults on all 4-to-60 foot zones and large submarine landslides capable of significant offshore displacement and tsunami generation. Distant tsunami sources that were considered include great subduction zone events that are known to have occurred historically (USC-COAS 1991) (see also extrajurisdiction) and others which can occur around the Pacific Ocean "Ring of Fire".

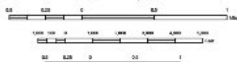
In order to enhance the resolution from the 75- to 100-meter inundation grid data, a method was developed utilizing high-resolution digital topographic data (5- to 10-meter resolution) that define the location of the maximum inundation line (U.S. Geological Survey, 1993; Internet, 2002; NOAA, 2004). The location of the enhanced

TSUNAMI INUNDATION MAP FOR EMERGENCY PLANNING



State of California ~ County of Los Angeles
BEVERLY HILLS QUADRANGLE

March 1, 2009

SCALE 1:24,000



MAP EXPLANATION

-  Tsunami Inundation Line
-  Tsunami Inundation Area

PURPOSE OF THIS MAP

This tsunami inundation map was prepared to assist cities and counties in identifying their tsunami hazard. It is intended for local jurisdictional coastal evacuation planning uses only. This map, and the information presented herein, is not a legal document and does not meet disclosure requirements for real estate transactions nor for any other regulatory purpose.

This inundation map has been compiled with best currently available scientific information. The inundation line represents the maximum modeled tsunami runup from a number of extreme, yet realistic, tsunami sources. Tsunami are rare events due to a lack of known occurrences in the historical record. This map includes no information about the probability of any tsunami affecting any area within a specific coastal area.

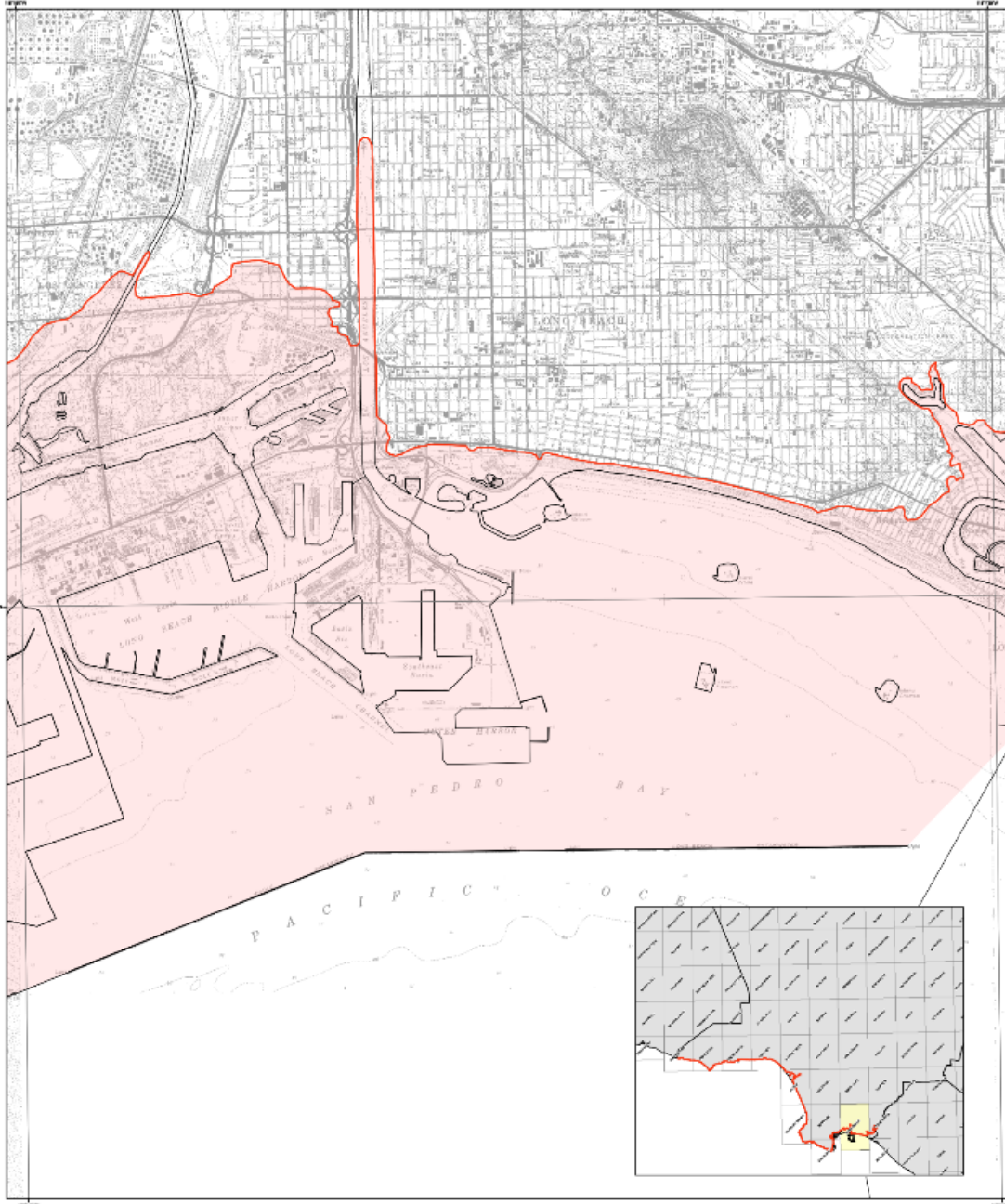
Please refer to the following websites for additional information on the construction and/or intended use of the tsunami inundation map:

Map: Tsunami Inundation Map – Long Beach Quadrangle (Source: California Department of Conservation)

California Emergency Management Agency
California Geological Survey
University of Southern California

Tsunami Inundation Map for Emergency Planning
Long Beach Quadrangle

State of California
County of Los Angeles



METHOD OF PREPARATION

Initial tsunami modeling was performed by the University of Southern California (USC) Tsunami Research Center funded through the California Emergency Management Agency (CEMA) by the National Tsunami Hazard Mitigation Program. The tsunami modeling procedure utilized the 2011 (United States) Tsunami Comparative Program (USCTCP) which allows for wave evolution over a variable bathymetry and topography used for the inundation mapping (Hoy and Gonzalez, 1997; Tiku and Synalakis, 1998).

The bathymetric/topographic data that were used in the tsunami model consist of a series of elevation points. Bathymetric points with a 30-meter (90 to 100-meter) resolution or higher, were adjusted to "Mean High Water" (MHW) conditions representing a conservative sea level for the intended use of the tsunami modeling and mapping.

A suite of tsunami source events was selected for modeling, representing realistic local and distant configurations and spectral content under normal, near-normal conditions (M1, T1). Local source events that were considered include offshore near-normal faults, repeating events on strike-slip fault zones and large subarea landslides capable of significant seafloor displacement and tsunami generation. Distant tsunami sources that were considered include great subduction zone events that are known to have occurred historically (1960 Chile and 1963 Alaska earthquakes) and others which can occur around the Pacific Ocean Ring of Fire.

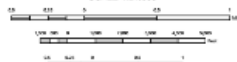
In order to enhance the result from the 75- to 60-meter inundation grid data, a method was developed utilizing high-resolution digital topographic data (5- to 10-meters resolution) that better defines the location of low-lying inundation (USGS, Geological Survey, "461 Intermap, 2002; NOAA, 2004). The location of the enhanced

TSUNAMI INUNDATION MAP FOR EMERGENCY PLANNING

State of California ~ County of Los Angeles
LONG BEACH QUADRANGLE

March 1, 2009

SCALE 1:24,000



MAP EXPLANATION

- Tsunami Inundation Line
- Tsunami Inundation Area

PURPOSE OF THIS MAP

This tsunami inundation map was prepared to assist cities and counties in identifying their tsunami hazard. It is intended for local jurisdictional, coastal evacuation planning purposes. This map and the information presented herein is not a legal document and does not meet disclosure requirements for real estate transactions nor for any other regulatory purposes.

The inundation map has been compiled with best currently available scientific information. The inundation line represents the maximum considered tsunami inundation from a number of offshore and onshore tsunami sources. Tsunami are rare events due to a lack of known occurrences in the historical record. This map indicates no information about the probability of any tsunami affecting any area within a specific period of time.

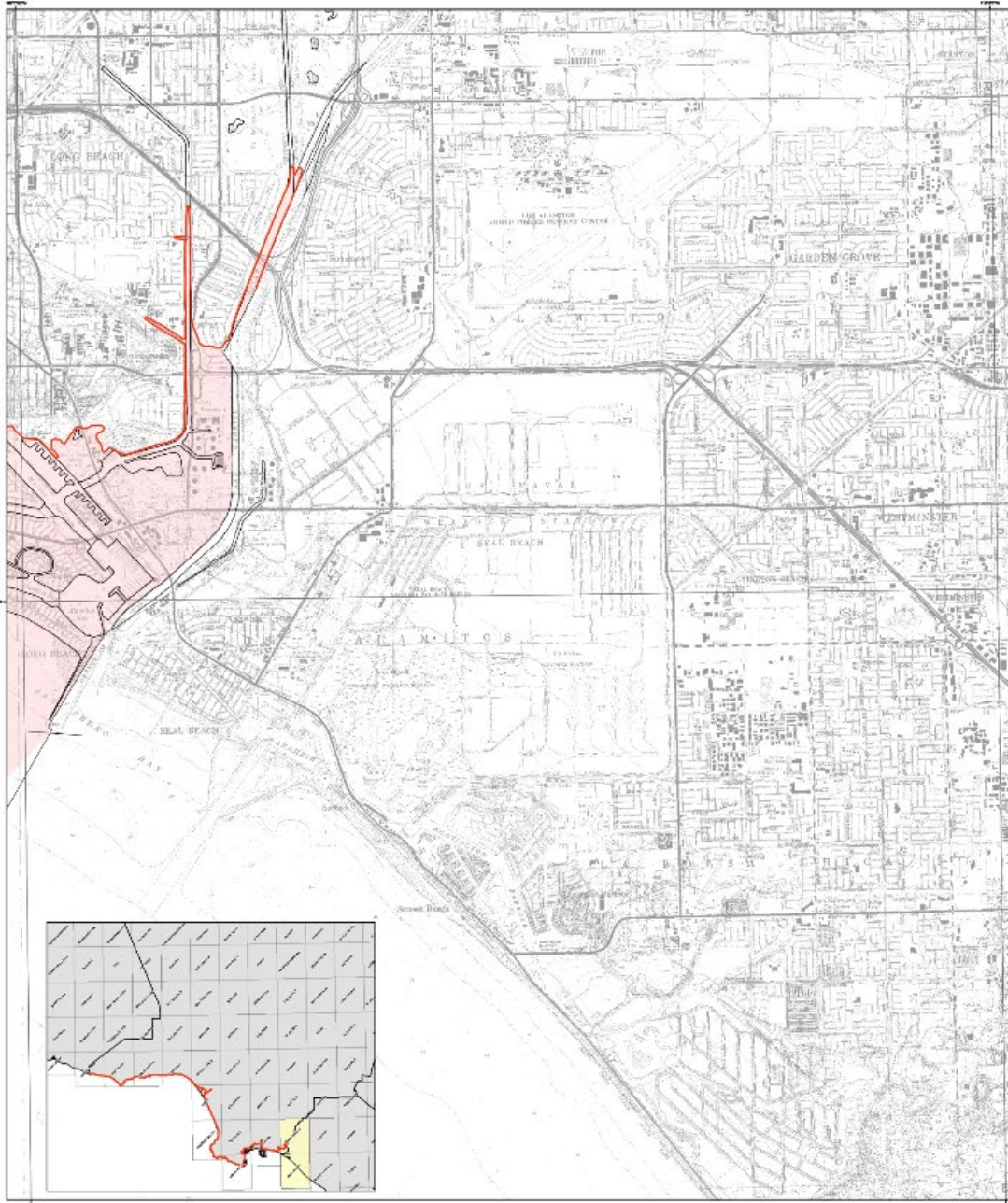
Please refer to the following websites for additional information on the construction and intended use of the tsunami inundation map:

Map: Tsunami Inundation Map – Los Alamitos/Seal Beach Quadrangle (Source: California Department of Conservation)

California Emergency Management Agency
California Geological Survey
University of Southern California

Tsunami Inundation Map for Emergency Planning
Los Alamitos Quadrangle/Seal Beach Quadrangle

State of California
County of Los Angeles



METHOD OF PREPARATION

Initial tsunami modeling was performed by the University of Southern California (USC) Tsunami Research Center funded through the California Emergency Management Agency (CEMAG) by the National Tsunami Hazard Mitigation Program. The tsunami modeling procedure utilized the MOST (Method of Orders) tsunami computational program (Werner 0), which allows for wave evolution over a variable bathymetry and topography coast for the inundation mapping (Pflaum and Gonzalez, 1997; Taha and Gonzalez, 1999). The bathymetric/topographic data that were used in the tsunamiable coastal area of Seal Beach and Los Alamitos were collected by "Beach High Water" and level conditions, representing a conservative sea level for the inundation modeling and mapping.

A suite of tsunami source events was selected for modeling, representing realistic local and distant configurations and potential extreme conditions, such as the 1906 (Mw 7.9) San Francisco earthquake, which were modeled to include all wave components and faults, representing tectonic and large subaqueous landslides capable of significant seafloor displacement and tsunami generation. Distant tsunami sources that were considered include great subduction zone events that have occurred historically (1960 Chile and 1952 Java) and nearby subduction zones which occur around the Pacific Ocean Ring of Fire.

In order to enhance the result from the 15- to 60-meter inundation grid data, a method was developed utilizing high-resolution digital topographic data (D- to 10-meters resolution) that better defines the location of the maximum inundation line (US Geological Survey, "Sea Level Energy," 2004; NOAA, 2004). The location of the inundation

TSUNAMI INUNDATION MAP FOR EMERGENCY PLANNING

State of California ~ County of Los Angeles
LOS ALAMITOS QUADRANGLE
SEAL BEACH QUADRANGLE

March 1, 2009

SCALE 1:24,000



MAP EXPLANATION

- Tsunami Inundation Line
- Tsunami Inundation Area

PURPOSE OF THIS MAP

This tsunami inundation map was prepared to assist cities and counties in identifying their tsunami hazards. It is intended for local jurisdictional, coastal recreation planning uses only. This map, and the information presented herein, is not a legal document and does not meet decision requirements for real estate transactions nor for any other regulatory purpose.

This inundation map has been compiled with best currently available scientific information. The inundation line represents the maximum considered tsunami inundation in a number of scenarios and realistic, historic scenarios. Tsunami events are highly unpredictable and the probability of any tsunami affecting any area within a specific period of time.

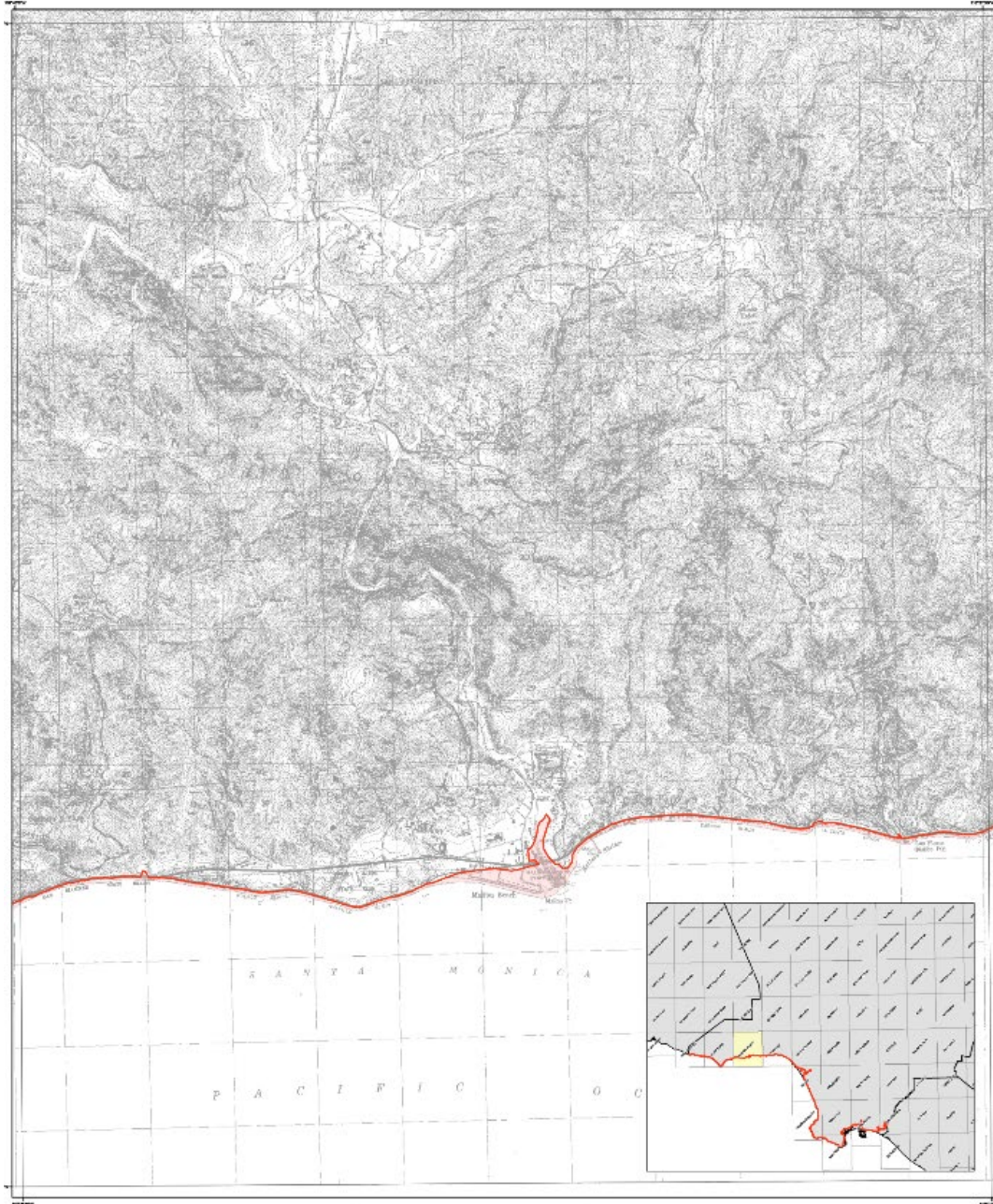
Please refer to the following websites for additional information on the construction and intended use of the tsunami inundation map.

Map: Tsunami Inundation Map – Malibu Beach Quadrangle (Source: California Department of Conservation)

California Emergency Management Agency
California Geological Survey
University of Southern California

Tsunami Inundation Map for Emergency Planning
Malibu Beach Quadrangle

State of California
County of Los Angeles



METHOD OF PREPARATION

Initial tsunami modeling was performed by the University of Southern California (USC) Tsunami Research Center funded through the California Emergency Management Agency (CEMA) by the National Tsunami Hazard Mitigation Program. The tsunami modeling provided the MOST (Method of Spreading Tsunami) conceptual parameter definition (1), which allows for wave evaluation over a variable bathymetry and topography used for the Malibu region (1) and Sonoma, 1997; Tide and Storms, 1999.

The bathymetric topographic data used in the tsunami model consist of a series of vector grids. Most vector grids with a 3 enclosed (75- to 90-meter) resolution are used to represent "Mean High Water" established conditions, representing a conservative sea level for the intended use of the tsunami modeling and mapping.

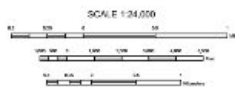
A set of tsunami source events was selected for modeling, representing realistic local and distant earthquakes and hypothetical scenarios including, maximum magnitude (1) and 7) local tsunami sources that were considered within the immediate vicinity of the beach, including based on offshore faults and large submarine landslides capable of significant seafloor displacement and tsunami generation. Ocean tsunami waves that were considered included a wide range of wave periods and amplitudes to have occurred historically (1945 (2) and 1994 Alaska earthquakes) and others which can occur around the Pacific Ocean "Ring of Fire".

In order to enhance the result from the 75- to 90-meter resolution grid data, a method was developed utilizing high-resolution digital topographic data (3- to 15-meter resolution) that exist behind the location of the maximum inundation. The U.S. Geological Survey, 1980; Shaska, 2000; NOAA, 2005). The location of the maximum inundation line was determined by using digital elevation and terrain data on a GIS.

TSUNAMI INUNDATION MAP FOR EMERGENCY PLANNING

State of California – County of Los Angeles
MALIBU BEACH QUADRANGLE

March 1, 2009



MAP EXPLANATION

- Tsunami Inundation Line
- Tsunami Inundation Area

PURPOSE OF THIS MAP

This tsunami inundation map was prepared to assist cities and counties in identifying local tsunami hazard. It is intended for local jurisdictional, coastal evacuation planning uses only. This map, and the information presented herein, is not a legal document and does not meet disclosure requirements for real estate transactions, nor for any other regulatory purpose.

The inundation map has been compiled with best currently available scientific information. The inundation line represents the maximum considered tsunami surge from a number of offshore, full realistic, tsunami scenarios. Tsunami and inundation data include of known occurrences in the historical record. This map includes no information about the probability of any tsunami affecting any area within a specific period of time.

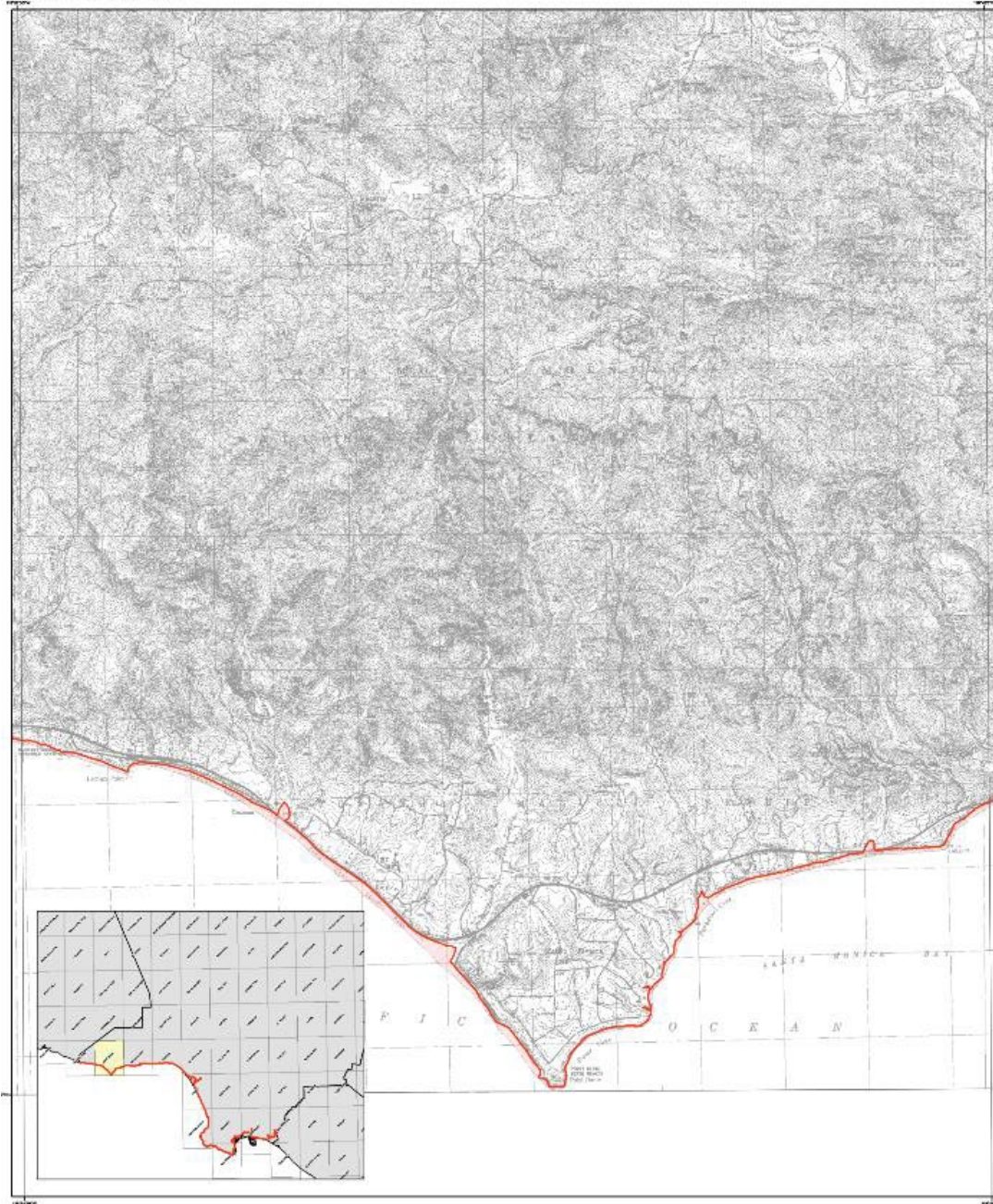
Please refer to the following websites for additional information on the construction and intended use of the tsunami inundation map:

Map: Tsunami Inundation Map – Point Dume Quadrangle (Source: California Department of Conservation)

California Emergency Management Agency
California Geological Survey
University of Southern California

Tsunami Inundation Map for Emergency Planning
Point Dume Quadrangle

State of California
County of Los Angeles



METHOD OF PREPARATION

Initial tsunami modeling was performed by the University of Southern California (USC) Tsunami Research Center funded through the California Emergency Management Agency (CEMA) for the National Tsunami Hazard Mitigation Program. The modeling process utilized the MOST (Method of Splitting Tsunami) computational program (Ward et al., which allows for wave propagation over a variable bathymetry and topography used for the simulation mapping (Tow and Okubo, 1987; Tow and Okubo, 1988).

The bathymetric/topographic data that were used in the tsunami models consist of a series of nested grids. The outermost grid with a resolution (10 to 30 meters) resolution or higher, were adjusted to "Mean High Water" (MHW) mean level conditions, and the inner grid sea level for the intended use of the tsunami modeling was required.

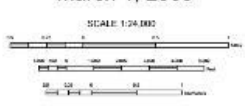
A suite of tsunami source events was selected for modeling, representing realistic local and distant earthquake and hypocoastal volcanic eruptions, near-field tsunamis (Table 1). Local tsunami sources that were considered include offshore, near-shore and locally, including lands or offshore fault segments and large submarine fan faults capable of significant rupture. Bathymetric and topographic data and tsunami sources that were considered include great subduction zone events that are shown to have occurred historically (1920 Chile and 1964 Alaska earthquakes) and others which occur near the Pacific Ocean Ring of Fire.

In order to enhance the result from the 75- to 90-meter foundation grid data, a method was developed utilizing higher resolution digital topographic data (5 to 10 meters resolution) that better defines the location of the shoreline and is available from the Geological Survey, 1992; mapmap, 2002; NOAA, 2004). The location of the enhanced

TSUNAMI INUNDATION MAP FOR EMERGENCY PLANNING

State of California ~ County of Los Angeles
POINT DUME QUADRANGLE

March 1, 2009



MAP EXPLANATION

- Tsunami Inundation Line
- Tsunami Inundation Area

PURPOSE OF THIS MAP

The tsunami inundation map was prepared to assist cities and counties in identifying their tsunami hazard. It is intended for local professional, coastal protection planning purposes. This map and the information presented herein is not a legal document and does not meet disclosure requirements for real estate transactions nor for any other regulatory purposes.

The inundation map has been compiled with best currently available scientific information. The inundation line represents the maximum considered tsunami runup from a number of scenarios, see "Tsunami Scenarios". This map is not intended to be used as a risk reduction measure in the absence of a risk assessment. The map includes information about the probability of one tsunami affecting any area within a specific period of time.

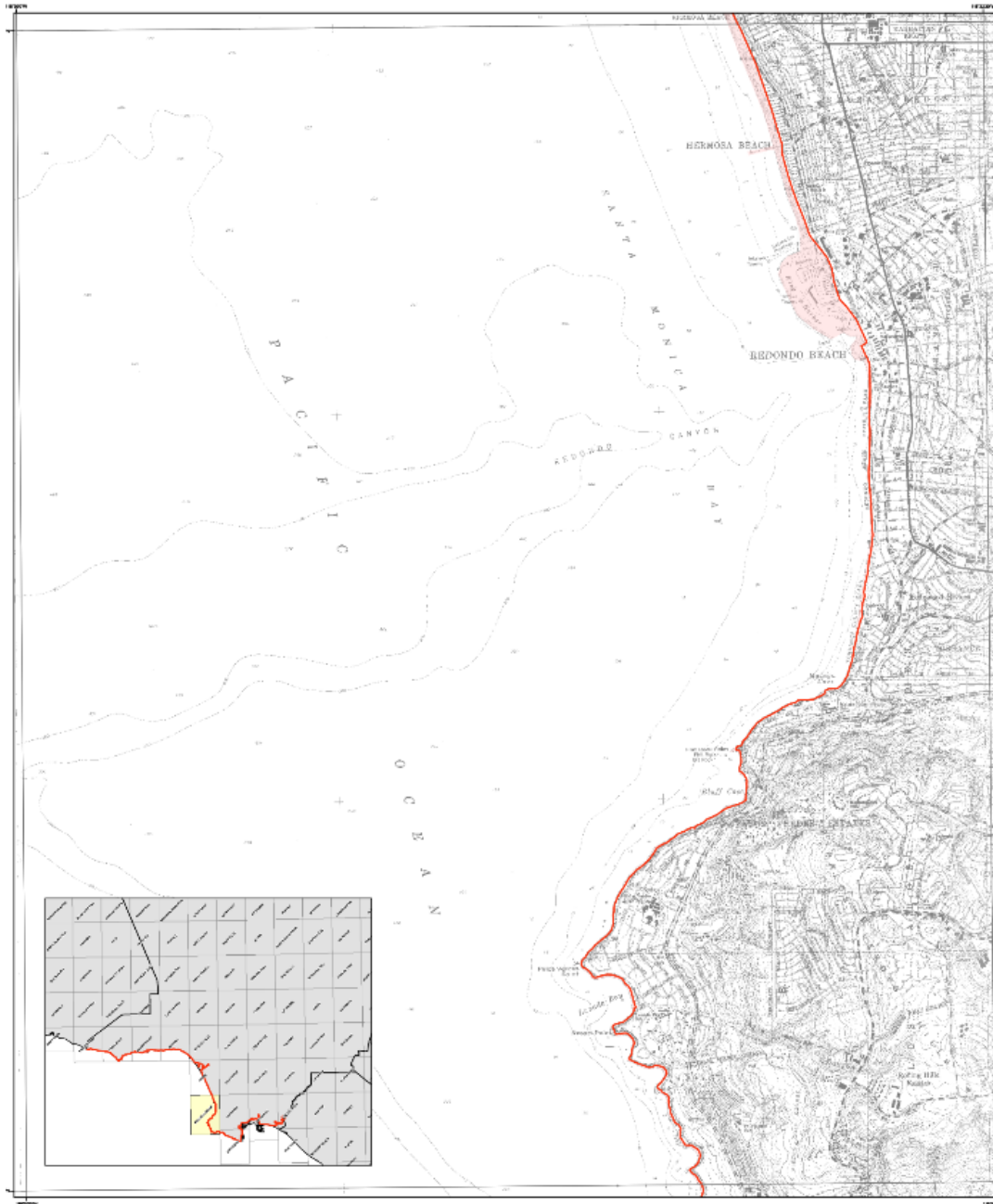
Please refer to the following web site for additional information on the construction and intended use of the tsunami inundation map:

Map: Tsunami Inundation Map – Redondo Beach Quadrangle (Source: California Department of Conservation)

California Emergency Management Agency
California Geological Survey
University of Southern California

Tsunami Inundation Map for Emergency Planning
Redondo Beach Quadrangle

State of California
County of Los Angeles



METHOD OF PREPARATION

Initial tsunami modeling was performed by the University of Southern California (USC) Seismic Research Center through the California Emergency Management Agency (CalCEM) by the National Tsunami Hazard Mitigation Program. The tsunami modeling process utilized the MOST (Method of Hydrodynamic Tsunami) computational program (Garcia et al., 2002) which allows for wave propagation over a variable bathymetry and topography used for the inundation mapping (Tsun and Gonzalez, 1997; Tsun and Synolakis, 1996). The bathymetric/topographic data that were used in the tsunami events consisted of a series of nested grids. Near-shore grids with a 3 arc-second (75- to 90-meter) resolution or higher, were acquired to "Mean High Water" sea-level conditions, representing an intermediate sea level for the coastal zone of the beach, including and mapping.

A series of tsunami inundation events were selected for modeling, representing realistic local and distant earthquakes and hypothetical oceanic and/or tectonic tsunamis (Table 1). Local tsunami events that were considered include offshore representative faults, including faults on or near the Pacific coast and large subduction interfaces capable of significant offshore displacement and tsunami generation. Distant tsunami sources that were considered include great subduction zone events that are known to have occurred historically (1963 Chile and 1964 Alaska) and the event and storm which can occur around the Pacific Ocean "Ring of Fire".

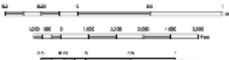
In order to analyze the area from the 75- to 90-meter resolution grid, a refined and developed, higher resolution digital topographic data (1- to 3-meter resolution) that better define the location of the maximum inundation line (U.S. Geological Survey, 1995; National Oceanic and Atmospheric Administration, 2004). The location of the maximum inundation line was determined by using digital imagery and terrain data on a GIS.

TSUNAMI INUNDATION MAP FOR EMERGENCY PLANNING

State of California ~ County of Los Angeles
REDONDO BEACH QUADRANGLE

March 1, 2009

SCALE 1:24,000



MAP EXPLANATION

- Tsunami Inundation Line
- Tsunami Inundation Area

PURPOSE OF THIS MAP

This tsunami inundation map was prepared to assist cities and counties in identifying emergency evacuation routes, to assist in local jurisdiction, coastal evacuation planning areas only. This map, and the information presented herein, is not a legal document and does not meet standards requirements for real estate transactions or for any other regulatory purposes.

This inundation map has been compiled with best currently available scientific information. This inundation line represents the maximum potential inundation depth from a number of potential, not realistic, tsunami sources. Tsunamis are rare events due to a lack of known occurrences in the historical record. This map indicates no information about the probability of any tsunami affecting any area within a specific period of time.

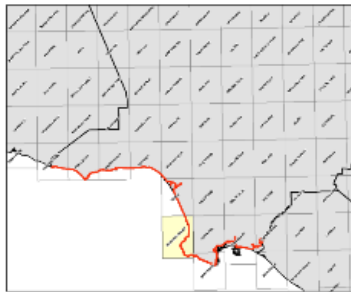
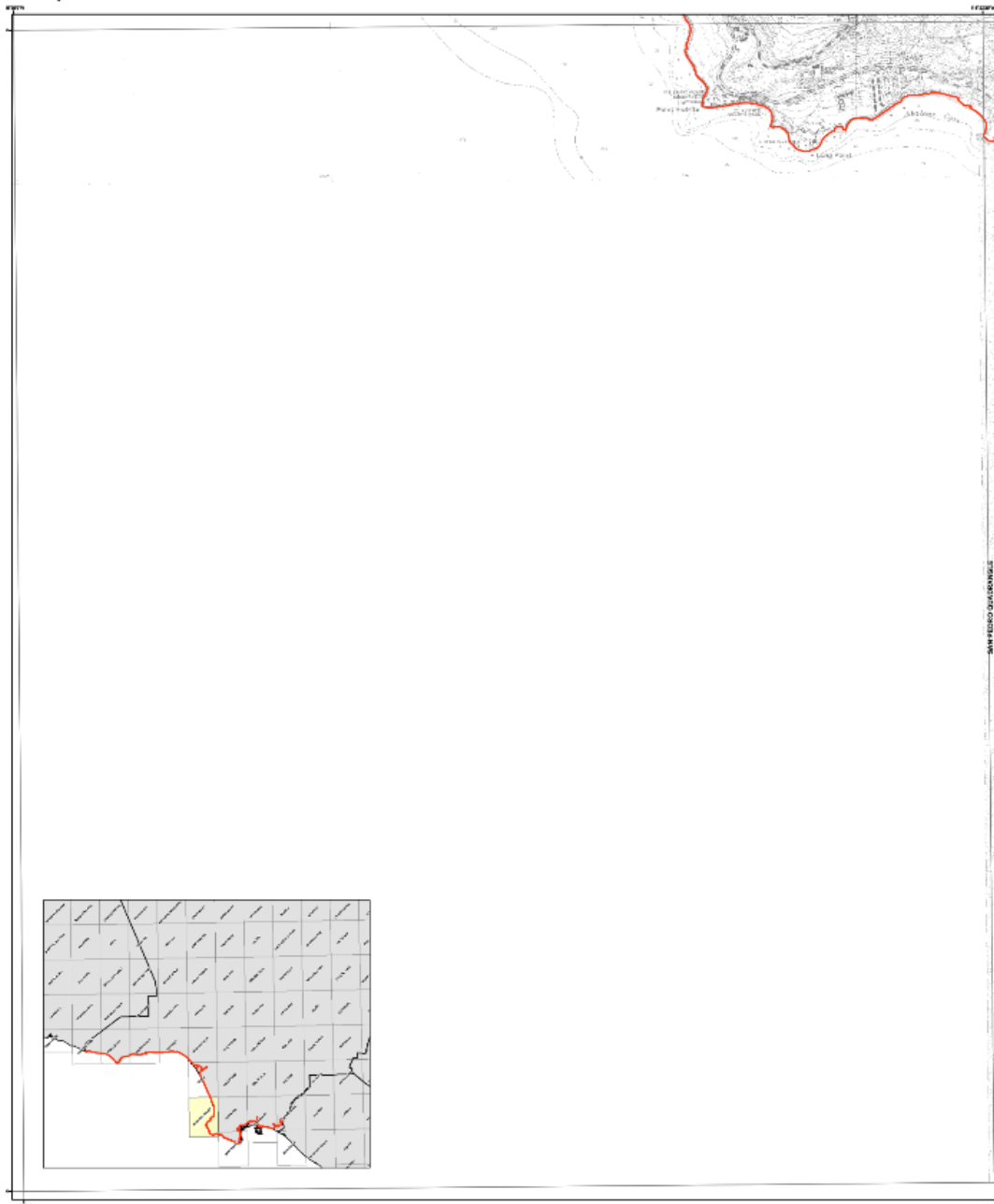
Please refer to the following websites for additional information on the construction and/or intended use of the tsunami inundation map:

Map: Tsunami Inundation Map – Redondo Beach South Quadrangle (Source: California Department of Conservation)

California Emergency Management Agency
California Geological Survey
University of Southern California

Tsunami Inundation Map for Emergency Planning
Redondo Beach (South) Quadrangle

State of California
County of Los Angeles



METHOD OF PREPARATION

Initial tsunami modeling was performed by the University of Southern California (USC) Tsunami Research Center funded through the California Emergency Management Agency (CEEMA) by the National Tsunami Hazard Mitigation Program. The current modeling process utilized the MITOT (Method of Solving Tsunami) computational program (Version 3), which allows for wave evolution over a variable bathymetry and topography used for the inundation mapping (Tibor and Gonzalez, 2007; Tibor and Synolakis, 1998).

The bathymetric/topographic data that were used in the tsunami model consist of a series of nested grids. Horizontal grids with a 30-second (1/2 to 15-second) resolution. Vertical grids were constructed for "Mean High Water" (MHW) conditions, representing a conservative sea level for the intended use of the tsunami modeling and mapping.

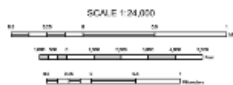
A suite of tsunami source events was selected for modeling, representing realistic near and distant earthquake and hypothetical volcanic events, maximum likelihood (ML) local seismic sources that were considered to be plausible sources of great faults, remaining trends on strike-slip fault zones and large submarine slides capable of significant water displacement and tsunami generation. Ocean tsunami sources that were considered include great subduction zone events that are known to have occurred historically (1960 Chile and 1963 Alaska earthquakes) and others which are thought to occur around the Pacific Ocean "Ring of Fire."

In order to enhance the spatial resolution of the inundation grid data, a method was developed utilizing high-resolution digital topographic data (3- to 10-meter resolution) that better defines the location of the maximum inundation line (US Geological Survey, 1980; Strimling, 2002; NOAA, 2004). The accuracy of the enhanced



Tsunami INUNDATION MAP FOR EMERGENCY PLANNING

State of California ~ County of Los Angeles
REDONDO BEACH (SOUTH) QUADRANGLE

March 1, 2009



MAP EXPLANATION

-  Tsunami Inundation Line
-  Tsunami Inundation Area

PURPOSE OF THIS MAP

The tsunami inundation map was prepared to assist cities and counties in identifying their tsunami hazard. It is intended for local jurisdictional coastal evacuation planning only. This map and the information presented therein is not a legal document and does not meet disclosure requirements for real estate transactions nor for any other regulatory purpose.

The inundation map has been compiled with best currently available scientific information. The inundation line represents the maximum considered tsunami runup from a number of selected, hypothetical, tsunami sources. Sources are considered on the basis of known occurrences in the historical record. This map provides no information about the probability of any tsunami affecting any area within a specific period of time.

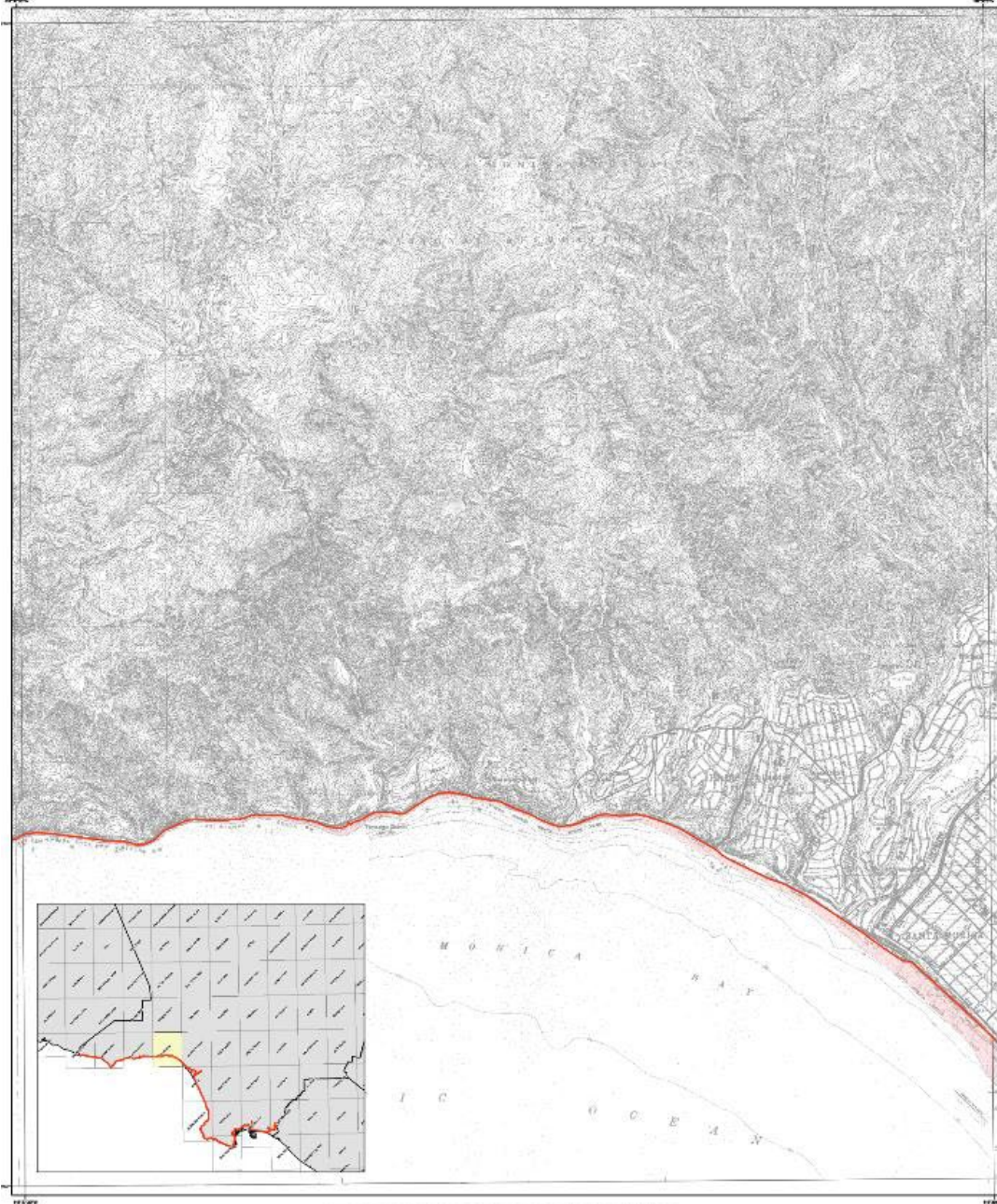
Please refer to the following website for additional information on the construction and intended use of the tsunami inundation map:

Map: Tsunami Inundation Map – Topanga Quadrangle (Source: California Department of Conservation)

California Emergency Management Agency
California Geological Survey
University of Southern California

Tsunami Inundation Map for Emergency Planning
Topanga Quadrangle

State of California
County of Los Angeles



METHOD OF PREPARATION

Initial tsunami modeling was performed by the University of Southern California (USC) Tsunami Research Center funded through the California Emergency Management Agency (CEMA) by the National Science Foundation (NSF). The tsunami modeling process utilized the MOST (Method of Splitting Tsunami) computational program (Walter D), which allows for wave propagation over a variable bathymetry and topography used for the inundation analysis (Tow and Okubo, 2001; Tow and Okubo, 2004).

The bathymetric/topographic data that was used in the tsunami models consist of a series of bathymetric, 1/2-degree grid with a 3 arc-minute (15 to 30-minute) resolution of depth, were adjusted to Mean High Water (MHW) based on coastal topography to conservative sea level for the inundated area of the tsunami modeling and mapping.

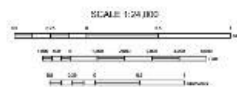
A suite of tsunami source events was selected for modeling, representing realistic local and distant events along the topographic extension of the San Andreas fault (Table 1). Local tsunami sources that were considered include offshore near-plate faults, offshore faults on offshore fault zones and large submarine fault blocks capable of significant strike-slip displacement and tsunami generation. Distant tsunami sources that were considered include great subduction zone events that are known to have occurred historically (1920 Chile and 1964 Alaska earthquakes) and others with run ups along the Pacific Ocean "Ring of Fire".

In order to enhance the result from the 75- to 200-year inundation grid data, a method was developed using higher resolution bathymetric data (5 to 10-minute resolution) that better defines the location of the coast and elevation (see U.S. Geological Survey, 1992; nmap, 2002; NOAA, 2004). The location of the extended

TSUNAMI INUNDATION MAP FOR EMERGENCY PLANNING

State of California ~ County of Los Angeles
TOPANGA QUADRANGLE

March 1, 2009



MAP EXPLANATION

- Tsunami Inundation Line
- Tsunami Inundation Area

PURPOSE OF THIS MAP

The tsunami inundation map was prepared to assist cities and counties in identifying areas that would be affected by local, potential, natural tsunami events, planning zones only. This map and the inundation potential forms are not a legal document and does not meet disclosure requirements for real estate transactions nor for any other regulatory purpose.

The inundation area has been compiled with the currently available scientific information. The inundable line represents the maximum considered tsunami (with lower number of extreme, yet realistic, tsunami events). Tsunamis are rare events due to a lack of record observations in the historical record. This map includes no information about the probability of any tsunami affecting any area within a specific period of time.

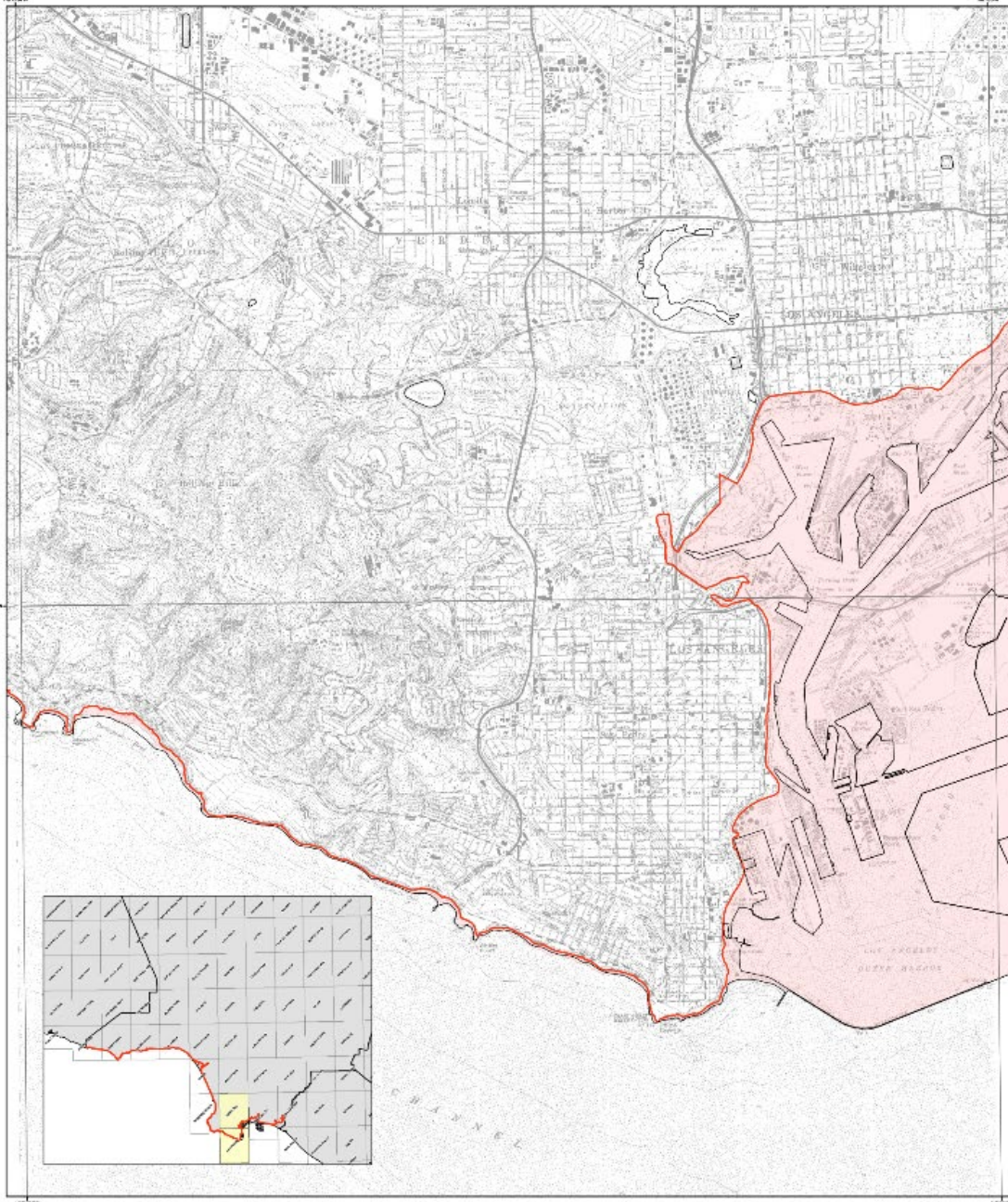
Please refer to the following website for additional information on the construction and/or intended use of the tsunami inundation map:

Map: Tsunami Inundation Map – Torrance/San Pedro Quadrangle (Source: California Department of Conservation)

California Emergency Management Agency
California Geological Survey
University of Southern California

Tsunami Inundation Map for Emergency Planning
Torrance Quadrangle/San Pedro Quadrangle

State of California
County of Los Angeles



METHOD OF PREPARATION

Initial tsunami modeling was performed by the University of Southern California (USC) Tsunami Research Center funded through the California Emergency Management Agency (CEMAG) for the National Tsunami Hazard Mitigation Program. The tsunami modeling process utilized the MOST (Method of Splitting Tsunami) computational program (Wright et al., 2001) which allows for more accurate than a simple bathymetry and topography view for the inundation mapping (Wright and Swenson, 1997; Taka and Swenson, 1999).

The bathymetric/topographic data that were used in the tsunami model consists of a mixture of coastal profile, reconnaissance grade with a maximum 10m to 15m interval resolution or higher, were adjusted to "Mean High Water" (MHW) elevation conditions representing a conservative sea level for the intended use of the tsunami modeling and mapping.

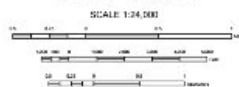
A suite of tsunami source events were selected for modeling, representing realistic local and distant earthquake and tectonic plate extreme undersea landslide scenarios (Table 1). Local tsunamis include those generated by offshore subduction faults, including events on offshore fault zones and large offshore fault zone rupture events of significant surface displacement and tsunami generation. Global tsunami sources that were considered include great subduction zone events that are known to have occurred historically (1962 Chile and 1952 Alaska earthquakes) and others which can occur around the Pacific Ocean Ring of Fire.

In order to enhance the result from the 75- to 90-meter inundation grid data, a method was developed (Lal and Swenson, 2004) to model topographic data (5m to 10 meters resolution) that better defines the location of the tsunami inundation area (US Geological Survey, 1993; Internat. 2002; NOAA, 2004). The location of the enhanced



TSUNAMI INUNDATION MAP FOR EMERGENCY PLANNING

State of California ~ County of Los Angeles
TORRANCE QUADRANGLE
SAN PEDRO QUADRANGLE

March 1, 2009



MAP EXPLANATION

-  Tsunami Inundation Line
-  Tsunami Inundation Area

PURPOSE OF THIS MAP

This tsunami inundation map was prepared to assist cities and counties in identifying their tsunami hazard. It is intended for local jurisdiction, coastal recreation planning and other. This map, and the information presented herein, is not a legal document and does not meet disclosure requirements for real estate transactions or for any other regulatory purposes.

The inundation map has been compiled with local currently available scientific information. The inundation line represents the maximum considered tsunami map from a mixture of scenarios, not realistic, historical sources. Tsunamis can occur again due to a lack of better information in this inundation report. It does not indicate no information about the probability of any tsunami affecting any area within a specific period of time.

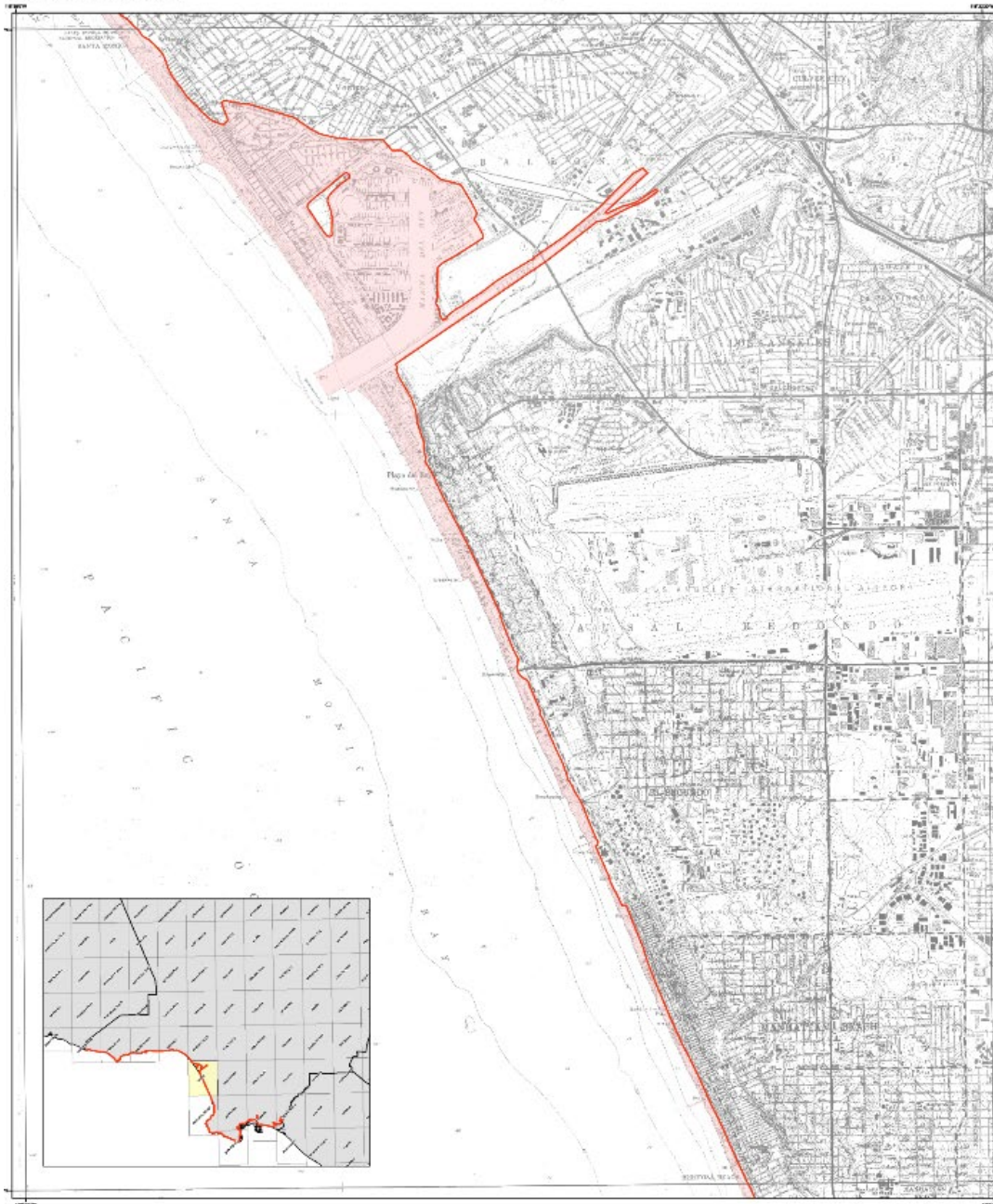
Please refer to the following websites for additional information on the construction and/or intended use of the tsunami inundation map:

Map: Tsunami Inundation Map – Venice Quadrangle (Source: California Department of Conservation)

California Emergency Management Agency
California Geological Survey
University of Southern California

Tsunami Inundation Map for Emergency Planning
Venice Quadrangle

State of California
County of Los Angeles



METHOD OF PREPARATION

Initial research modeling was performed by the University of Southern California (USC) Seismic Research Center funded through the California Emergency Management Agency (CEMA) by the National Tsunami Hazard Mitigation Program. The tsunami modeling procedure used the MOST (Method of Splitting Tsunami) computational engine (Johnson 0), which allows for simulation over a variable bathymetry and topography used for the bathymetry map (Tani and Okamoto, 1997; Tani and Okamoto, 1999).

The bathymetric/topographic data that were used in the tsunami model consist of a series of nodal grids. Nodal grids with a 3 m resolution (75 to 90 meters) resolution in height, were obtained from the "Shore Profile" database on file, representing a conservative sea level for the intended use of the tsunami modeling and mapping.

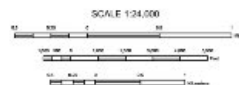
A suite of tsunami source events was selected for modeling, representing realistic local and regional and hypothetical scenarios and/or, maximum likelihood (Table 1). Local tsunami events that were considered include all known occurrences of faults, remaining based on available data and large submarine landslides capable of significant seafloor displacement and tsunami generation. Ocean tsunami scenarios that were considered include great subduction zone events that are known to have occurred historically (1860 to 1961 Alaska subduction) and others which can occur around the Pacific Ocean "Ring of Fire".

In order to evaluate the results from the 25- to 10-meter resolution grid data, a method was developed utilizing high-resolution digital topographic data (2- to 15-meter resolution) that define the location of the maximum inundation line (U.S. Geological Survey, 1962; Kerner, 2002; NOAA, 2001). The location of the maximum inundation line was determined by using digital elevation and bathymetry data on a GIS.



TSUNAMI INUNDATION MAP FOR EMERGENCY PLANNING

State of California ~ County of Los Angeles
VENICE QUADRANGLE

March 1, 2009



MAP EXPLANATION

-  Tsunami Inundation Line
-  Tsunami Inundation Area

PURPOSE OF THIS MAP

This tsunami inundation study was prepared to assist cities and counties in identifying tsunami hazard. It is intended for local jurisdictions, coastal emergency planning only. This map, and the information presented herein, is not a legal document and does not meet disclosure requirements for real estate transactions nor for any other regulatory purposes.

This inundation map has been compiled with the most currently available scientific information. The inundation line represents the maximum considered tsunami map from a number of historical and hypothetical tsunami scenarios. Inundation may vary greatly due to a lack of known parameters in the historical record. This map includes no information about the probability of any tsunami affecting any area within a specific period of time.

Please refer to the following websites for additional information on the construction and/or broader use of the tsunami inundation map:

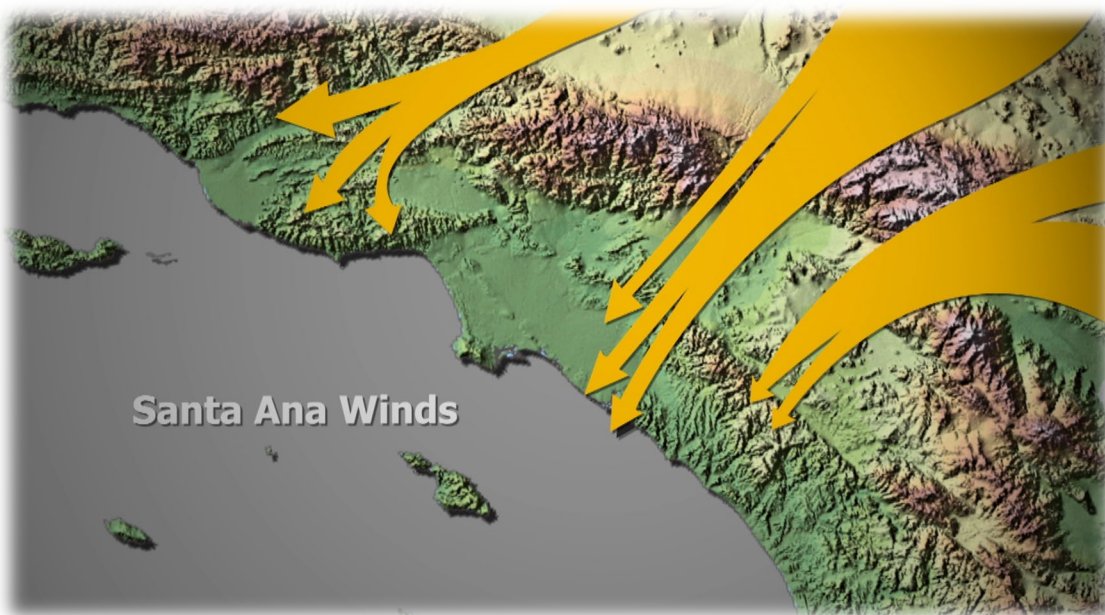
Windstorm Hazards

Hazard Definition

Santa Ana winds are generally defined as warm, dry winds that blow from the east or northeast (offshore). These winds occur below the passes and canyons of the coastal ranges of Southern California and in the Los Angeles and Orange County basins. Santa Ana winds often blow with exceptional speed in the Santa Ana Canyon (the canyon from which it derives its name). Forecasters at the National Weather Service offices in Oxnard and San Diego usually place speed minimums on these winds and reserve the use of "Santa Ana" for winds greater than 25 knots." These winds accelerate to speeds of 35 knots as they move through canyons and passes, with gusts to 50 or even 60 knots.

Infographic: Santa Ana Winds

Source: A screenshot from the USGS film "Living with Fire"



Caption: Santa Ana Winds are a natural phenomenon in southern California that contributes to the region's fire ecology. USGS is investigating ways to balance community fire risk management and native habitat conservation as part of the USGS Southern California Wildfire Risk Scenario Project, analyzing both human factors and natural factors.

The complex topography of Southern California combined with various atmospheric conditions create numerous scenarios that may cause widespread or isolated Santa Ana events. Commonly, Santa Ana winds develop when a region of high pressure builds over the Great Basin (the high plateau east of the Sierra Mountains and west of the Rocky Mountains including most of Nevada and Utah). Clockwise circulation around the center of this high-pressure area forces air downslope from the high plateau. The air warms as it descends toward the California coast at the rate of five degrees F per 1,000 feet due to compressional heating. Thus, compressional heating provides the primary source of warming. The air is dry since it originated in the desert, and it dries out even more as it is heated.

These regional winds typically occur from October to March, and, according to most accounts are named either for the Santa Ana River Valley where they originate, or for the Santa Ana Canyon, southeast of Los Angeles, where they pick up speed.

What is Susceptible to Windstorms?

Life and Property

Windstorm events can be expected, perhaps annually, across widespread areas of the region which can be adversely impacted during a windstorm event. This can result in the involvement of emergency response personnel during a wide-ranging windstorm or microburst tornadic activity. Both residential and commercial structures with weak reinforcement are susceptible to damage. Wind pressure creates a direct and frontal assault on a structure, pushing walls, doors, and windows inward. Conversely, passing currents creates lift suction forces that pull building components and surfaces outward. With extreme wind forces, the roof or entire building can fail causing considerable damage.

Debris carried along by extreme winds can directly contribute to loss of life and indirectly to the failure of protective building envelopes, siding, or walls. When severe windstorms strike an area, downed trees, power lines, and damaged property can be major hindrances to emergency response and disaster recovery.

Utilities

Historically, falling trees are the major cause of power outages in the project area. Windstorms such as strong microbursts and Santa Ana Wind conditions cause flying debris and downed utility lines. For example, tree limbs breaking in winds of only 45 mph can be thrown over 75 feet, overhead power lines are damaged, even in relatively minor windstorm events. Falling trees bring electric power lines down to the pavement, creating the possibility of lethal electric shock.

Infrastructure

Windstorms damage buildings, power lines, and other property, and infrastructure, due to falling trees and branches. During wet winters, saturated soils cause trees to become less stable and more vulnerable to uprooting from high winds.

Increased Fire Threat

Perhaps the greatest danger from windstorm activity in the project area comes from the combination of the Santa Ana winds with the major fires that occur every few years in the urban/wildland interface. With the Santa Ana winds driving the flames, the speed and reach of the flames is even greater than in times of calm wind conditions.

Transportation

Windstorm activity impacts local transportation in addition to the problems caused by downed trees and electrical wires blocking streets and highways. During periods of extremely strong Santa Ana winds, major highways can be temporarily closed to truck and recreational vehicle traffic. However, typically these disruptions are not long lasting, nor do they carry a severe long term economic impact on the region.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B2a.

Q: Does the plan include information on **previous occurrences** of hazard events for each jurisdiction? (Requirement §201.6(c)(2)(i))

A: See **Previous Occurrences of Windstorms in the Metro Service Area** below.

Previous Occurrences of Windstorms in the Metro Service Area

Based on local history, most incidents of high wind in the County of Los Angeles are the result of the Santa Ana and El Niño–related wind conditions. While high-impact wind incidents are not frequent in the area, significant wind events and sporadic tornado activity have been known to negatively affect the county. Between 2015-2019, the County of Los Angeles experienced 49 wind related events with gusts reaching 79mph. As an example, on December 22, 2015, 20 big rig trucks were turned over by 80mph winds, shutting down the Antelope Valley 14 Freeway, shutting down routes between northern and southern California. Although the region did not suffer fatalities or serious injuries, the high winds fueled devastating Thomas Fire (2017). Below is a history of wind related events in the County of Los Angeles within the last five years:

Table: High Wind, Strong Wind and Tornado Events in Los Angeles County, 2015-2019
(Source: NOAA, Storm Events Database, 2019)

Location	Date	Time	Time Zone	Event Type	Magnitude	Deaths	Injuries	Property Damage	Crop Damage
Santa Monica Mountains Recreation Area	10/30/2015	00:47	PST-8	High Wind	37 knots MS	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	10/30/2015	02:55	PST-8	High Wind	55 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	11/15/2015	02:55	PST-8	High Wind	63 knots MG	0	0	0.00K	0.00K
Santa Clarita Valley	11/15/2015	06:55	PST-8	High Wind	62 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	12/11/2015	20:53	PST-8	High Wind	69 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	12/25/2015	18:53	PST-8	High Wind	66 knots MG	0	0	0.00K	0.00K
Santa Monica Mountains Recreation Area	12/26/2015	01:56	PST-8	High Wind	58 knots MG	0	0	0.00K	0.00K
Los Angeles County Coasts Including Downtown Los Angeles	01/31/2016	15:53	PST-8	High Wind	36 knots MS	0	0	0.00K	0.00K
Antelope Valley	01/31/2016	18:00	PST-8	High Wind	50 knots MG	0	0	0.00K	0.00K

Los Angeles County Mountains Excluding the Santa Monica Range	02/07/2016	11:55	PST-8	High Wind	53 knots MG	0	0	0.00K	0.00K
Santa Monica Mountains Recreation Area	02/07/2016	11:57	PST-8	High Wind	56 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	02/17/2016	09:53	PST-8	High Wind	52 knots MG	0	0	0.00K	0.00K
Santa Monica Mountains Recreation Area	03/22/2016	22:56	PST-8	High Wind	56 knots MG	0	0	0.00K	0.00K
Antelope Valley	03/27/2016	12:55	PST-8	High Wind	55 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	04/14/2016	20:53	PST-8	High Wind	57 knots MG	0	0	0.00K	0.00K
Santa Clarita Valley	04/14/2016	21:57	PST-8	High Wind	55 knots MG	0	0	0.00K	0.00K
Antelope Valley	11/27/2016	09:00	PST-8	High Wind	54 knots MG	0	0	0.00K	0.00K
Santa Monica Mountains Recreation Area	12/02/2016	03:00	PST-8	High Wind	56 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	12/02/2016	07:00	PST-8	High Wind	59 knots MG	0	0	0.00K	0.00K
Santa Clarita Valley	12/02/2016	12:57	PST-8	High Wind	52 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	01/22/2017	09:55	PST-8	High Wind	72 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	01/27/2017	03:53	PST-8	High Wind	66 knots MG	0	0	0.00K	0.00K
Santa Monica Mountains Recreation Area	01/27/2017	14:21	PST-8	High Wind	56 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	02/12/2017	07:55	PST-8	High Wind	62 knots MG	0	0	0.00K	0.00K
Santa Clarita Valley	02/17/2017	13:56	PST-8	High Wind	57 knots MG	0	0	0.00K	0.00K
Santa Monica Mountains Recreation Area	02/17/2017	14:56	PST-8	High Wind	51 knots MG	0	0	0.00K	0.00K
Catalina and Santa Barbara Islands	02/17/2017	15:22	PST-8	High Wind	52 knots MG	0	0	0.00K	0.00K
Antelope Valley	03/27/2017	14:00	PST-8	High Wind	51 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	03/27/2017	22:00	PST-8	High Wind	56 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	03/30/2017	19:47	PST-8	High Wind	51 knots MG	0	0	0.00K	0.00K

Los Angeles County Mountains Excluding the Santa Monica Range	04/27/2017	14:55	PST-8	High Wind	52 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	10/09/2017	03:53	PST-8	High Wind	55 knots MG	0	0	0.00K	0.00K
Santa Monica Mountains Recreation Area	10/09/2017	07:19	PST-8	High Wind	65 knots MG	0	0	0.00K	0.00K
Santa Clarita Valley	10/09/2017	09:56	PST-8	High Wind	58 knots MG	0	0	0.00K	0.00K
Santa Clarita Valley	12/04/2017	09:56	PST-8	High Wind	52 knots MG	0	0	0.00K	0.00K
Santa Monica Mountains Recreation Area	12/04/2017	18:56	PST-8	High Wind	62 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	12/04/2017	23:53	PST-8	High Wind	63 knots MG	0	0	0.00K	0.00K
Los Angeles County San Fernando Valley	12/05/2017	05:54	PST-8	High Wind	57 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	01/28/2018	01:55	PST-8	High Wind	61 knots MG	0	0	0.00K	0.00K
Santa Monica Mountains Recreation Area	01/28/2018	04:56	PST-8	High Wind	52 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	04/12/2018	17:53	PST-8	High Wind	60 knots MG	0	0	0.00K	0.00K
Santa Monica Mountains Recreation Area	10/15/2018	05:56	PST-8	High Wind	57 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	10/15/2018	07:55	PST-8	High Wind	57 knots MG	0	0	0.00K	0.00K
Santa Monica Mountains Recreation Area	11/08/2018	21:38	PST-8	High Wind	63 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	11/08/2018	23:53	PST-8	High Wind	54 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	11/12/2018	09:53	PST-8	High Wind	52 knots MG	0	0	0.00K	0.00K
Antelope Valley	03/12/2019	23:16	PST-8	High Wind	59 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	03/12/2019	23:53	PST-8	High Wind	61 knots MG	0	0	0.00K	0.00K
Los Angeles County Mountains Excluding the Santa Monica Range	04/09/2019	23:20	PST-8	High Wind	64 knots MG	0	0	0.00K	0.00K
Totals:						0	0	0.00K	0.00K

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B1a.

Q: Does the plan include a general **description** of all natural hazards that can affect each jurisdiction? (Requirement §201.6(c)(2)(i))

A: See **Local Conditions** below.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B3b.

Q: Is there a description of each identified hazard’s overall **vulnerability** (structures, systems, populations, or other community assets defined by the community that are identified as being susceptible to damage and loss from hazard events) for each jurisdiction? (Requirement §201.6(c)(2)(ii))

A: See **Local Conditions** below.

Local Conditions

According to the Metro Climate Action and Adaptation Plan (2019), the Santa Ana winds are a key feature of the Los Angeles climate. These winds vary year to year and, currently, scientists are unsure how climate change could affect them in the future. The best available data suggest there might not be a significant change.

The Southern California climate is generally mild and does not produce enough airflow to generate a windstorm. However, during the Fall, season shifts in weather patterns begin to arise and produce very high and unpredictable winds. These windstorm conditions are known as the Santa Ana winds and often produce events such as trees and power lines falling down. Severe windstorms pose a significant risk to life and property in the project area by creating conditions that disrupt essential systems such as public utilities, telecommunications and transportation routes. High winds can and do occasionally cause tornado-like damage to local homes and businesses. Severe windstorms can present a very destabilizing effect on the dry brush that covers the County of Los Angeles’ hillsides and urban wildland interface areas. High winds can have destructive impacts, especially to trees, power lines, and utility services. Perhaps the greatest danger from windstorm activity in the region comes from the combination of the Santa Ana winds and the major fires that occur every few years in the urban/wildland interface.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B3a.

Q: Is there a description of each hazard’s **impacts** on each jurisdiction (what happens to structures, infrastructure, people, environment, etc.)? (Requirement §201.6(c)(2)(ii))

A: See **Impact of Windstorms in the Metro Service Area** below.

Impacts of Windstorms in the Metro Service Area

Based on the risk assessment, it is evident that windstorms will continue to have potentially devastating economic impacts to the Metro service area and Metro facilities. Impacts that are not quantified, but can be anticipated in future events, include:

- ✓ Minor to major disruption of revenue service on bus and rail
- ✓ Injury and loss of life
- ✓ Commercial and residential structural damage
- ✓ Disruption of and damage to public infrastructure
- ✓ Secondary health hazards e.g. mold and mildew
- ✓ Minor to major disruption of revenue service on bus and rail

- ✓ Damage to roads/bridges resulting in loss of mobility
- ✓ Damage to overhead catenary lines resulting from falling trees and limbs
- ✓ Significant economic impact (jobs, sales, tax revenue) upon the community
- ✓ Negative impact on commercial and residential property values
- ✓ Significant disruption to citizens as temporary facilities and relocations would likely be needed

Climate Change Hazards

Hazard Definition

Climate Change

According to National Geographic, “climate change” refers to a long-term shift in global or regional climate patterns. It is generally perceived in the emergency management profession that climate change will have a measurable impact on the occurrence and severity of natural hazards around the world. Changes could include:

- Sea ice and snow cover losses will continue, and declining snowpack will affect snow-dependent water supplies and stream flow levels around the world.
- Sea level is projected to rise 7 to 23 inches during the 21st century due to melting snow and ice on land and thermal expansion of ocean waters.
- The risk of drought and the frequency, intensity, and duration of heat waves are expected to increase.
- More extreme precipitation is likely, increasing the risk of flooding; if the world’s average temperature warms only an additional 2.7°F to 4.5°F above pre-industrial levels, an estimated 20 to 30 percent of known plant and animal species would be at increasingly high risk of extinction.

Climate change will affect communities in a variety of ways. Impacts could include an increased risk for extreme events such as drought, storms, flooding, and forest fires; more heat-related stress; the spread of existing or new vector-borne disease into a community; and increased erosion and inundation of low-lying areas along coastlines. In many cases, communities are already facing these problems to some degree.

According to the 2019 County of Los Angeles All-Hazards Mitigation Plan, the effects of climate change are expected to negatively impact water and electricity demand and supplies in Los Angeles County. Decreasing air quality and extreme heat days will degrade public health, as well as increase wildfire risk. And low-lying coastal areas may flood or be underwater from sea level rise.

Sub-Hazards: Drought, Sea Level Rise, Extreme Heat

In recognition of the priorities mentioned above, the Planning Team identified drought, sea level rise, and extreme heat as “sub-hazards”. As such, hazard profiles have been prepared for each of the three and hazard mitigation action items included in the Mitigation Strategy.

Drought

It’s impossible to separate drought from water supply shortages. Drought is defined as a deficiency of precipitation over an extended period of time, usually a season or more. This deficiency results in a water shortage for some activity, group, or environmental sector. Drought should be considered relative to some long-term average condition of balance between precipitation and evapotranspiration (i.e., evaporation + transpiration) in a particular area, a condition often perceived as “normal”. It is also related to the timing (e.g., principal season of occurrence, delays in the start of the rainy season, occurrence of rains in relation to principal crop growth stages) and the effectiveness of the rains (e.g., rainfall intensity, number of rainfall events).

Other climatic factors such as high temperature, high wind, and low relative humidity are often associated with it in many regions of the world and can significantly aggravate its severity. Drought should not be viewed as merely a physical phenomenon or natural event. Its impacts on society result from the interplay between a natural event (less precipitation than expected resulting from natural climatic variability) and the demand people place on water supply. Human beings often exacerbate the impact of drought. Recent droughts in both developing and developed countries and the resulting economic and environmental impacts and personal hardships have underscored the vulnerability of all societies to this natural hazard.

One dry year does not normally constitute a drought in California but serves as a reminder of the need to plan for droughts. California's extensive system of water supply infrastructure — its reservoirs, groundwater basins, and inter-regional conveyance facilities — mitigates the effect of short-term dry periods for most water users. Defining when a drought begins is a function of drought impacts to water users. Hydrologic conditions constituting a drought for water users in one location may not constitute a drought for water users elsewhere, or for water users having a different water supply. Individual water suppliers may use criteria such as rainfall/runoff, amount of water in storage, or expected supply from a water wholesaler to define their water supply conditions.

Drought is a gradual phenomenon. Although droughts are sometimes characterized as emergencies, they differ from typical emergency events. Most natural disasters, such as floods or forest fires, occur relatively rapidly and afford little time for preparing for disaster response. Droughts occur slowly, over a multiyear period. There is no universal definition of when a drought begins or ends. Impacts of drought are typically felt first by those most reliant on annual rainfall - ranchers engaged in dry land grazing, rural residents relying on wells in low-yield rock formations, or small water systems lacking a reliable source. Criteria used to identify statewide drought conditions do not address these localized impacts. Drought impacts increase with the length of a drought, as carry-over supplies in reservoirs are depleted and water levels in groundwater basins decline.

There are four different ways that drought can be defined:

- o Meteorological - a measure of departure of precipitation from normal. Due to climatic differences what is considered a drought in one location may not be a drought in another location.
- o Agricultural - refers to a situation when the amount of moisture in the soil no longer meets the needs of a particular crop.
- o Hydrological - occurs when surface and subsurface water supplies are below normal.
- o Socioeconomic - refers to the situation that occurs when physical water shortage begins to affect people.

According to the 2019 County of Los Angeles All-Hazards Mitigation Plan, a drought's severity depends on numerous factors, including duration, intensity, and geographic extent, as well as regional water supply demands by humans and vegetation. Due to its multidimensional nature, drought is difficult to define in exact terms and poses difficulties in terms of comprehensive risk assessments.

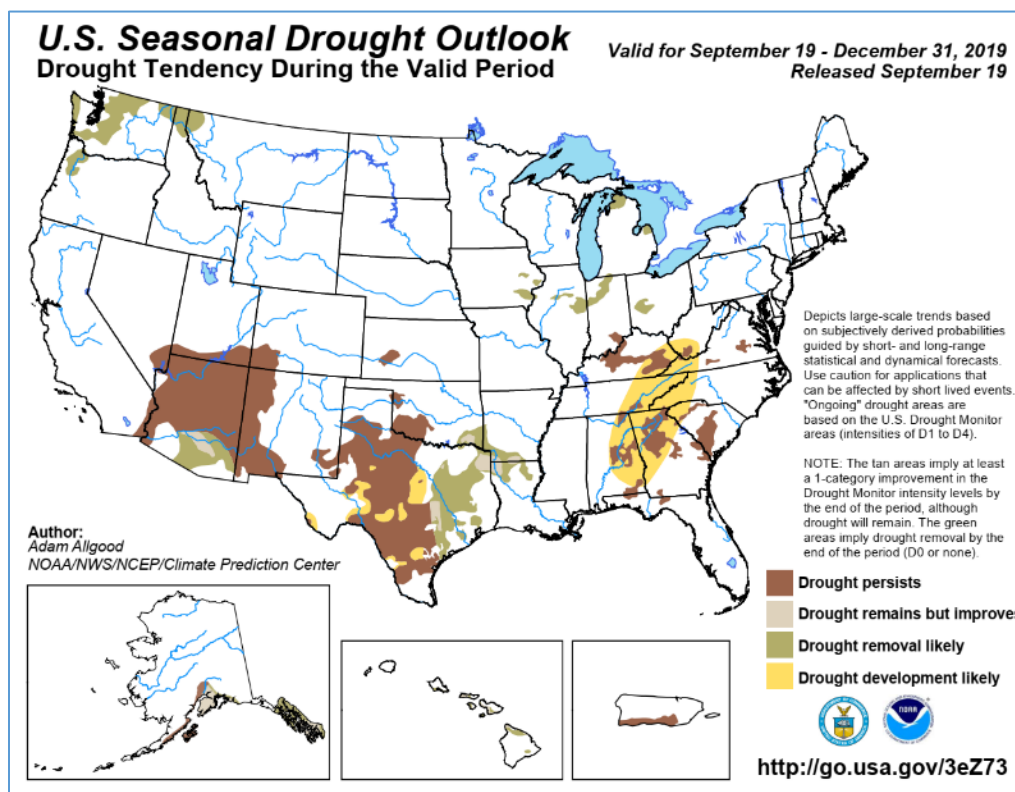
Drought differs from other natural hazards in three ways. First, the onset and end of a drought are difficult to determine due to the slow accumulation and lingering of effects of an event after its apparent end. Second, the lack of an exact and universally accepted definition adds to the confusion of its existence and severity. Third, in contrast with other natural hazards, the impact of drought is less obvious and may be spread over a larger geographic area. These

characteristics have hindered the preparation of drought contingency or mitigation plans by many governments.

According to the 2019 County of Los Angeles All-Hazards Mitigation Plan, climate scientists predict that Los Angeles County and the rest of southern California will get drier and northern California will get hotter. The resulting loss of snowpack in the Sierra Nevada will mean less water for all Californians – farmers, residents, utilities, and even hatchery fish. However, while drought cannot be controlled, according to the USGS, drought can be managed in two ways: through drought planning and in helping communities make the best day-to-day management decisions while the drought is taking place. During the drafting of this plan update, the Governor of California signed an executive order directing specific State agencies to develop a Water Resilience Portfolio to “ensure safe and dependable water supplies, flood protection and healthy waterways for the state’s communities, economy and environment.”

The U.S. Seasonal Drought Outlook below shows the Metro Service Area as well as California as a whole is no longer in danger from the impacts of drought:

Figure: U.S. Seasonal Drought Outlook - 2019
(Source: NOAA)



Sea Level Rise

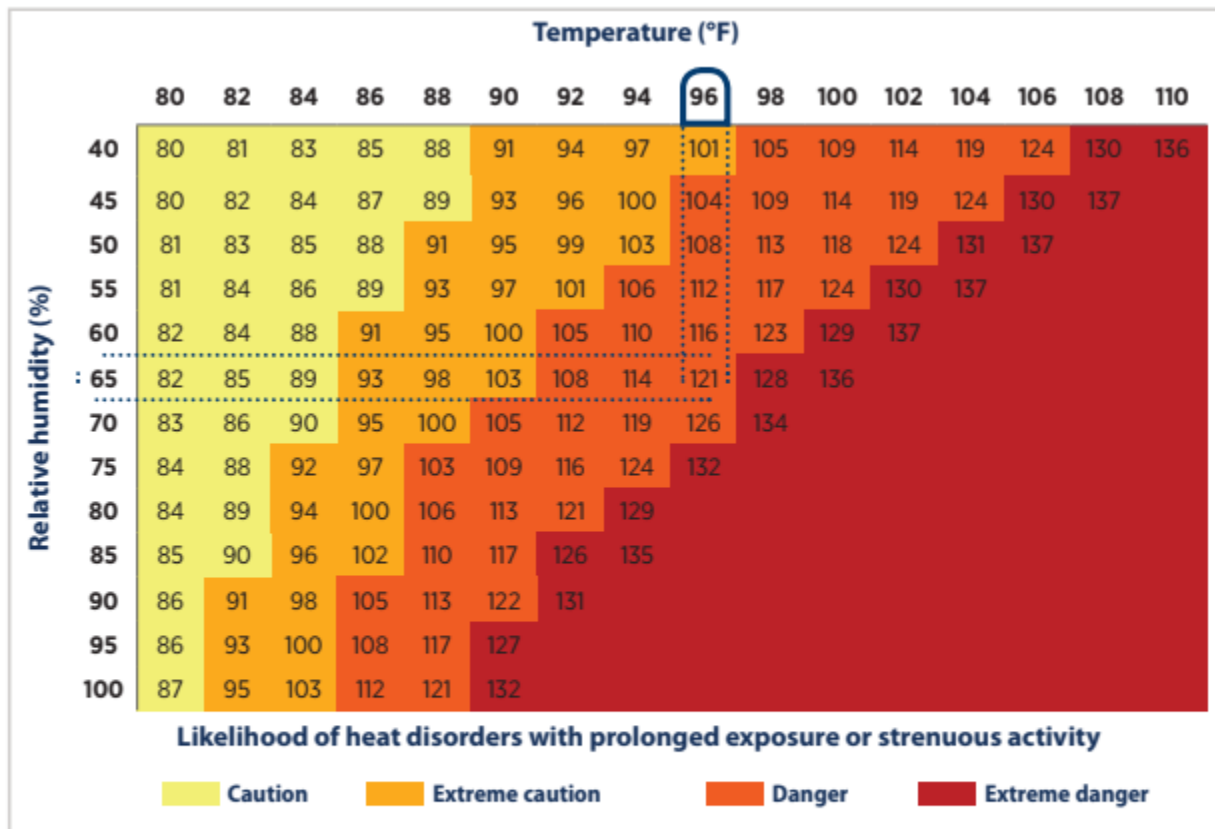
According to National Geographic, sea level rise is the result of an increase in the level of the world’s oceans due to the effects of global warming. Burning fossil fuels is one of the causes of global warming because it releases carbon dioxide and other heat-trapping gasses into the atmosphere. The oceans then absorb the majority of this heat. As water becomes warmer, it

expands. Furthermore, sea level rise poses a serious threat to coastal life around the world. Consequences include increased intensity of storm surges, flooding, and damage to coastal areas.

Extreme Heat

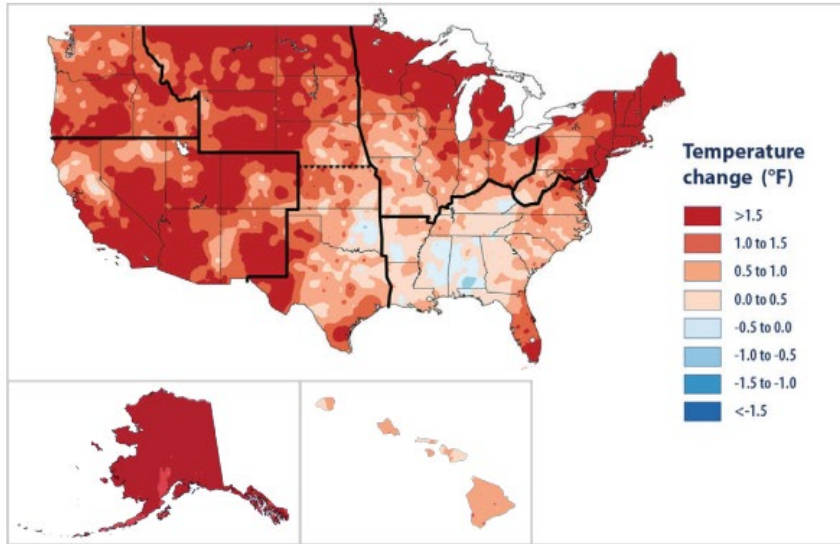
Extreme heat conditions are defined as weather that is much hotter than average for a particular time and place—and sometimes more humid, too. Extreme heat is not just a nuisance; it kills hundreds of Americans every year and causes many more to become seriously ill. The heat index is a measure of how hot it feels when relative humidity is factored in with the actual air temperature. Relative humidity is the percentage of moisture in the air compared with the maximum amount of moisture the air can hold. Humidity is an important factor in how hot it feels because when humidity is high, water doesn't evaporate as easily, so it's harder for your body to cool off by sweating.

Figure: NOAA's National Weather Service Heat Index
(Source: NOAA National Weather Service, 2016)



This chart shows that as the temperature (horizontal axis) and relative humidity (vertical axis) each increase, they combine to create a heat index (colored values) that feels hotter than the actual temperature. For example, when the temperature is 96°F, with 65 percent humidity, it actually feels like 121°F (indicated by the blue lines in the chart above). Source: NOAA National Weather Service, 2016¹

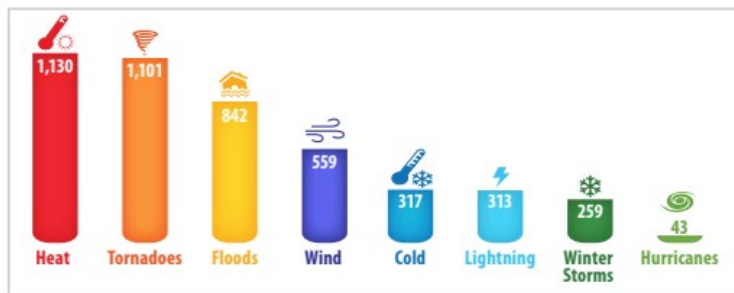
Figure: Observed U.S. Temperature Change
 Source: Source: Melillo, et al., 2014



The colors on this map show temperature changes over the past 22 years (1991–2012) compared with the 1901–1960 average for the contiguous United States. Temperature changes for Alaska and Hawaii were compared with the 1951–1980 average for those states. Thick borders represent National Climate Assessment regions. Source: Melillo et al., 2014¹

According to CDC’s Extreme heat causes more deaths than any other weather-related hazard—more than hurricanes, tornadoes, or flooding. In addition, thousands of people who are exposed to extreme heat seek medical treatment each year. In fact, each - summer more than 65,000 Americans on average visit an emergency room for acute heat illness.

Figure: Fatalities by Hazard, 2006–2015
 Source: NOAA National Weather Service, 2016



Numbers in each bar represent the total number of fatalities by hazard. Source: NOAA National Weather Service, 2016²

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B2a.

Q: Does the plan include information on **previous occurrences** of hazard events for each jurisdiction? (Requirement §201.6(c)(2)(i))

A: See **Previous Occurrences of Climate Change in the Metro Service Area** below.

Previous Occurrences of Climate Change and Sub-Hazards in the Metro Service Area

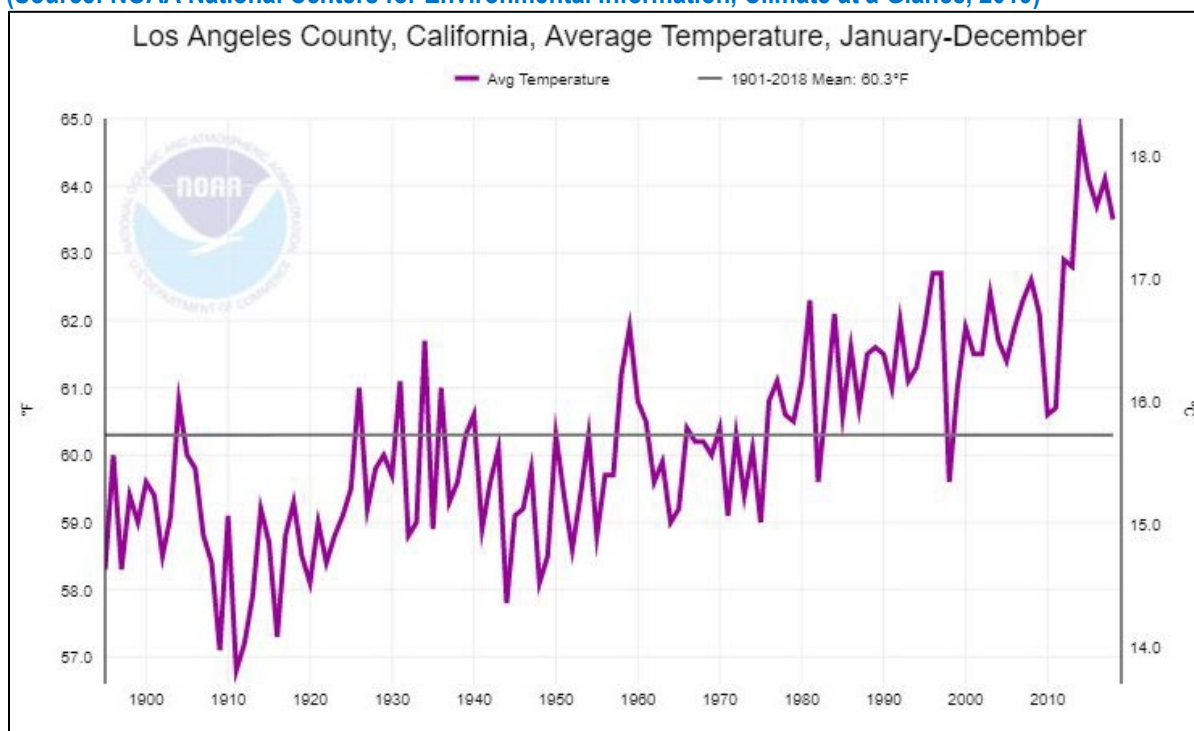
Climate Change

According to the Los Angeles Region Report of California’s Fourth Climate Change Assessment 2018, observations over the past century indicate that temperature has increased across southern California. Based on 1896-2015 temperature records for the California South Coast NOAA

Climate Division, which encompasses the LA region, He and Gautam (2016) found significant trends in annual average, maximum, and minimum temperature around 0.16°C per decade. Every month has experienced significant positive trends in monthly average, maximum, and minimum temperature. Monthly average and minimum temperatures have increased the most in September and monthly maximum temperatures have increased the most in January, with each trend exceeding 0.2°C per decade. Recently, the California South Coast Climate Division has experienced sustained record warmth. The top 5 warmest years in terms of annual average temperature have all occurred since 2012: 2014 was the warmest, followed by 2015, 2017, 2016, and 2012.

The NOAA National Centers for Environmental Information published data in December 2019 showing this increase in average temperature:

Table: Average Temperatures in January-December, 1895-2019
 (Source: NOAA National Centers for Environmental Information, *Climate at a Glance*, 2019)



According to the Environmental Protection Agency, since the 1990s, scientific research on climate change has included multiple disciplines and has expanded, significantly increasing our understanding of causal relations, links with historic data, and ability to numerically model climate change. The most recent work has been summarized in the Assessment Reports by the Intergovernmental Panel on Climate Change (IPCC). Climate change is a significant and lasting change in the statistical distribution of weather patterns over periods ranging from decades to millions of years. It may be a change in average weather conditions, or in the distribution of weather around the average conditions (i.e., more or fewer extreme weather events). Climate change is caused by factors that include oceanic processes (such as oceanic circulation), biotic processes, variations in solar radiation received by Earth, plate tectonics and volcanic eruptions, and human-induced alterations of the natural world; these latter effects are currently causing global warming, and "climate change" is often used to describe human-specific impacts.

Sub-Hazards: Drought, Sea Level Rise, Extreme Heat

Drought

Drought is a cyclic part of the climate of California, occurring in both summer and winter, with an average recurrence interval between 3 and 10 years. Droughts in California over the past 100 years are listed as follows. The most recent drought from 2011 to 2015 was the driest 4-year period on record in California since recordkeeping began in 1895.

- 1917-1921, Statewide except for central Sierra Nevada and north coast
- 1922-1926, Statewide except for central Sierra Nevada
- 1928-1937, Statewide
- 1943-1951, Statewide
- 1959-1962, Statewide
- 1976-1977, Statewide, except for southwestern deserts
- 1987-1992, Statewide
- 2007-2009, Statewide, particularly the central coast
- 2011-2015, Statewide

Sea Level Rise

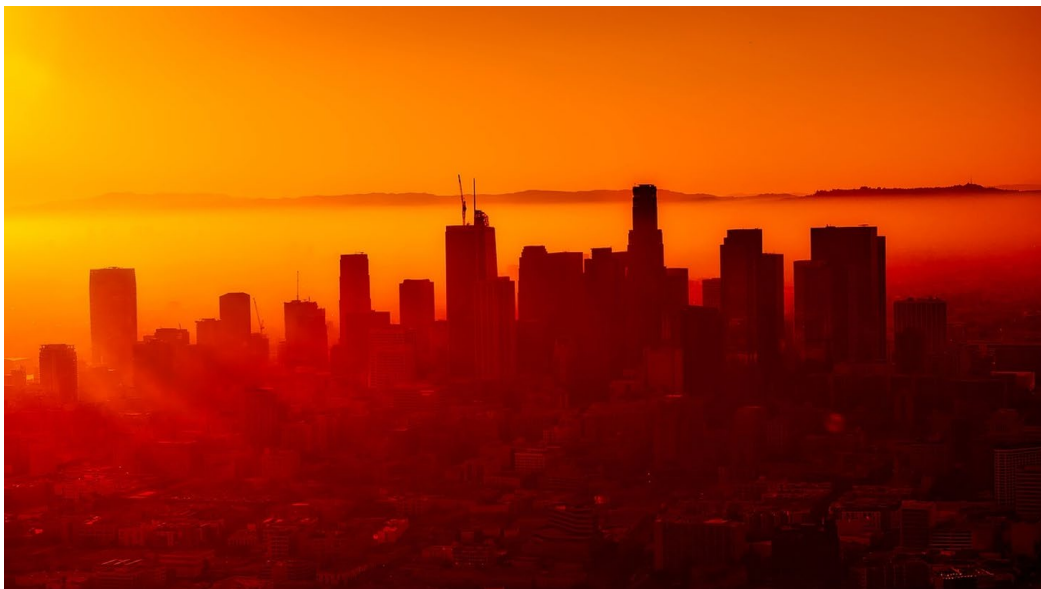
No historical information for the Metro Service Area.

Extreme Heat

All across Los Angeles, we're feeling the effects of climate change, like more very hot days and heat waves later in the summer. Scientists predict that climate change will continue to cause even more extreme heat in the future. Coastal areas and central Los Angeles will experience three times more days of temperatures over 95°F, and the San Fernando and San Gabriel Valleys will have even more extremely hot weather.

Photo: Los Angeles Heat Wave

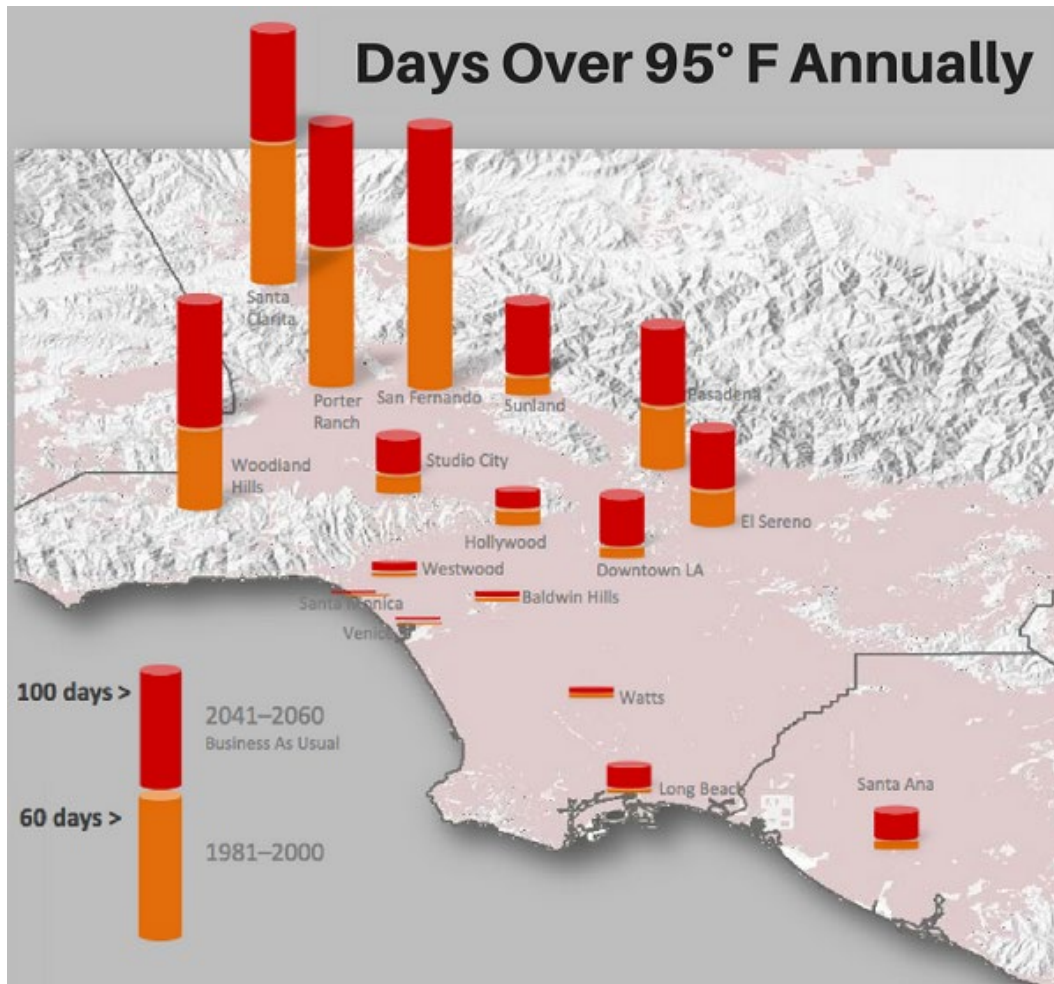
Source: Pixabay



The chart below was developed by UCLA showing predictions for the number of days over 95°F in dark orange (as compared to the current number of days in light orange) assuming climate change stays on its present trajectory:

Chart: Days Over 95 F Annually

Source: UCLA Institute of the Environment and Sustainability



Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B1a.

Q: Does the plan include a general **description** of all natural hazards that can affect each jurisdiction? (Requirement §201.6(c)(2)(i))

A: See **Local Conditions** below.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B3b.

Q: Is there a description of each identified hazard’s overall **vulnerability** (structures, systems, populations, or other community assets defined by the community that are identified as being susceptible to damage and loss from hazard events) for each jurisdiction? (Requirement §201.6(c)(2)(ii))

A: See **Local Conditions** below.

Local Conditions

Climate Change

According to the Metro Climate Action and Adaptation Plan (2019), Metro assessed impacts from projections of seven categories of climate-related hazards by 2050 including:

- Extreme heat
- Electrical outages
- Wildfires
- Heavy precipitation events
- Riverine flooding
- Landslides and mudslides
- Sea-level rise and coastal flooding

It's important to note that these hazards are expected to occur with more intensity or frequency as the climate changes.

Photo: Metro station

Source: Metro Climate Action and Adaptation Plan 2019



Caption: Metro Bus riders at a Metro Station.

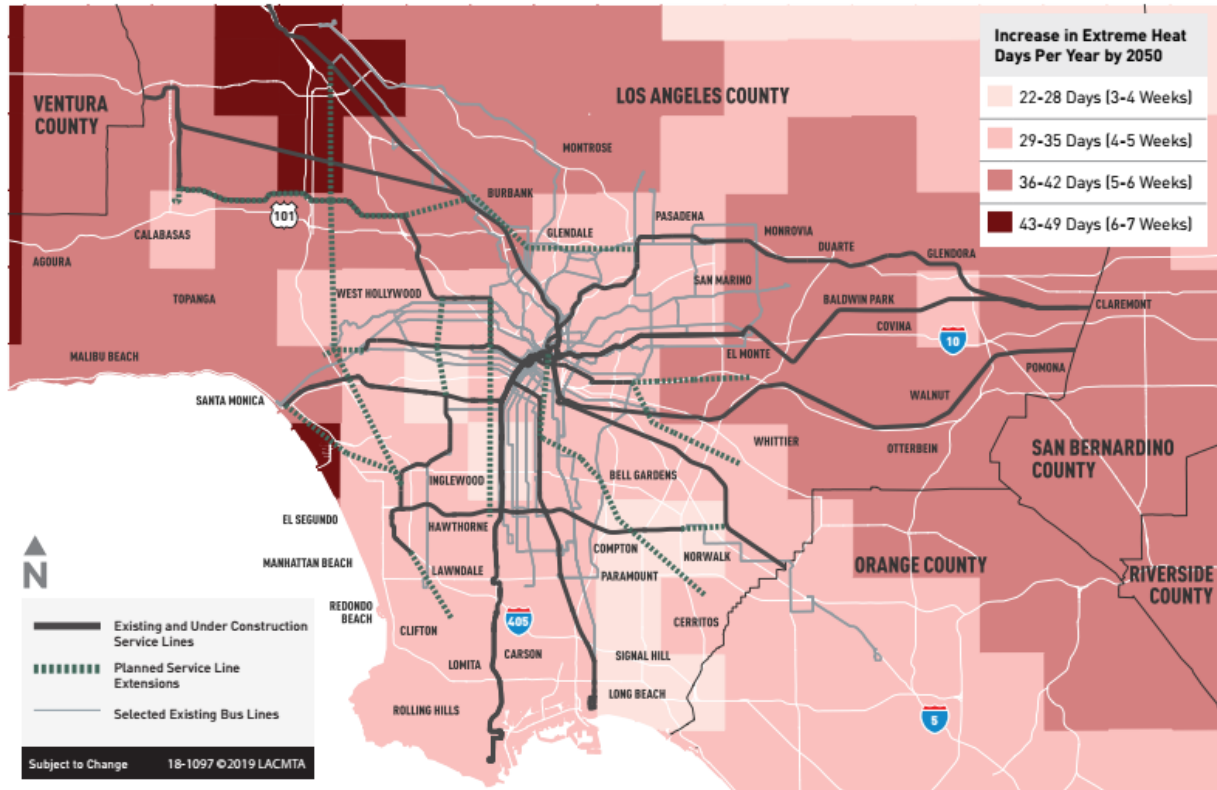
Extreme Heat

Of the seven climate hazards assessed in the Metro CAAP, extreme heat could affect the greatest number of assets and people. As extreme temperatures become more common, sensitive systems and equipment can overheat and malfunction. Overhead catenary lines can sag, trackwork can buckle, hydraulic lift systems in elevators can overheat and signal switches and communication systems can malfunction. Each situation results in costly repairs and service disruptions. Those rail and bus assets located downtown are most at risk due to their criticality to the overall system. Extreme heat events can also pose health hazards for riders and employees. Air conditioning in buses or in rail stations might be unable to provide enough cooling for passenger comfort. Without shade, riders walking to stations or waiting at bus stops could experience heat-related health impacts. Extreme heat often leads to reduced air quality, which further impacts health.

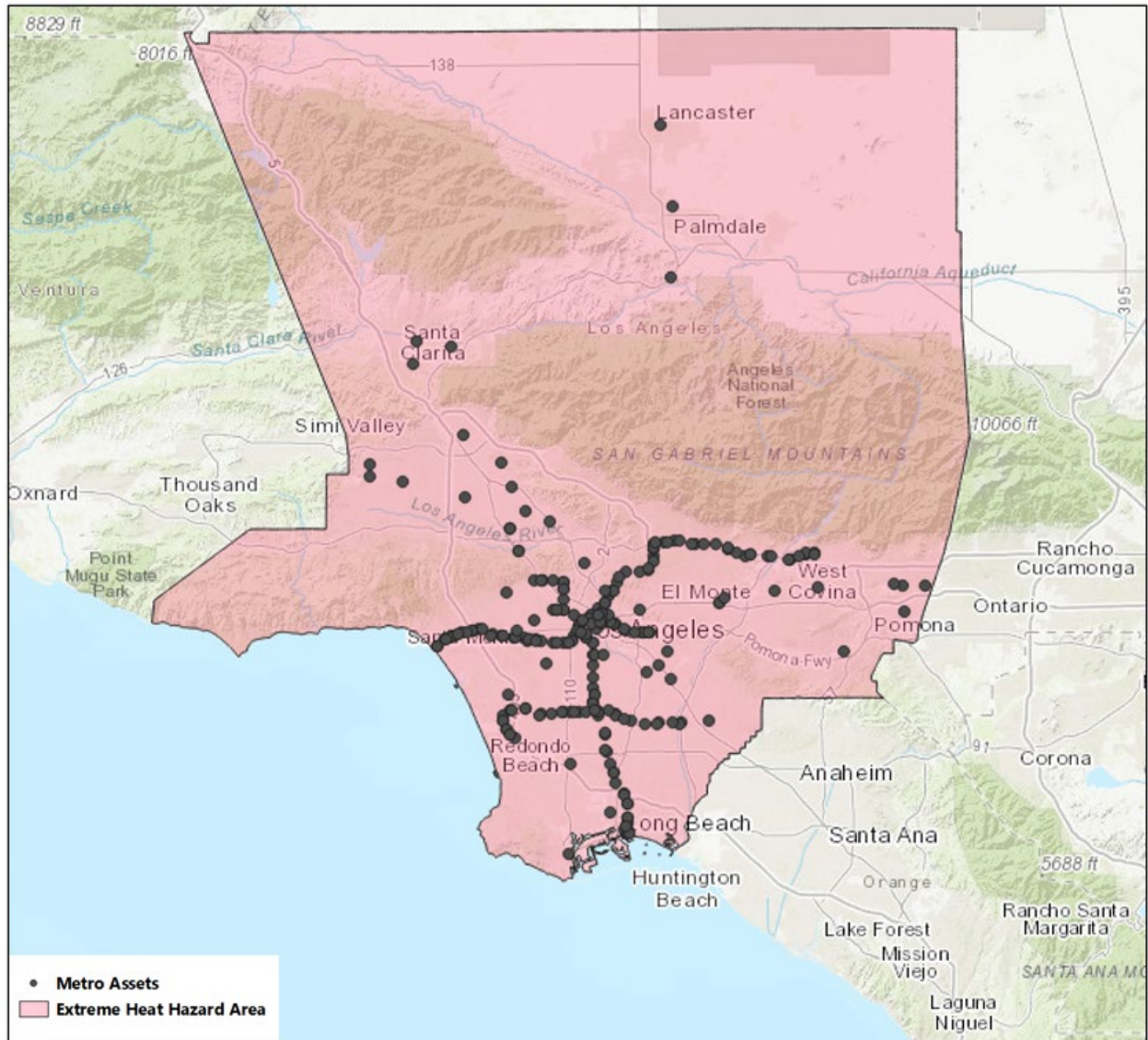
Map: Projected Extreme Heat Exposure
 (Source: Metro Climate Action and Adaptation Plan, 2019)

Figure B-2: Extreme Heat Exposure Map

Projected Extreme Heat Exposure Metro Service Lines



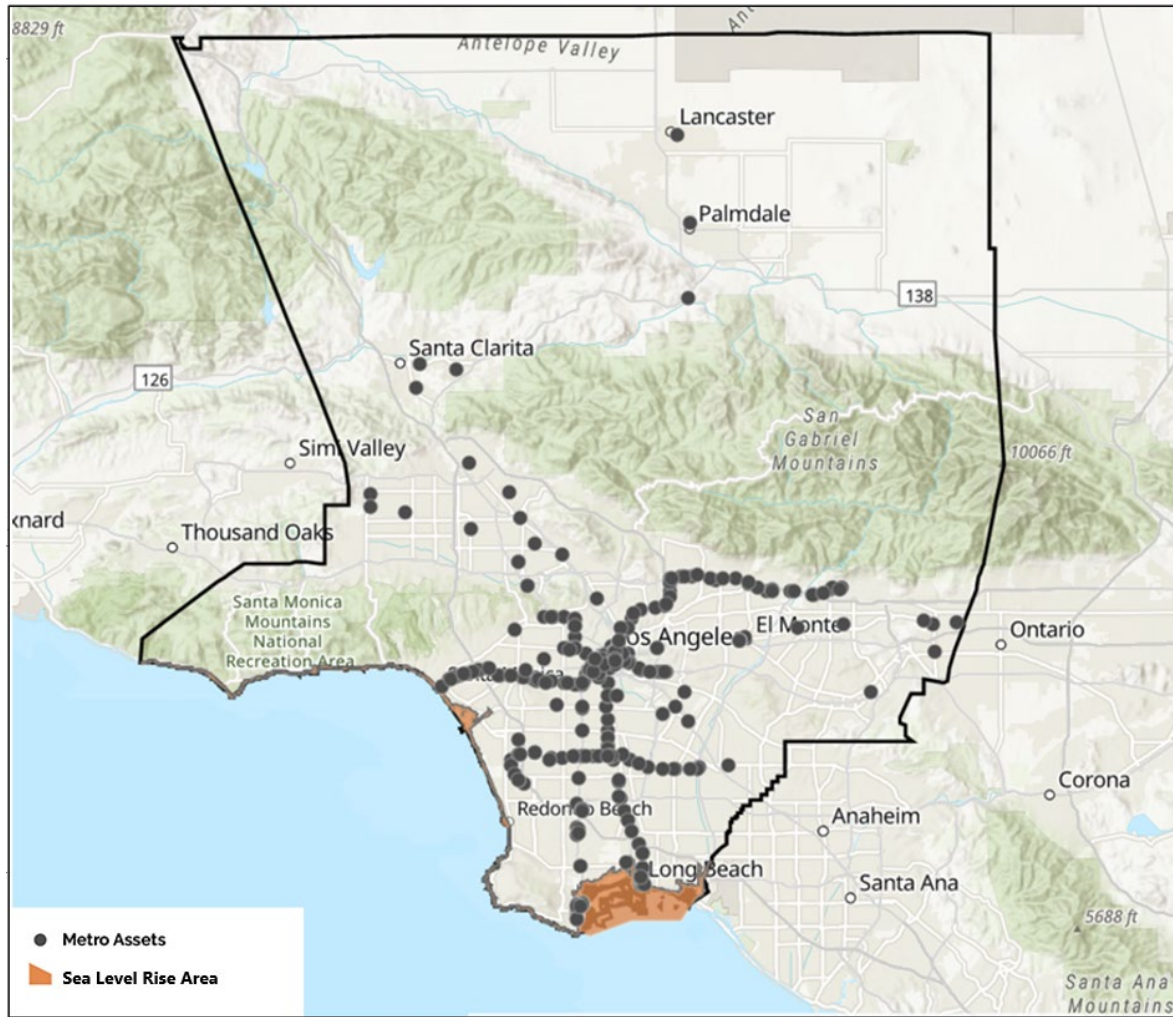
Map: Metro Critical Assets Impacted by Extreme Heat
 (Source: General Technologies and Solutions)



Sea Level Rise

Sea level rise and coastal flooding could have severe long-term impacts on coastal assets. Most of Metro’s assets are inland, and therefore not at risk to sea level rise and coastal flooding. However, Metro’s 18 coastal assets are exposed to this hazard and are at high or extreme risk. The most at risk are rail assets, bus routes and buildings. Sea level rise and coastal flooding can inundate sensitive equipment or close certain buildings and rail stations, causing problems for the communities that rely on Metro to move.

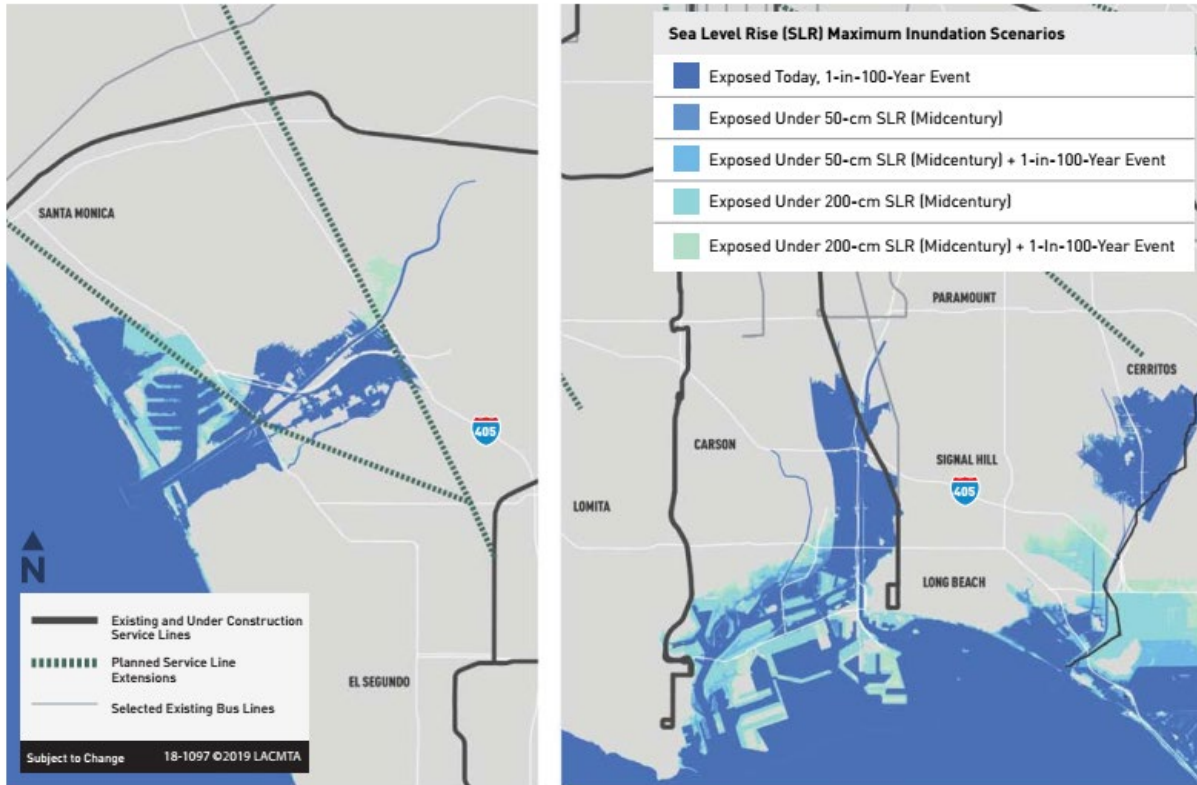
Map: Metro Critical Assets Impacted by Sea Level Rise
(Source: General Technologies and Solutions)



Map: Projected Sea Level Rise Exposure
(Source: Metro Climate Action and Adaptation Plan, 2019)

Figure B-8: Sea Level Rise and Coastal Flooding Exposure Map

Projected Sea Level Rise Exposure
Metro Service Lines



Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B3a.

Q: Is there a description of each hazard’s **impacts** on each jurisdiction (what happens to structures, infrastructure, people, environment, etc.)? (Requirement §201.6(c)(2)(ii))

A: See **Impact of Climate Change in the Metro Service Area** below.

Impact of Climate Change, Drought, Sea Level Rise, and Extreme Heat in the Metro Service Area

Based on the risk assessment, it is evident that climate change will continue to have potentially devastating economic impacts to the Metro service area and Metro facilities. Impacts that are not quantified, but can be anticipated in future events, include:

- ✓ Minor to major disruption of revenue service on bus and rail

- ✓ Damage to infrastructure
- ✓ Injury and loss of life
- ✓ Commercial and residential structural damage
- ✓ Disruption of and damage to public infrastructure
- ✓ Secondary health hazards (e.g., mold and mildew)
- ✓ Minor to major disruption of revenue service on bus and rail
- ✓ Damage to roads/bridges resulting in loss of mobility
- ✓ Significant economic impact (jobs, sales, tax revenue) upon the community
- ✓ Negative impact on commercial and residential property values

Epidemic/Pandemic/Vector-Borne Diseases Hazards

Hazard Definition

According to the California State Hazard Mitigation Plan (2018), the California Department of Public Health has identified epidemics, pandemics, and vector-borne diseases as specific hazards that would have a significant impact throughout the State.

According to the Centers for Disease Control (CDC), an epidemic refers to an increase, often sudden, in the number of cases of a disease above what is normally expected in that population area. A pandemic refers to an epidemic that has spread over several countries or continents, usually affecting a large number of people. Vector-borne diseases are human illnesses caused by parasites, viruses and bacteria that are transmitted by vectors – living organisms that can transmit infectious pathogens between humans, or from animals to humans.



Seasonal Influenza

Seasonal influenza, also known as the flu, is a disease that attacks the respiratory system (nose, throat, and lungs) in humans. Seasonal influenza occurs every year. In the U.S., the influenza season typically occurs from October through May, peaking in January or February with yearly epidemics of varying severity. Although mild cases may be similar to a viral “cold,” influenza is typically much more severe. Influenza usually comes on suddenly; may include fever, headache, tiredness (which may be extreme), dry cough, sore throat, nasal congestion, and body aches; and can result in complications such as pneumonia. Persons aged 65 and older, those with chronic health conditions, pregnant women, and young children are at the highest risk for serious complications, including death.

Pandemic Influenza

A pandemic influenza occurs when a new influenza virus, for which there is little or no human immunity, emerges and spreads on a worldwide scale, infecting a large proportion of the human population. The 20th century saw three such pandemics. The most notable pandemic was the 1918 Spanish influenza pandemic that was responsible for 20 million to 40 million deaths throughout the world. There have been two pandemics in the 21st century; H1N1 in 2009, and the most recent COVID outbreak in 2019. As demonstrated historically and currently, pandemic influenza has the potential to cause serious illness and death among people of all age groups and have a major impact on society. These societal impacts include significant economic disruption

that can occur due to death, loss of employee work time, and costs of treating or preventing the spread of influenza.

H1N1 Influenza

In 2009 a pandemic of H1N1 influenza, popularly referred to as the swine flu, resulted in many hospitalizations and deaths. Pandemic H1N1 influenza is spread in the same way as seasonal influenza, from person to person through coughing or sneezing by infected people. In April 2009, two kids living more than 100 miles apart in Southern California came down with the flu. By mid-April, their illnesses had been diagnosed as being caused by a new strain of H1N1 influenza. Persons infected with H1N1 experienced fever and mild respiratory symptoms, such as coughing, runny nose, and congestion. In some cases, symptoms were severe and included diarrhea, chills, and vomiting, and in rare cases respiratory failure occurred. The H1N1 virus caused relatively few deaths in humans. In the United States, for example, it caused fewer deaths (between 8,870 and 18,300) than seasonal influenza, which, based on data for the years 2014–2019, causes an average of about 40,000 deaths each year. The H1N1 virus was most lethal in individuals affected by chronic disease or other underlying health conditions.



COVID-19

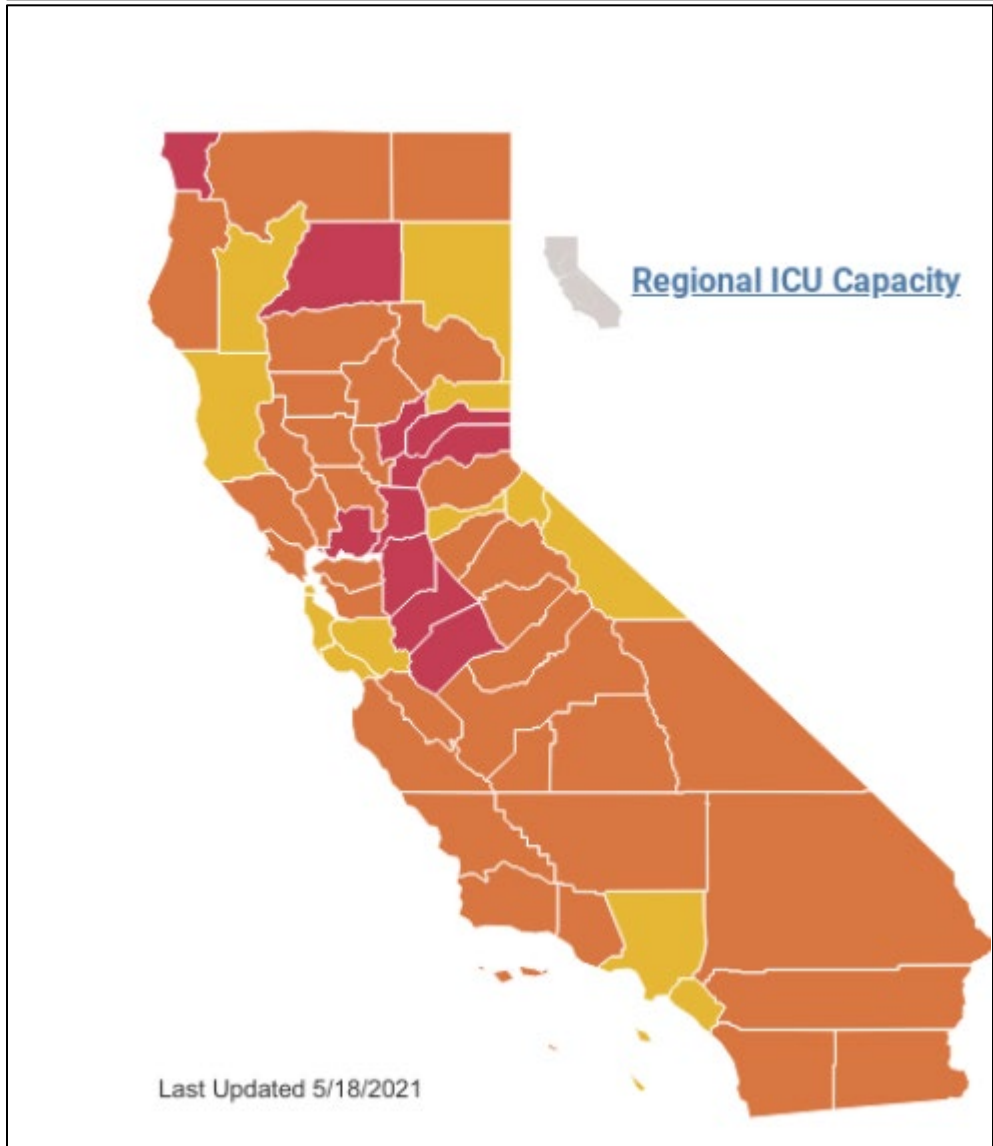
In 2019, the CDC responded to a pandemic of respiratory disease spreading from person to person caused by a novel (new) coronavirus. The disease was named “Coronavirus Disease 2019” (abbreviated “COVID-19”). Coronaviruses are a large family of viruses that are common in people and many different species of animals, including camels, cattle, cats, and bats. Rarely, animal coronaviruses can infect people and then spread between people such as with Middle East Respiratory Syndrome (MERS) and Severe Acute Respiratory Syndrome (SARS).

According to the CDC, many of the patients at the epicenter of the outbreak in Wuhan, Hubei Province, China had some link to a large seafood and live animal market, suggesting animal-to-person spread. Later, a growing number of patients reportedly did not have exposure to animal markets, indicating person-to-person spread. Person-to-person spread was subsequently reported outside Hubei and in countries outside China, including in the United States. Most international destinations now have ongoing community spread with the virus that causes COVID-19, as does the United States.

On March 4, 2020, Governor Newsom proclaimed a state of emergency in the California in response to the COVID-19 outbreak. On March 19, 2020, Governor Newsom issued an executive order directing all residents immediately to heed current State public health directives to stay home, except as needed to maintain continuity of operations of essential critical infrastructure sectors. After a fourteen month stay at home order, the counties in California range from minimal to substantial risk levels, and the counties no longer fit the criteria for the widespread designation.

Figure: California's County Risk Levels as of May 18, 2021
 (Source: California Department of Public Health)

<p>WIDESPREAD</p> <p>Many non-essential indoor business operations are closed</p>	<p>SUBSTANTIAL</p> <p>Some non-essential indoor business operations are closed</p>	<p>MODERATE</p> <p>Some indoor business operations are open with modifications</p>	<p>MINIMAL</p> <p>Most indoor business operations are open with modifications</p>
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COUNTY RISK LEVELS			
	Counties	Population	
■ Substantial	10	4,428,415	■ 11.0%
■ Moderate	35	18,114,222	■ 45.1%
■ Minimal	13	17,586,523	■ 43.8%

Avian Influenza

Avian Influenza, commonly referred to as “Bird Flu,” remains a looming pandemic threat. Avian Influenza primarily spreads from birds to birds and rarely to humans. Public health experts continue to be alert to the possibility that an avian virus may mutate or change so that it can be passed from birds to humans, potentially causing a pandemic in humans. Some strains of the Avian Influenza could arise from Asia or other continents where people have very close contact with infected birds. This disease could have spread from poultry farmers or visitors to live poultry markets who had been in very close contact with infected birds and contracted fatal strains of Avian Influenza. Thus far, Avian Influenza viruses have not mutated and have not demonstrated easy transmission from person to person. However, if Avian Influenza viruses were to mutate into a highly virulent form and become easily transmissible from person to person, the public health community would be very concerned about the potential for an influenza pandemic. Such a pandemic could disrupt all aspects of society and severely affect the economy.

Vector-Borne Diseases

Vector-borne diseases are human illnesses caused by parasites, viruses and bacteria that are transmitted by vectors. Every year there are more than 700,000 deaths from diseases such as malaria, dengue, schistosomiasis, human African trypanosomiasis, leishmaniasis, Chagas disease, yellow fever, Japanese encephalitis and onchocerciasis. Vectors are living organisms that can transmit infectious pathogens between humans, or from animals to humans. Many of these vectors are bloodsucking insects, which ingest disease-producing microorganisms during a blood meal from an infected host (human or animal) and later transmit it into a new host, after the pathogen has replicated. Often, once a vector becomes infectious, they can transmit the pathogen for the rest of their life during each subsequent bite/blood meal.



Mosquito-Borne Viruses

Mosquito-borne viruses belong to a group of viruses commonly referred to as arboviruses (for arthropod-borne). Although 12 mosquito-borne viruses are known to occur in California, only West Nile virus (WNV), western equine encephalomyelitis virus (WEE), and St. Louis encephalitis virus (SLE) are significant causes of human disease. WNV continues to seriously affect the health of humans, horses, and wild birds throughout the state. Since 2003, there have been over 6,000 WNV human cases with 248 deaths, and over 1,200 equine cases.

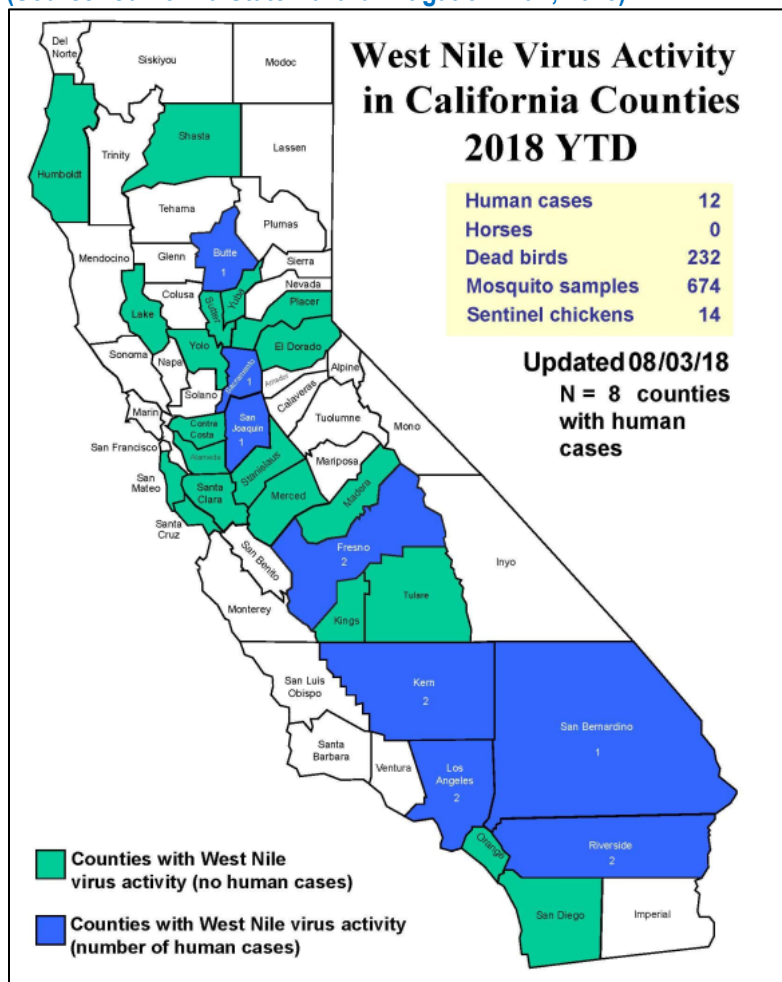
WNV first appeared in the United States in 1999 in New York and rapidly spread across the country to California in subsequent years. California has historically maintained a comprehensive mosquito-borne disease surveillance and control program including the Mosquito-borne Virus Surveillance and Response Plan, which is updated annually in consultation with local vector control agencies.

Climate change will likely affect vector-borne disease transmission patterns. Changes in temperature and precipitation can influence seasonality, distribution, and prevalence of vector-borne diseases. A changing climate may also create conditions favorable for the establishment of invasive mosquito vectors in California.

For most Californians, WNV poses the greatest mosquito-borne disease threat. Above-normal temperatures are among the most consistent factors associated with WNV outbreaks. Mild winters are associated with increased WNV transmission due, in part, to less mosquito and resident bird mortality. Warmer winter and spring seasons may also allow for transmission to start earlier. Such conditions also allow more time for virus amplification in bird-mosquito cycles, increasing the potential for mosquitoes to transmit WNV to people.

The effects of increased temperature are primarily through acceleration of physiological processes within mosquitoes, resulting in faster larval development and shorter generation times, more frequent mosquito biting, and shortening of the incubation period time required for infected mosquitoes to transmit WNV. During periods of drought, especially in urban areas, mosquitoes tend to thrive more due to changes in stormwater management practices. Mosquitoes in urban areas can reach higher abundance due to stagnation of water in underground stormwater systems that would otherwise be flushed by rainfall. Runoff from landscape irrigation systems mixed with organic matter can also create ideal mosquito habitat. Drought conditions may also force birds to increase their utilization of suburban areas where water is more available, bringing these WNV hosts into contact with urban vectors.

Map: West Nile Virus Activity in California Counties
 (Source: California State Hazard Mitigation Plan, 2018)

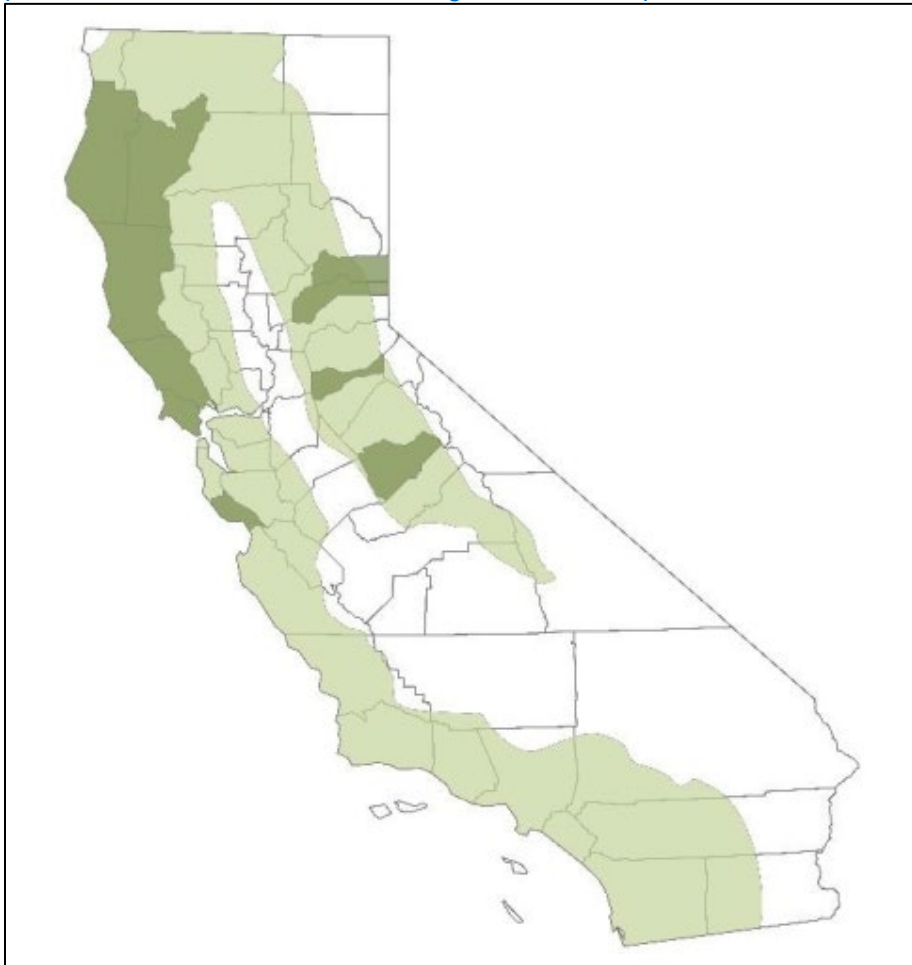


Lyme Disease

Lyme disease is caused by a spirochete (a corkscrew-shaped bacteria) called *Borrelia burgdorferi* and is transmitted by the Western black-legged tick. Lyme disease was first described in North America in the 1970s in Lyme, Connecticut, the town for which it was then named. Though the tick has been reported from 56 of the 58 counties in California, the highest incidence of disease occurs in the northwest coastal counties and northern Sierra Nevada counties with western-facing slopes. Ticks prefer cool, moist areas and can be found in wild grasses and low vegetation in both urban and rural areas.

The map below shows Western black-legged tick and Lyme disease incidence in California. The Western black-legged tick is commonly found in all green areas shown on the map; dark green areas on the map show where reported Lyme disease cases most often had exposure.

Map: Tick and Lyme Disease Incidence in California
(Source: State of California Hazard Mitigation Plan, 2018)



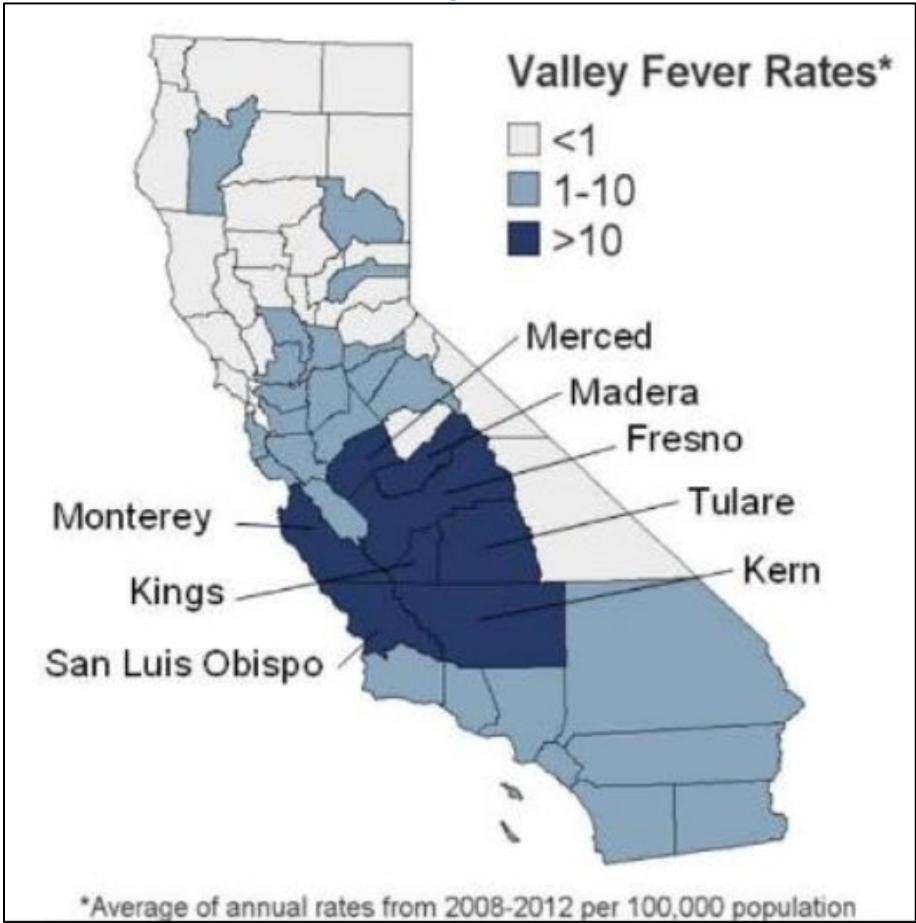
Valley Fever

Valley Fever is caused by *Coccidioides*, a fungus that lives in the soil in the southwestern United States and parts of Mexico, Central America, and South America. Inhaling the airborne fungal spores can cause an infection called coccidioidomycosis, which is also known as “cocci” or “Valley Fever.”

Most people who are exposed to the fungus do not get sick, but some people develop flu-like symptoms that may last for weeks to months. In a very small proportion of people who get Valley Fever, the infection can spread from the lungs to other parts of the body and cause more severe conditions, such as meningitis or even death. Valley Fever cannot spread from person to person.

Most cases of Valley Fever in the U.S. occur in people who live in or have traveled to the southwestern United States, especially Arizona and California. The map below shows the areas where the fungus that causes Valley Fever is thought to be endemic, or native and common in the environment. The full extent of the current endemic areas is unknown and is a subject for further study.

Map: Valley Fever Average Annual Rates by California County
(Source: State of California Hazard Mitigation Plan, 2018)



Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B2a.

Q: Does the plan include information on **previous occurrences** of hazard events for each jurisdiction? (Requirement §201.6(c)(2)(i))

A: See **Previous Occurrences of Epidemic/Pandemic and Vector-Borne Diseases in the Metro Service Area** below.

Previous Occurrences of Epidemic/Pandemic and Vector-Borne Diseases in the Metro Service Area

The tables below show previous occurrences of West Nile and Influenza cases affecting Los Angeles County:

Table: Confirmed West Nile Infections and Fatalities in Los Angeles County by Year
(Source: Acute Communicable Disease Control, County of Los Angeles Public Health, 2019)

Year	Infections	Hospitalizations	Deaths
2015	300	262	24
2016	153	131	6
2017	268	224	27
2018	47	37	3
2019	29	24	3

Table: Los Angeles County Influenza Surveillance Summary, 2018-19 Influenza Season
(Source: Influenza in Los Angeles County, County of Los Angeles Public Health, 2019)

Year	Influenza	Respiratory Outbreak (Influenza)	Unknown Respiratory Outbreak	Deaths
2017-2018	12,429	43	113	289
2018-2019	6,429	25	21	125

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B1a.

Q: Does the plan include a general description of all natural hazards that can affect each jurisdiction? (Requirement §201.6(c)(2)(i))

A: See **Regional Conditions** below.

Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B3b.

Q: Is there a description of each identified hazard's overall **vulnerability** (structures, systems, populations, or other community assets defined by the community that are identified as being susceptible to damage and loss from hazard events) for each jurisdiction? (Requirement §201.6(c)(2)(ii))

A: See **Regional Conditions** below.

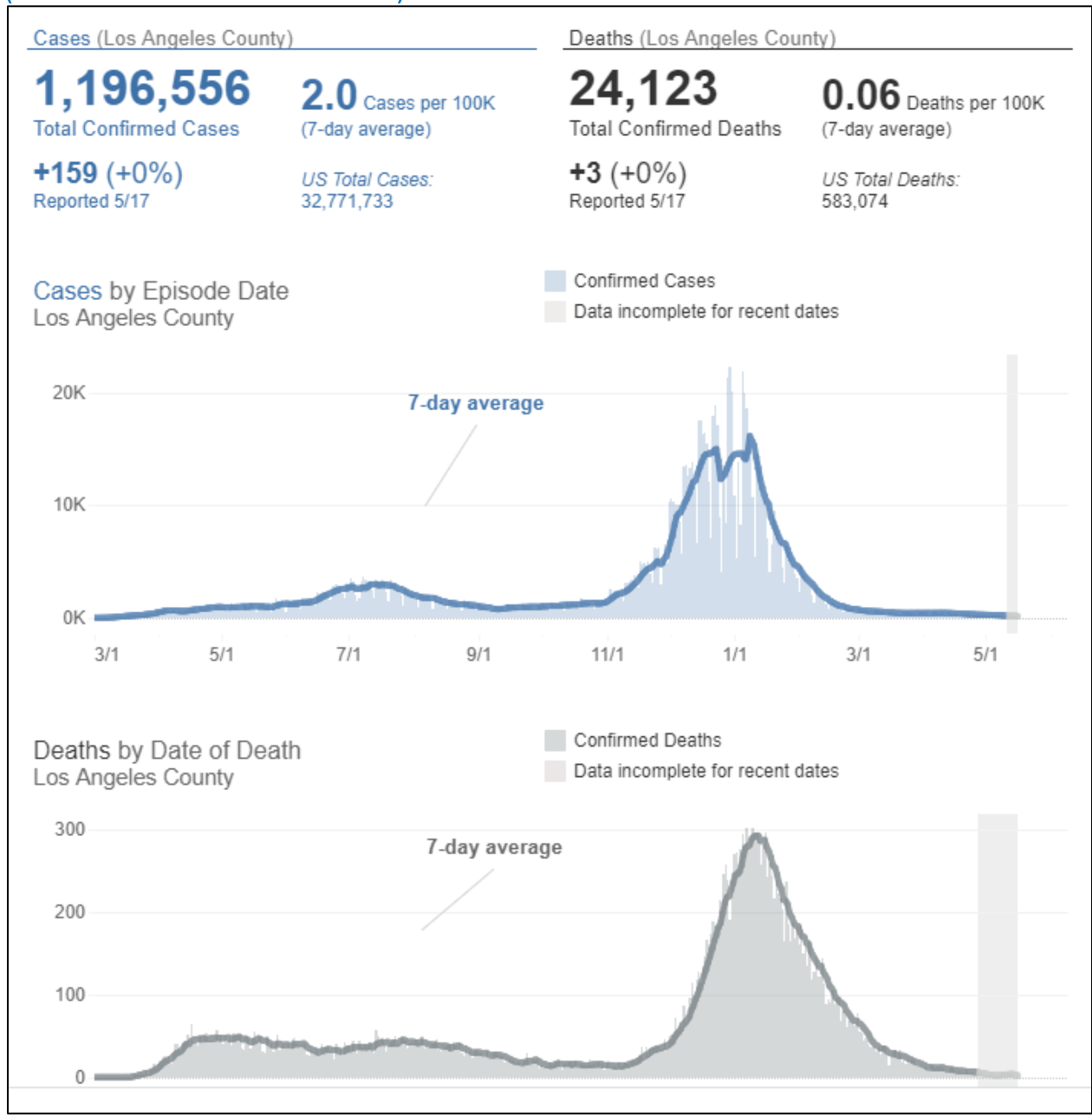
Regional Conditions

Epidemic/Pandemic in Los Angeles County

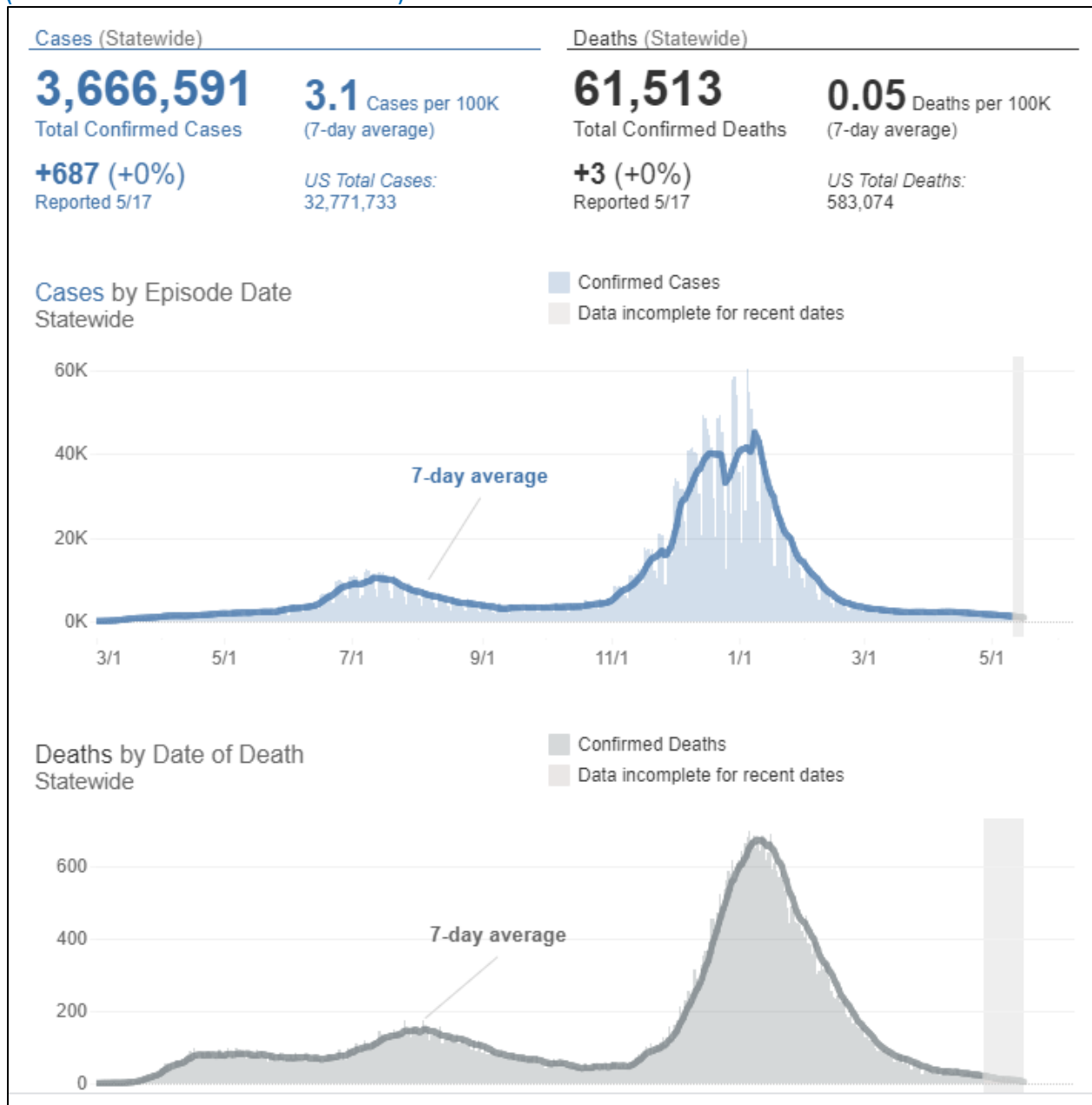
While the variety of influenza, vector borne, and mosquito borne diseases continue to affect the Service Area, COVID-19 currently has the biggest impact. According to California's COVID-19 website as of May 18, 2021, Los Angeles County had 159 new cases reported, contributing to the

1,196,556 total cases reported. COVID related deaths have taken 24,123 lives in Los Angeles County. The state of California's data reflects a total of 3,666,591 cases and 61,513 deaths.

Graph: Daily Cases and Deaths by Episode Date: COVID-19 – Los Angeles County
 (Source: California's COVID-19 Website)



Graph: Daily Cases and Deaths by Episode Date: COVID-19 – State of California
 (Source: California's COVID-19 Website)



Q&A | ELEMENT B: HAZARD IDENTIFICATION AND RISK ASSESSMENT | B3a.

Q: Is there a description of each hazard's impacts on each jurisdiction (what happens to structures, infrastructure, people, environment, etc.)? (Requirement §201.6(c)(2)(ii))

A: See **Impact of Epidemic/Pandemic and Vector-Borne Diseases in the Metro Service Area** below.

Impact of Epidemic/Pandemic and Vector-Borne Diseases in the Metro Service Area

Based on the risk assessment, it is evident that Epidemic/Pandemic and Vector-Borne Diseases will continue to have potentially devastating economic impacts to the Metro Service Area. Impacts that are not quantified, but can be anticipated in future events, include:

- ✓ Injury and loss of life
- ✓ Disruption of public infrastructure
- ✓ Disruption of the educational process
- ✓ Significant economic impact (jobs, sales, tax revenue) upon the community
- ✓ Negative impact on commercial and residential property values
- ✓ Closure of businesses and public services
- ✓ Reduction of transportation services

PART III: MITIGATION STRATEGIES

Mitigation Strategies

Overview of Mitigation Strategy

As the cost of damage from disasters continues to increase nationwide, Metro recognizes the importance of identifying effective ways to reduce vulnerability to disasters. Mitigation Plans assist communities in reducing risk from natural hazards by identifying resources, information and strategies for risk reduction, while helping to guide and coordinate mitigation activities at Metro facilities.

The plan provides a set of action items to reduce risk from hazards through education and outreach programs, and to foster the development of partnerships. Further, the plan provides for the implementation of preventative activities.

The resources and information within the Mitigation Plan:

1. Establish a basis for coordination and collaboration among agencies and the public in the Metro service area;
2. Identify and prioritize future mitigation projects; and
3. Assist in meeting the requirements of federal assistance programs

The Mitigation Plan is integrated with other plans including the Metro System Security Emergency Preparedness Plan (SEPP) and Facilities Maintenance Plan as well as department-specific standard operating procedures.

Mitigation Measure Categories

Following is FEMA's list of mitigation categories. The activities identified by the Planning Team are consistent with the six broad categories of mitigation actions outlined in FEMA publication 386-3 *Developing the Mitigation Plan: Identifying Mitigation Actions and Implementing Strategies*.

- ✓ **Prevention:** Government administrative or regulatory actions or processes that influence the way land and buildings are developed and built. These actions also include public activities to reduce hazard losses. Examples include planning and zoning, building codes, capital improvement programs, open space preservation, and storm water management regulations.
- ✓ **Property Protection:** Actions that involve modification of existing buildings or structures to protect them from a hazard, or removal from the hazard area. Examples include acquisition, elevation, relocation, structural retrofits, storm shutters, and shatter-resistant glass.
- ✓ **Public Education and Awareness:** Actions to inform and educate citizens, property owners, and elected officials about hazards and potential ways to mitigate them. Such actions include outreach projects, real estate disclosure, hazard information centers, and school-age and adult education programs.
- ✓ **Natural Resource Protection:** Actions that, in addition to minimizing hazard losses preserve or restore the functions of natural systems. Examples include sediment and

erosion control, stream corridor restoration, watershed management, forest and vegetation management, and wetland restoration and preservation.

- ✓ **Emergency Services:** Actions that protect people and property during and immediately following a disaster or hazard event. Services include warning systems, emergency response services, and protection of critical facilities.
- ✓ **Structural Projects:** Actions that involve the construction of structures to reduce the impact of a hazard. Such structures include dams, levees, floodwalls, retaining walls, and safe rooms.

Q&A | ELEMENT C. MITIGATION STRATEGY | C3

Q: Does the plan include goals to reduce/avoid long-term vulnerabilities to the identified hazards?

(Requirement §201.6(c)(3)(i))

A: See **Goals** below.

Q&A | ELEMENT D. MITIGATION STRATEGY | D3

Q: Was the plan revised to reflect changes in priorities? (Requirement §201.6(d)(3))

A: See **Mitigation Actions Matrix** below.

Goals

The Planning Team established goals based on the risk assessment that represent a long-term vision for hazard reduction and enhanced mitigation capabilities.

Each goal is supported by mitigation action items. The Planning Team developed these action items through its knowledge of the local area, risk assessment, review of past efforts, identification of mitigation activities, and qualitative analysis.

The five mitigation goals and descriptions are listed below.

Protect Life and Property

Implement activities that assist in protecting lives by making homes, businesses, infrastructure, critical facilities, and other property more resistant to losses from natural, human-caused, and technological hazards.

Improve hazard assessment information to make recommendations for avoiding new development in high hazard areas and encouraging preventative measures for existing development in areas vulnerable to natural, human-caused, and technological hazards.

Increase Public Awareness

Develop and implement education and outreach programs to increase public awareness of the risks associated with natural, human-caused, and technological hazards.

Provide information on tools; partnership opportunities, and funding resources to assist in implementing mitigation activities.

Protect Natural Systems

Support management and land use planning practices with hazard mitigation to protect life.

Preserve, rehabilitate, and enhance natural systems to serve hazard mitigation functions.

Promote Partnerships and Implementation

Strengthen communication and coordinate participation with public agencies, riders, non-profit organizations, business, and industry to support implementation.

Encourage leadership within Metro and public organizations to prioritize and implement local and regional hazard mitigation activities.

Enhance Emergency Services

Establish policy to ensure mitigation projects for critical facilities, services, and infrastructure.

Strengthen emergency operations by increasing collaboration and coordination among public agencies, non-profit organizations, business, and industry.

Coordinate and integrate hazard mitigation activities where appropriate, with emergency operations plans and procedures.

Q&A | ELEMENT C. MITIGATION STRATEGY | C5a.

Q: Does the plan explain how the mitigation actions and projects will be prioritized (including cost benefit review)? (Requirement §201.6(c)(3)(iv)); (Requirement §201.6(c)(3)(iii))

A: See **Benefit/Cost Ratings** and **Priority Rating** below.

Benefit/Cost Ratings

The benefits of proposed projects were weighed against estimated costs as part of the project prioritization process. The benefit/cost analysis was not of the detailed variety required by FEMA for project grant eligibility under the Hazard Mitigation Grant Program (HMGP) and Pre-Disaster Mitigation (PDM) grant program. A less formal approach was used because some projects may not be implemented for up to 10 years, and associated costs and benefits could change dramatically in that time. Therefore, a review of the apparent benefits versus the apparent cost of each project was performed. Parameters were established for assigning subjective ratings (high, medium, and low) to the costs and benefits of these projects.

Cost ratings were defined as follows:

High: Existing jurisdictional funding will not cover the cost of the action item so other sources of revenue would be required.

Medium: The action item could be funded through existing jurisdictional funding but would require budget modifications.

Low: The action item could be funded under existing jurisdictional funding.

Benefit ratings were defined as follows:

High: The action item will provide short-term and long-term impacts on the reduction of risk exposure to life and property.

Medium: The action item will have long-term impacts on the reduction of risk exposure to life and property.

Low: The action item will have only short-term impacts on the reduction of risk exposure to life and property.

Q&A | ELEMENT D. MITIGATION STRATEGY | D3

Q: Was the plan revised to reflect changes in priorities? (Requirement §201.6(d)(3))

A: See **Priority Rating** below.

Priority Rating

The Planning Team utilized the following Priority Rating method. Designations of “High”, “Medium”, and “Low” priority have been assigned to all of the action item using the following criteria:

Does the Action:

- solve the problem?
- address Vulnerability Assessment?
- reduce the exposure or vulnerability to the highest priority hazard?
- address multiple hazards?
- benefits equal or exceed costs?
- implement a goal, policy, or project identified in the General Plan or Capital Improvement Plan?

Can the Action:

- be implemented with existing funds?
- be implemented by existing state or federal grant programs?
- be completed within the 5-year life cycle of the LHMP?
- be implemented with currently available technologies?

Will the Action:

- be accepted by the community?
- be supported by community leaders?
- adversely impact segments of the population or neighborhoods?
- require a change in local ordinances or zoning laws?
- positive or neutral impact on the environment?
- comply with all local, state and federal environmental laws and regulations?

Is there:

- sufficient staffing to undertake the project?
- existing authority to undertake the project?

As mitigation action items were updated or written the Planning Team, representatives were provided worksheets for each of their assigned action items. Answers to the criteria above determined the priority according to the following scale.

- 1-6 = Low priority
- 7-12 = Medium priority
- 13-18 = High priority

Q&A | ELEMENT C. MITIGATION STRATEGY | C1b.

Q: Does the plan document each jurisdiction's ability to expand on and improve these existing policies and programs? (Requirement §201.6(c)(3))

A: See **Mitigation Actions Matrix** below.

Q&A | ELEMENT C. MITIGATION STRATEGY | C4a.

Q: Does the plan identify and analyze a comprehensive range (different alternatives) of specific mitigation actions and projects to reduce the impacts from hazards? (Requirement §201.6(c)(3)(ii))

A: See **Mitigation Actions Matrix** below.

Q&A | ELEMENT C. MITIGATION STRATEGY | C4b.

Q: Does the plan identify mitigation actions for every hazard posing a threat to each participating jurisdiction? (Requirement §201.6(c)(3)(ii))

A: See **Mitigation Actions Matrix** below.

Q&A | ELEMENT C. MITIGATION STRATEGY | C4c.

Q: Do the identified mitigation actions and projects have an emphasis on new and existing buildings and infrastructure? (Requirement §201.6(c)(3)(ii))

A: See **Mitigation Actions Matrix** below.

Q&A | ELEMENT C. MITIGATION STRATEGY | C5a.

Q: Does the plan explain how the mitigation actions and projects will be prioritized (including cost benefit review)? (Requirement §201.6(c)(3)(iv)); (Requirement §201.6(c)(3)(iii))

A: See **Mitigation Actions Matrix** below.

Q&A | ELEMENT C. MITIGATION STRATEGY | C5b.

Q: Does the plan identify the position, office, department, or agency responsible for implementing and administering the action/project, potential funding sources and expected timeframes for completion? (Requirement §201.6(c)(3)(iv)); (Requirement §201.6(c)(3)(iii))

A: See **Mitigation Actions Matrix** below.

Q&A | ELEMENT D. MITIGATION STRATEGY | D1

Q: Was the plan revised to reflect changes in development? (Requirement §201.6(d)(3))

A: See **Mitigation Actions Matrix** below.

Q&A | ELEMENT D. MITIGATION STRATEGY | D2

Q: Was the plan revised to reflect progress in local mitigation efforts? (Requirement §201.6(d)(3))

A: See **Mitigation Actions Matrix** below.

Q&A | ELEMENT D. MITIGATION STRATEGY | D3

Q: Was the plan revised to reflect changes in priorities? (Requirement §201.6(d)(3))

A: See **Mitigation Actions Matrix** below.

Q&A | ELEMENT C. MITIGATION STRATEGY | C6c.

Q: The updated plan must explain how the jurisdiction(s) incorporated the mitigation plan, when appropriate, into other planning mechanisms as a demonstration of progress in local hazard mitigation efforts. (Requirement §201.6(c)(4)(ii))

A: See **Mitigation Actions Matrix** below.

Mitigation Actions Matrix

Following is **Table: Mitigation Actions Matrix** which identifies the existing and future mitigation activities developed by the Planning Team.

Table: Mitigation Actions Matrix: Bus Facilities and Property Maintenance (BFPM)

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
Multi-Hazard														
MH-1														
MH-2														
Earthquake														
EQ-1 Protect Critical facilities and Infrastructure.	BFPM	GF	5-20 years	GF	X					M	H	H	Y	Terminals 47 & 48 are not up to the latest building codes. There are pedestrian bridges that span over the freeways and could potentially collapse.

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
Flood														
FLD-1 Improve Stormwater Drainage System Capacity	BFPM	GR	5-10 years	GF	X				X	L	M	M	Y	With “El Nino” type storms, water has to be removed from several divisions. Terminal 19’s lower level is in jeopardy of flooding. Pumps may be overwhelmed
Wildfire														
WF-1														
WF-2														
Landslide														
LND-1 Monitor and address Subsidence Hazard Areas	BFPM	GR	5-10 years	GF	X					L	M	M	Y	There is gradual settling of the

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
													surface at Terminal 48. This is the upper level (West Bound) where vehicles travel & a bus stop resides.	
LND-2 Stabilize Erosion Hazard Areas	BFPM	GF	5-10 years	GF	X					L	M	H	Y	Terminal 42 (Echo Park) sits next to a hillside. The hillside needs securing and could slide with heavy rains.
Windstorms														
WND-1 Numerous trees at various locations vulnerable to severe wind.	BFPM	GF	1-10 years	GF	X					L	L	M	Y	Trim or replace trees susceptible to falling over

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
													causing additional infrastructure damage.	
Tsunami														
TSU-1														
TSU-2														
Climate Change														
CC-1 Retrofit Water Supply Systems	BFPM	GF	5-20 years	GF	X					L	L	H	Y	To save water timers can be installed on the steamers. Occasionally they run all day.
CC-2 Extreme Temperature – Improve ventilation system, for patrons at the lower level of the bus terminal	BFPM	GR	5-20 years	GF	X					L	L	M	Y	

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
CC-3 In the future, hydration station signage should be integrated into bus station designs.	BFPM	GF	5-10 years	GF	X					L	M	H	Y	
CC-4 Examine the feasibility of decreasing intervals for buses and rails in areas likely to experience up to 95 days a year above 95 F.	BFPM	GF	5-10 years	GF	X					L	M	H	N	
Epidemic / Pandemic / Vector-Borne														
EPV-1														
EPV-2														

Table: Mitigation Actions Matrix: Bus Operations (BO) and Rail Operations (RO)

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, General Fund, Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
Multi-Hazard														
MH-1 Capital Project 202338 - Bus Division Improvement. Specifically, repairing bus facilities and divisions. Currently working on the roofs at divisions 5 and 7. Division 5 has asbestos in the HVAC tape and the roof was leaking excessively. Division 7 also has leaking and asbestos in the roofing at the fuel building.	BO – Transportation Operations	GR	1-5 years	GR	X					H	H	H	Y	Capital Project 202338
MH-2 Rail Facilities Project 204142 is for rail facilities improvements including: + replacing the leaking roofs at rail divisions 11, 22, and 60. All three locations have asbestos in the roofing materials.	RO – Rail Transportation Operations	GR	1-5 years	GR	X					H	H	H	Y	



Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, General Fund, Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
+ Divisions 11 and 22 also need new HVAC systems due to freon leaks. Currently Division 22 has no working HVAC due to leaking.														
MH-3 Project 202213 for removing leaking underground fuel and oil storage tanks.	BO – Transportation Operations	GR	1-5 years	GR	X					H	H	H	Y	
Earthquake														
EQ-1														
EQ-2														
Flood														
FLD-1														
FLD-2														
Wildfire														
WF-1														
WF-2														
Landslide														
LND-1														
LND-2														
Windstorms														



Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, General Fund, Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
WND-1														
WND-2														
Tsunami														
TSU-1														
TSU-2														
Climate Change														
CC-1														
CC-2														
Epidemic / Pandemic / Vector-Borne														
EPV-1														
EPV-2														

Table: Mitigation Actions Matrix: Environmental Compliance and Sustainability (ECS)

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
Multi-Hazard														
MH-1 Install strobe light for emergency generators at all facilities, as has been piloted at Division 2, to alert site when backup power starts up.	Facilities Maintenance	GF	1-5 years	CAAP	X	X			X	H	H		Y	2019 CAAP Risk Assessment Matrix
MH-2 Protection of above ground storage tanks.	Environmental Compliance and Sustainability	GF	1-5 years	GF	X		X		X	M	H	M	Y	
MH-3 Update and implement Inclement Weather Plan	Operations	GF	1-3 years	GF	X	X	X	X	X	H	H	L		2015 Draft Inclement Weather Plan
MH-4 Collaborate with municipalities to enhance resilience of vulnerable transit stops and routes	Planning & Engineering	GR	1-30 years	CAAP	X	X	X	X	X	M	H	H	Y	2019 CAAP
MH-5 Integrate climate resilience as part of project planning and design for Measure M transit projects	Planning & Engineering	GR	1-30 years	CAAP	X	X	X	X	X	H	H	M	Y	2019 CAAP

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
MH-6 Increase redundancy in power systems, installing additional backup generators and establishing micro grids at Metro facilities.	Facilities Engineering, Environmental Compliance and Sustainability, Engineering	GR	1-10 years	CAAP	X				X	H	H	M	Y	2019 CAAP
MH-7 Increase use of vegetation on Metro property to improve air quality, water quality, carbon storage and community health.	Facilities Engineering, Environmental Compliance and Sustainability	GF	1-30 years	CAAP, GF			X			L	M	M	Y	2019 CAAP
MH-8 Ensure Sustainable Acquisition Program accounts for climate resilience of materials (i.e., heat-, water-, fire-resilient materials).	Environmental Compliance and Sustainability, Vendor Contract Management	CAAP	1-5 years	CAAP	X	X	X	X		H	H	L		2019 CAAP
MH-9 Revise insurance coverage for natural hazards to align with predicted impacts from climate hazard assessment.	Risk, Safety, and Asset Management	Unknown	Unknown	CAAP	X				X	L	H	L		2019 CAAP
MH-10 Develop comprehensive enterprise-	ITS	GF	1-5 years	GF, CAAP	X		X	X	X	H	H	L		2019 CAAP

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
wide data management and spatial data database and program, inclusive of weather and asset maps, that are easily accessible and regularly updated to aid quick response to risks.														
MH-11 Develop Climate Resilience Implementation Framework to categorize and prioritize climate resilience investments in the system.	Environmental Compliance and Sustainability	CAAP	5-25 years	CAAP	X	X	X	X	X	H	H	M	Y	2019 CAAP
Earthquake														
EQ-1														
EQ-2														
Flood														
FLD-1 Install permeable pavement at facilities (such as Divisions 21, 5, and 11) and stations (such as the Westlake/MacArthur Park, Hollywood/vine, and Del Amo stations) with high exposure	Environmental Compliance and Sustainability	GR	1-30 years	CAAP, GR	X	X	X	X	X	M	H	H	Y	2019 CAAP

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
risk for heavy precipitation and riverine flooding to alleviate inundation impacts and recharge aquifers.														
FLD-2 Improve stormwater management systems at facilities (such as Divisions 21, 5, and 11) and stations (such as the Westlake/MacArthur Park, Hollywood/vine, and Del Amo stations) with high exposure risk for heavy precipitation and riverine flooding to alleviate inundation impacts and recharge aquifers.	Engineering & Facilities Maintenance	GR	1-30 years	CAAP, GR	X	X	X	X	X	M	H	H	Y	2019 CAAP
FLD-3 Implement green infrastructure to capture and reuse stormwater runoff at assets with high exposure risk for heavy precipitation and riverine flooding.	Environmental Compliance and Sustainability	GR	1-30 years	CAAP, GR	X	X	X	X	X	M	H	H	Y	2019 CAAP

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
FLD-4 For assets or locations where flooding occurs often, or that are located in a flood zone, relocate assets to other areas, elevate, or incorporate low-impact development to avoid flood damage.	Environmental Compliance and Sustainability, Facilities Maintenance, Engineering	GF/GR	1-30 years	CAAP, GF, GR	X	X	X	X	X	M	H	M	Y	2019 CAAP Critical Asset Identification Interview
Wildfire														
WF-1														
WF-2														
Landslide														
LND-1 Improve stabilization of slope at Division 21	Facilities Maintenance	GF/GR	Unknown	CAAP	X		X		X	H	H		Y	2019 CAAP Critical Asset Identification Interview; 2019 CAAP Risk Assessment Matrix
LND-2 Implement erosion and mudslide control devices for assets at extreme risk to landslide and mudslides.	Engineering & Facilities Maintenance	GF/GR	Unknown	CAAP	X		X		X	H	H	M	Y	2019 CAAP Risk Assessment Matrix

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item Involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
LND-3 For areas adjacent to non-Metro landslide-prone areas, develop P3 to protect infrastructure.	OEI	GR	15 years	GR	X			X		L	M	H	Y	
LND-4 Map and Assess Vulnerability to Erosion.	ECSD	GR	1 year	GR	X	X		X		M	M	L		
LND-5 Stabilize Erosion Hazard Areas. Specifically, Blue Line.	Wayside Engineer	GR	5 years	GR	X		X			L	M	H	Y	
Windstorms														
WND-1														
WND-2														
Tsunami														
TSU-1														
TSU-2														
Climate Change														
CC-1 Develop a coastal hazard management plan for Metro assets at risk to sea level rise, coordinating with local municipalities with Local Coastal Programs (LCPs).	Environmental Compliance and Sustainability	GR	1-30 years	CAAP	X	X	X	X	X	L	H	H	Y	2019 CAAP

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
CC-2 Convert Metro's bus fleet to Zero Emission Buses (ZEB) by 2030. Specifically, transition the Metro Orange Line and Metro Silver Line to ZEBs by 2020 and 2021, respectively. Develop a Zero-Emissions Bus Master Plan for accomplishing a 100% ZEB Fleet by 2030.	Vehicle Acquisition	GF/GR	1-10 years	GR	X	X	X	X	X	H	H	M	Y	Board Report #2019-0458, Metro Bus Fleet Forecast and Zero Emission Bus Program Update; 2019 CAAP
CC-3 Replace non-revenue vehicles with Battery Electric Vehicles (BEVs)	Maintenance Administration, Non-Revenue Fleet Maintenance	GF/GR	1-30 years	CAAP	X	X	X	X	X	L	H	M	Y	2019 CAAP; draft Electric Vehicle Implementation Plan
CC-4 Wayside Energy Storage Substation (WESS) Installation	Rail Mow Engineering	GR	1-30 years	CAAP	X	X	X	X	X	L	L	L	Y	2019 CAAP; Solis et al. 2015. Saving Money Every Day: LA Metro Subway Wayside

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
													Energy Storage Substation.	
CC-5 Expand Use of Renewable Energy	Environmental Compliance and Sustainability	GF	1-15 years	CAAP	X		X	X	X	H	H	L		2019 CAAP
CC-6 Install up to 51.2 MW of new solar photovoltaics on-site Metro existing facilities	Environmental Compliance and Sustainability	GR	1-10 years	CAAP			X	X	X	M	M	M	Y	2019 CAAP; LA Metro. 2018. LA Metro Solar Potential Square Footage Extraction.; LA Metro. 2018. Photovoltaic Cost Benefit Analysis.
CC-7 Install retrofits of low-water sanitary fixtures that require less water and energy in existing	Environmental Compliance and Sustainability	GR	1-10 years	CAAP			X	X	X	L	L	M	Y	2019 CAAP; 2010 Water Action Plan; Hendrickson,

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
buildings and new low-water fixtures in new buildings.													et al. Impacts of Groundwater Management on Energy Resources and Greenhouse Gas Emissions in California; Los Angeles Department of Water and Power (LADWP). 2015. Urban Water Management Plan	
CC-8 Install non-potable recycled water systems on existing and new facilities.	Environmental Compliance and Sustainability	GR	1-30 years	CAAP	X		X	X	X	L	L	M	Y	2019 CAAP; 2010 Water Action Plan;



Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
														Hendrickson, et al. Impacts of Groundwater Management on Energy Resources and Greenhouse Gas Emissions in California; Los Angeles Department of Water and Power (LADWP). 2015. Urban Water Management Plan

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
CC-9 Replace interior and exterior lighting fixtures with LEDs at facilities.	Environmental Compliance and Sustainability	GR	1-10 years	CAAP					X	L	M	M	Y	2019 CAAP; Division 18 ASHRAE Audit
CC-10 Install electric heating systems at facilities.	Environmental Compliance and Sustainability	GR	1-30 years	CAAP	X		X		X	L	H	M	Y	2019 CAAP
CC-11 Replace appliances with high-efficiency electric appliances at facilities.	Environmental Compliance and Sustainability	GR	1-30 years	CAAP	X		X		X	L	L	M	Y	2019 CAAP
CC-12 Install EV charging infrastructure at Metro facilities.	Environmental Compliance and Sustainability	GR	1-30 years	CAAP	X	X		X		L	M	H	Y	2019 CAAP; 2019 Metro EV Implementation Plan; LA Metro 2017 Average Vehicle Rider Report
CC-13 Replace Gold, Green, Blue, and Expo Line overhead catenary systems with spring tensioner system.	Systems Engineering	GR	1-30 years	CAAP, GR	X	X		X	X	H	H	H	Y	2019 CAAP; Metro Light Rail Resiliency

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
														Project FY 2016 TIGER Discretionary Grant Application
CC-14 Increase shading of 33 railway stations identified as extreme risk to extreme heat.	Environmental Compliance and Sustainability	GR	1-30 years	CAAP	X	X	X	X	X	M	H	H	Y	2019 CAAP Risk Assessment Matrix
CC-15 Partner with local jurisdictions to implement bus shelters at high priority bus stops/hubs.	Countywide Planning, Transit Oriented Communities	GR	1-30 years	CAAP	X	X		X		H	H	H	Y	2019 CAAP
CC-16 Plant trees around transit stops, parking lots, yards and other open-space areas to provide shading at assets, facilities, locations, and stations identified as extreme and high risk to extreme heat.	Facilities Maintenance	GR	1-30 years	CAAP	X	X	X	X		H	H	M	Y	2019 CAAP
CC-17 Develop a plan for future drought events.	ECSD	GR	1 year	GR	X	X		X		M	M	L		Water Action Plan

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
CC-18 Identify at-risk underground equipment and design for critical temperatures and /or cooling systems.	Program Management	GR	X	GR						H	H	H	Y	
CC-19 Install large fans at division maintenance facilities.	Facilities Maintenance	GF	10 years	GF	X					M	H	M	Y	
CC-20 Protect Buildings and Infrastructure from sea level rise. Specifically, Blue Line /Long Beach.	Facilities Engineering	GR	10 years	CAAP	X			X		L	M	H	Y	CAAP 2019
CC-21 Install fans or air circulation systems for patrons in underground stations.	Program Management	GR	10 years	CAAP	X	X				H	H	H	Y	CAAP 2019
Epidemic / Pandemic / Vector-Borne														
EPV-1														
EPV-2														

Table: Mitigation Actions Matrix: Emergency Management (EM)

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
Multi-Hazard														
MH-1 Certify staff to be qualified to conduct inspections of Metro buildings and infrastructure after an earthquake or other destructive event occurs.	Emergency Management	GR	2-10 years	GR	X				X	M	H	H	Y	
MH-2 Analyze and establish alternate water supply for divisions and headquarter for use following a disaster. It is generally estimated that following a M7.0 earthquake that water lines will be damaged if not severed. Metro desires to plan for an alternate source of water supply to satisfy needs for a week.	Emergency Management	GR	2-10 years	GR	X				X	M	H	H	Y	
MH-3 Geographically locate emergency response	Emergency Management	GR	2-4 years	GR	X				X	M	H	M	N	

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
equipment, supplies and personal protective equipment (PPE) for all Metro responders.														
MH-4 Develop specifications for mobile emergency operations center response vehicle.	Emergency Management	GR	2-5 years	GR	X				X	M	H	H		
MH-5 Maintain and update a Continuity of Operations Plan. The purpose of the plan is to ensure that capability exists to continue Metro's essential governmental functions across a wide range of potential emergencies. A COOP will be maintained and updated for each of the organizational entities within Metro.	Emergency Management	GR	2-5 years	GR	X	X	X	X	X	H	H	H	Y	
MH-6 Investigate the possibility of working with The Boring Company to install batteries underground that														

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
could be utilized in emergencies.														
Earthquake														
EQ-1 Purchase and install an agency-wide earthquake early warning system to include notification and/or electronic automations at sites, on bus/rail system, and dash boards of impending ground shaking.	Emergency Management	GR	3-6 years	GR	X	X		X	X	M	H	H	Y	
EQ-2 Conduct study to assess Metro existing facilities for non-structural retrofitting.	Emergency Management	GR	2-10 years	GR	X					M	H	H	Y	
EQ-3 Conduct a seismic safety inventory of all Metro critical assets (i.e., bridges, tunnels, stations, buildings) to determine if seismic retrofitting is necessary to the most current standards.	Emergency Management	GR	2-6 years	GR	X					M	H	H	Y	
EQ-3 Provide emergency power to all Metro critical	Emergency Management	GR	2-5 years	GR	X			X	X	M	H	H	Y	

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed						Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services						
facilities in the event of a prolonged power failure.															
Flood															
FLD-1 – Purchase equipment (i.e., sump pumps, sandbags, etc.) to minimize impact to flooding near or adjacent to bus/rail revenue services.	Emergency Management	GR	2-6 years	GR	X				X	M	H	H			
FLD-2															
Wildfire															
WF-1 Increase the tree trimming and add fire-safe vegetation around all Metro bus and rail service areas that abut the wild land-urban interface.	Emergency Management	GR	4-6 years	GR	X					L	M	H			
WF-2															
Landslide															
LND-1															
LND-2															
Windstorms															
WND-1															



Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
WND-2														
Tsunami														
TSU-1														
TSU-2														
Climate Change														
CC-1														
CC-2														
Epidemic / Pandemic / Vector-Borne														
EPV-1 Maintain and improve upon existing COVID mitigation protocols based on: + Emphasizing individual responsibility for implementing recommended personal-level actions +Minimizing disruptions to daily life to the extent possible and ensuring access to health care and other essential services.	Emergency Management	GR	Ongoing	GR	X	X		X	X	M	H	H	Y	
EPV-2 Maintain Healthy Environments:	Emergency Management,	GR	Ongoing	GR	X	X		X	X	M	H	H	Y	

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
<ul style="list-style-type: none"> +Regularly clean high-touch surfaces and objects. +Ensure ventilation systems operate properly and increase circulation of outdoor air as well as utilizing air filtration and purification methodologies. +Ensure all water systems are safe to use. +Modify layouts to promote social distance of at least 6 feet between people – especially for persons who do not live together. +Install physical barriers and guides to support social distancing if appropriate. 	Facilities Maintenance, General Services													
EPV-3 Maintain and update pandemic Plan and develop and deliver training module for all employees, to increase	Emergency Management	GR	Ongoing	GR	X	X		X	X	M	H	H		

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
preparedness and awareness of operational response.														

Table: Mitigation Actions Matrix: General Services (GS)

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
Multi-Hazard														
MH-1 Install new bollards and tilt up barriers for hardening the facility at all parking and building entrances for the safety and security of patrons and employees.	General Services	HMGP, PDM, BRIC	10 years	GR	X	X	X		X	H	H	H	Y	
MH-2 The USG parking garage emergency phone system includes installation of 52 emergency voice/video phone stations for public safety. These will be accessible to our patrons and employees providing Security with voice and video communications enhancing safety within the Gateway Center.	General Services	GR/Phase 1 GR/Phase 2	10 years	GR	X	X	X		X	H	H	H	Y	General Services Capital Projects Phase 1 started in Sept 2019
MH-3 Installation of 37 digital message display	General Services	HMGP, PDM, BRIC	10 years	GR	X	X			X	H	H	H	Y	General Services

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
boards including sign enclosures and electronics throughout the USG garage for public announcements and emergency notifications including lock down periods. General Services will install signs and supporting pathways to bring power and IT connections to 37 locations in the USG parking garage. This new infrastructure will expand notification signal to garage to accommodate digital sign installation for mass notification purposes.													Capital Projects	
MH-4 Installation of cat walks and access into the dome area for maintenance and housekeeping. Also adding safety and	General Services	HMGP, PDM, BRIC	10 year	GR	X		X		H	H	H	Y	General Services Capital Projects	

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
protection for dome glass cleaning access.														
MH-5 Renovation/replacement of obsolete fire detection system for USG facility. The equipment manufacturer has discontinued the support and services. Replacement is required to comply to fire code (NFPA 72) and maintain compliance for occupancy.	General Services	HMGP, PDM, BRIC	10 year	GR	X	X	X	X	X	H	H	H	Y	General Services Capital Projects
Earthquake														
EQ-1														
EQ-2														
Flood														
FLD-1 Replacement of all horizontal and vertical drainage piping for the storm drain, overflow storm drain and the sewer drain piping within the Gateway	General Services	HMGP, PDM, BRIC	10 years	GR	X		X			H	H	H	Y	General Services Capital Projects

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
building, parking structure and the east portal.														
FLD-2Enlarge sump tanks and scale up the size of the pumps in the P-4 level Parking garage to mitigate flooding due to the flood zone that the parking structure is in.	General Services	HMGP, PDM, BRIC	10 years	GR	X					H	H	H	Y	Flood Zoning Map
Wildfire														
WF-1														
WF-2														
Landslide														
LND-1														
LND-2														
Windstorms														
WND-1														
WND-2														
Tsunami														
TSU-1														
TSU-2														
Climate Change														

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
CC-1 Reconfigure the Gateway building's data center to reduce energy consumption by placing IT systems in a centralized location. Electrical, lighting, controls, and cooling systems will be reconfigured in conjunction with the data center IT based systems.	General Services	HMGP, PDM, BRIC	10 years	GR			X			H	H	H	Y	General Services Capital Projects
CC-2														

Table: Mitigation Actions Matrix: Information Technology (IT)

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
Multi-Hazard														
Ensure power stability for communications at all Bus and Rail Divisions with uninterruptible power systems to support mission critical communications during power-outage.	Information Technology	GF	1-10 years	GF	X				X			Y		
Ensure power stability for Bus & Rail Divisions critical operating systems during power-outage.	Information Technology	GF	1-10 years	GF	X				X			Y		
Earthquake														
EQ-1														
EQ-2														
Flood														
FLD-1														
FLD-2														
Wildfire														
WF-1														
WF-2														
Landslide														

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
LND-1														
LND-2														
Windstorm														
WND-1														
WND-2														
Tsunami														
TSU-1														
TSU-2														
Climate Change														
CC-1														
CC-2														
Epidemic / Pandemic / Vector-Borne														
EPV-1														
EPV-2														

Table: Mitigation Actions Matrix: Maintenance of Way Engineering (MOW Eng)

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants)	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, General Fund, Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
Multi-Hazard														
MH-1 Install generator receptacles at street level with automatic transfer switch (ATS) and redistribution of backup power loads on all underground power stations. The underground in the LA area accumulates explosive and toxic gases that must be monitored and fans to circulate the air. Current design has for two external power feeds with four hours of battery backup connected to a very small collection of systems. Providing for a generator receptacle would allow a generator to quickly be connected to power the underground system. Additionally, the low voltage power distribution system	MOW Eng	GR			X				X	M	H	H	Y	

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants)	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, General Fund, Grant	Plan Goals Addressed					Priority: L– Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
would be modified to increase the amount of systems on battery backup.														
MH-2 Maximize resiliency of the network communication architecture, Metro wishes to close the fiber optic loop to create a survivable dual backbone network		GF			X		X	X	H	M	M			
MH-3 Capture AS-Is configuration of railroad by performing a 3D laser scan of system and rooms.		GF			X			X	M	M	M			
MH-4 Install a backup generator at Division 24 – Monrovia Yard for the ability to power the yard and facilities in the event of long-term power loss. Division 24 is currently the only heavy maintenance facility for the entire light rail system. Additional infrastructure and electrical	MOW Eng / Facilities Maintenance	GF			X			X	H	M	M	Y		



Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, General Fund, Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
work would have to be installed to support the site-wide generator.														
MH-5 Elevate Blue Line to separate rail line from traffic and flood plain	MOW Eng								H	H	H			
MH-6 Perform emergency restoration study to identify equipment, procedures, and action required to restore rail service (such as traction power, rail, com, or track) in the event of some type incident.	MOW Org	GR					X	X	H	H	L			
Earthquake														
EQ-1 Adopt and Enforce Building Codes to Protect Against Damaging Earthquakes.					X				H	H	H	Y		
EQ-2 Incorporate Earthquake Mitigation into Metro planning.					X				H	H	M	Y		
Flood														

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants)	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, General Fund, Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
FLD-1 There are a few EXPO Traction Power substation that require sand bagging of doors when it rains. To protect the property from flooding damage, it is recommended that flood prevention measures be implemented at these locations.		GR			X				X	L	M	H		
FLD-2 Form partnerships to support floodplain management.		GF		GF	X			X		M	M	L	Y	
FLD-3 Conduct regular maintenance for drainage systems and flood control structures.		GF/GR		GF/GR	X					H	H	M	Y	
Wildfire														
WF-1 Map and assess vulnerability to wildfire. Maintain and update the Wildfire Critical Facilities Map included in the 2020 Hazard Mitigation Plan.		GR			X			X	X	L	L	H	Y	

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants)	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, General Fund, Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
WF-2 During periods of high winds and fire conditions impacting the Monrovia yard, it is vulnerable to outages through the new PSPS program. To keep the yard function to supply rail vehicles, the yard requires a generator of sufficient size to power the yard.		GR	1 year	GR	X			X	X	H	H	H	Y	
Landslide														
LND-1 There is a hillside slope that is owned by LA Metro and LA County along the Gold Line near Highland Park and South Pasadena (CM 593) that needs stabilized to prevent the continual sliding into our ROW during rainstorms.		GF			X		X	X		M	M	M		Hazard Analysis
LND-2 There is a hillside slope that is owned by LA Metro along the Gold Line near pocket track (CM 510 – 520)		GF			X		X			M	M	M		

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants)	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, General Fund, Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
that needs stabilized to prevent the continual sliding into our ROW during rainstorms.														
LND-3 Utilize and Update the Landslide Critical Facilities Map in the 2020 Hazard Mitigation Plan		GF		GF	X		X			H	H	L		
Windstorms														
WND-1 Assess Vulnerability to Severe Wind. Perform an assessment.		GF		GF	X					H	M	L		
Tsunami														
TSU-1 Map and Assess Vulnerability to Tsunami. Utilize and update the Tsunami Critical Facilities Map in the 2020 Hazard Mitigation Plan.		GF	yearly	GF	X		X			L	M	L		
TSU-2 Management Metro Development in Tsunami Hazard Area.		GF	Ongoing	GF	X		X						Y	
Climate Change														

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants)	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, General Fund, Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
CC-1 The summer temperatures along the Gold Line are rising and the weight stacks which maintain tension along the OCS do not have sufficient range for these increased temperatures. This project would replace the weight stacks with a spring tensioning system that can handle the higher temperatures.		GR	1-10 years	GR	X			X	X	M	M	M	Y	
CC-2 Due to increase in heat, air conditioners and other heat reduction Improvements should be performed at control boxes, signal huts, COM rooms and other wayside structures which house electronics.		GF	1-10		X	X		X		M	M	M		
CC-3 Assess vulnerability to drought.		GF	1-10				X			H	M	L		

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, General Fund, Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
CC-4 Evaluate HVAC capacity of existing cabinets used in train control systems. Upgrade as required.		GF	1-10							H	H	M		
Epidemic / Pandemic / Vector-Borne														
EPV-1														
EPV-2														

Table: Mitigation Actions Matrix: Program Management (PM)



Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed							Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services							
Multi-Hazard																
MH-1 Certify staff to be qualified to conduct inspections of Metro buildings and infrastructure after an earthquake or other destructive event occurs.	Program Management - Engineering	HMGP, PDM, BRIC	2-10 years	GR	X				X	M	H	H	Y			
MH-2 Analyze and establish alternate water supply for divisions and headquarter for use following a disaster. It is generally estimated that following a M7.0 earthquake that water lines will be damaged if not severed. Metro desires to plan for an alternate source of water supply to satisfy needs for a week.	Program Management - Engineering	HMGP, PDM, BRIC	2-10 years	GR	X				X	M	H	H	Y			
Earthquake																

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
EQ-1 Map and assess Metro facilities, aerial structures, and tunnels vulnerable to seismic hazards and subsidence.	Program Management - Engineering	HMGP, PDM, BRIC	2-10 years	GR	X				X	H	H	H	Y	
EQ-2														
Flood														
FLD-1 Replacement of 12 miles (6 miles in each direction) of median barrier along Gold Line at Interstate 210 freeway. This project is required to prevent future freeway vehicles from breaching into Metro right-of way. Twelve such incidents have occurred to date (approximately 2 per year). Replace existing median barrier with a taller/stronger one. Under normal	Program Management - Highways	GF	3-5 years	CIP	X					H	M	L		CIP

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
conditions, drivers are having issues driving through the “S” curve with the 2 foot buffer between the HOV lane and the median barrier. This condition is worsened during rainstorms and if flooding occurs.														
FLD-2														
Wildfire														
WF-1 Utilize and update the map showing Metro facilities and infrastructure vulnerabilities to wildfire. Map was created for the 2020 Hazard Mitigation Plan (Wildfire Hazard Specific Section).	Program Management - Engineering	GF	Ongoing	GF	X	X	X			M	H	L	Y	
WF-2														
Landslide														

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
LND-1														
LND-2														
Windstorms														
WND-1														
WND-2														
Tsunami														
TSU-1														
TSU-2														
Climate Change														
CC-1														
CC-2														
Epidemic / Pandemic / Vector-Borne														
EPV-1														
EPV-2														

Table: Mitigation Actions Matrix: Rail Facilities Maintenance (RFM)

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
Multi-Hazard Action Item														
MH-1 Purple Line secure, treat and resurface to prevent tar intrusion, from La Brea Tar Pits.	RFM	GF	10 years		X		X			M	H	H	Y	
MH-2 Continue tree trimming along all lines.	RFM	GF	Ongoing		X		X			M	M	M	Y	
Earthquake														
EQ-1 Reduce potential damage to critical facilities and infrastructure from future seismic events through mitigative actions. Specifically, Redline Segment 3.	RFM	GF	10 years											
EQ-2 Seismic Tunnel (Intrusion) at MRL – Segment 3.	RFM	GF	10 years		X		X			M	H	H	Y	
EQ-3 Reduce potential damage to critical facilities and infrastructure from future seismic events through mitigative actions.	RFM	GF	10 years		X								Y	

Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
Specifically, Rail Operations Command Control														
Flood														
FLD-1 Stop runoff into below grade rail system at MBL/Portal, MRL/Hatches, MRL/ Ancillary, PGL/Ancillary, and East/West Portals.	RFM	GF	10		X		X	X						
FLD-2 Install 75hp sump pump to prevent flooding in system at MRL CP39A.	RFM	GF	10 years		X	X			H	H	H	Y		
FLD-3 Demolish, resurface and treat cross passages to prevent water intrusion at 60+ Red Line cross passages and 6 on Gold Line (MRL/PGL).	RFM	GF	10 years		X	X			M	H	H	Y		
FLD-4 Install sump pumps with generator back-up to avoid flooding ant ground and subterranean levels of Division 13.	RFM	GF	10 years		X							Y		
Wildfire														
WF-1														



Action Item	Coordinating Organization	Funding Source: GF = General Fund, GR = Grants	Timeline	Planning Mechanism: CAAP - Climate Action and Adaptation Plan, GF - General Fund, GR - Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
WF-2														
Landslide														
LND -1 Division 21 hillside stabilization, relocate facility or create a secondary ingress/egress.	RFM	GF	10 years		X		X	X	X	H	H	H	Y	
LND-2														
Windstorm														
WND-1		GF			X					H	H	H	Y	
WND-2		GF			X					H	H	H	Y	
Tsunami														
TSU-1														
TSU-2														
Climate Change														
CC-1 Reduce Impacts to Roadways. Protect roadways at all facilities and Orange Line.	RFM	GF	10 years		X		X							
CC-2														
Epidemic / Pandemic / Vector-Borne														
EPV-1														
EPV-2														

Table: Mitigation Actions Matrix: Rail Fleet Services (RFS)

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
Multi-Hazard														
MH-1 Protect Infrastructure and Critical Facilities. Install quick connect emergency generator hookups for Rail Fleet Services at all rail yards and some stations.	RFS	GF, BRIC	2-10 years	GF	X			X	X	L	M	H	Y	
MH-2														
Earthquake														
EQ-1														
EQ-2														
Flood														
FLD-1														
FLD-2														
Wildfire														
WF-1														
WF-2														
Landslide														
LND-1														
LND-2														



Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
Windstorm														
WND-1														
WND-2														
Tsunami														
TSU-1														
TSU-2														
Climate Change														
CC-1														
CC-2														
Epidemic / Pandemic / Vector-Borne														
EPV-1														
EPV-2														

Table: Mitigation Actions Matrix: Regional Rail (RR)

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
Multi-Hazard														
MH-1 Maintain over 203 track miles of rail Metro owns in state of good repair that is used on a daily basis by other commuter, intercity and freight rail operators to move people and goods throughput.	Regional Rail	HMGP, PDM, BRIC	2-10 years	GR	X			X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 2-7
MH-2 Maintain over 390k wood and 180k concrete ties metro owns in state of good repair that is used on a daily basis by other commuter, intercity and freight rail operators to move people and goods throughput.	Metro	HMGP, PDM, BRIC	5-30 years	GR	X			X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 2-25
MH-3 Maintain 112 Metro owned vehicle and 20 pedestrian crossings in a	Metro	HMGP, PDM, BRIC	2-20 years	GR	X			X	X	H	H	H	Y	2018 Metrolink Rehabilitation

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
state of good repair that is used on a daily basis by other commuter, intercity and freight rail operators to move people and goods through.													Plan, pg. 2-40	
MH-4 Maintain over 250 wood and 1 concrete tie turnouts Metro owns in state of good repair that is used on a daily basis by other commuter, intercity and freight rail operators to move people and goods through.	Metro	HMGP, PDM, BRIC	2-20 years	GR	X		X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 2-51	
MH-5 Maintain over 1 million track feet of ballast Metro owns in state of good repair that is used on a daily basis by other commuter, intercity and freight rail operators to	Metro	HMGP, PDM, BRIC	2-30 years	GR	X	X	X		M	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 2-65	

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
move people and goods throughput.														
MH-6 Maintain 135 Metro owned bridges in state of good repair that is used on a daily basis by other commuter, intercity and freight rail operators to move people and goods throughput.	Metro	HMGP, PDM, BRIC	1-20 years	GR	X		X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 3-3	
MH-7 Maintain 358 Metro owned culverts in state of good repair that is used on a daily basis by other commuter, intercity and freight rail operators to move people and goods throughput.	Metro	HMGP, PDM, BRIC	2-30 years	GR	X		X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 3-3	
MH-8 Maintain Tunnel 18 at MP 45.2-45.47 in state of good repair that is used on a daily basis by other commuter, intercity and	Metro	HMGP, PDM, BRIC	1-15 years	GR	X		X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 3-40	

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
freight rail operators to move people and goods throughput.														
MH-9 Maintain Tunnel 19 at MP 44.98-45.05 in state of good repair that is used on a daily basis by other commuter, intercity and freight rail operators to move people and goods throughput.	Metro	HMGP, PDM, BRIC	2-10 years	GR	X		X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 3-40	
MH-10 Maintain Tunnel 25 at MP 26.63-27.95 in state of good repair that is used on a daily basis by other commuter, intercity and freight rail operators to move people and goods throughput.	Metro	HMGP, PDM, BRIC	2-10 years	GR	X		X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 3-40	
MH-11 Maintain Tunnel 26 at MP 441.19-442.59 in state of good repair that is used on a daily basis by	Metro	HMGP, PDM, BRIC	2-10 years	GR	X		X	X	H	H	H	Y	2018 Metrolink Rehabilitation	

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
other commuter, intercity and freight rail operators to move people and goods throughput.													Plan, pg. 3-40	
MH-12 Maintain Tunnel 27 at MP 442.89-443.06 in state of good repair that is used on a daily basis by other commuter, intercity and freight rail operators to move people and goods throughput.	Metro	HMGP, PDM, BRIC	2-10 years	GR	X		X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 3-40	
MH-13 Maintain Tunnel 28 at MP 443.88-443.99 in state of good repair that is used on a daily basis by other commuter, intercity and freight rail operators to move people and goods throughput.	Metro	HMGP, PDM, BRIC	2-10 years	GR	X		X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 3-40	
MH-14 Central Maintenance Facility	Metro	HMGP, PDM, BRIC	2-10 years	GR	X		X	X	H	H	H	Y	2018 Metrolink Rehabilitation	

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
located at 1555 N San Fernando Road, LA													Plan, pg. 7-3	
MH-15 Keller Yard located at 720 Keller Street, LA	Metro	HMGP, PDM, BRIC	2-10 years	GR	X		X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 7-3	
MH-16 Metrolink Operations Center Address located at 2558 Supply Street, Pomona	Metro	HMGP, PDM, BRIC	2-10 years	GR	X		X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 7-3	
MH-17 Dispatch Operations Center located at 2704 Garey Avenue, Pomona	Metro	HMGP, PDM, BRIC	2-10 years	GR	X		X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 7-3	
MH-18 Melbourne Office located at 2703 Melbourne Avenue, Pomona	Metro	HMGP, PDM, BRIC	2-10 years	GR	X		X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 7-3	
MH-19 MOW Headquarters located at 2701 N. Garey Avenue, Pomona	Metro	HMGP, PDM, BRIC	2-10 years	GR	X		X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 7-3	

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed				Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable	
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation						Enhance Emergency Services
MH-20 Lancaster Layover Yard located at 48812 N. Sierra Hwy, Lancaster	Metro	HMGP, PDM, BRIC	2-10 years	GR	X			X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 7-3
MH-21 Bauchet Engineering (Yard) located at 413 E. Bauchet Street, LA	Metro	HMGP, PDM, BRIC	2-10 years	GR	X			X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 7-3
MH-22 Lang Yard located at 13903 Lang Station Road, Canyon Country	Metro	HMGP, PDM, BRIC	2-10 years	GR	X			X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 7-3
MH-23 Claremont Station located at 200 W. 1 st Street, Claremont	Metro	HMGP, PDM, BRIC	2-10 years	GR	X			X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan, pg. 7-3
MH-24 Burbank Airport N. Station located at 3600 N. San Fernando Blvd, Burbank	Metro	HMGP, PDM, BRIC	2-10 years	GR	X			X	X	H	H	H	Y	
MH-25 Burbank Airport S. Station located at 3750 W. Empire Ave, Burbank	Metro	HMGP, PDM, BRIC	2-10 years	GR	X			X	X	H	H	H	Y	

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
MH-26 Van Nuys Station located at 7720 Van Nuys Blvd, Van Nuys	Metro	HMGP, PDM, BRIC	2-10 years	GR	X			X	X	H	H	H	Y	
MH-27 Los Angeles Station located at 800 N. Alameda Street, LA	Metro	HMGP, PDM, BRIC	2-10 years	GR	X			X	X	H	H	H	Y	
MH-28 Maintain 380 Metro owned switches in state of good repair that are used on a daily basis by other commuter, intercity and freight rail operators to move people and goods throughput.	Metro	HMGP, PDM, BRIC	2-10 years	GR	X			X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan
MH-29 Maintain over 135 Metro owned signal system types in state of good repair that are used on a daily basis by other commuter, intercity and freight rail operators to move people and goods throughput.	Metro	HMGP, PDM, BRIC	2-20 years	GR	X			X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
MH-30 Maintain 13 Metro owned communication shelters in state of good repair that are used on a daily basis by other commuter, intercity and freight rail operators.	Metro	HMGP, PDM, BRIC	1-10 years	GR	X			X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan
MH-31 Maintain 26 Metro owned CIS systems in state of good repair that are used on a daily basis by other commuter, intercity and freight rail operators.	Metro	HMGP, PDM, BRIC	1-15 years	GR	X			X	X	H	H	H	Y	2018 Metrolink Rehabilitation Plan
Earthquake														
EQ-1														
EQ-2														
Flood														
FLD-1														
FLD-2														
Wildfire														
WF-1														

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
WF-2														
Landslide														
LND-1														
LND-2														
Windstorms														
WND-1														
WND-2														
Tsunami														
TSU-1														
TSU-2														
Climate Change														
CC-1														
CC-2														
Epidemic / Pandemic / Vector-Borne														
EPV-1														
EPV-2														

Table: Mitigation Actions Matrix: System Security and Law Enforcement (SSLE)

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed						Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services						
Multi-Hazard															
MH-1 Update to an enterprise access control system. Metro's access control uses the Pinnacle card access control system manufactured by Sielox at all of the Metro Operating Divisions. A major weakness of this system is that if the primary server were to fail, a Metro staff member must manually push a "red" button to failover to the backup server, during which time any access or intrusions cannot be detected or assessed in real-time. A second major weakness is that many components of	System Security & Law Enforcement	HMGP, PDM, BRIC	3-5 years	GR	X				X	H	H	H	Y	Security Assessment Report, July 10, 2108	

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
the access control equipment are in poor working order with several locations having expired or damaged batteries and hardware that is installed improperly.														
MH-2 Update to an enterprise Video Management Systems (VMS). Currently, Metro supports two VMS, Bosch by Bus Operations and Panasonic Video Insight by Rail Operations, which can lead to incompatibilities and non-standardization. Most critically, the video surveillance systems at the Operating Divisions are not consistently monitored in real-time nor are security events assessed as they	System Security & Law Enforcement	HMGP, PDM, BRIC	3-5 years	GR	X				X	H	H	H	Y	Security Assessment Report, July 10, 2018

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
are occurring locally by contracted security or remotely by Metro Security. This results in either a delayed response or no response to emergency events.														
MH-3 Install an enterprise intrusion detection system. There is no intrusion detection system in use at the majority of Metro's Operating Divisions. Many critical assets at these locations are left vulnerable. With no alarm or monitoring to alert security to investigate, it creates a security reaction in lieu of a response to emergency incidents.	System Security & Law Enforcement	HMGP, PDM, BRIC	3-5 years	GR	X				X	H	H	H	Y	Security Assessment Report, July 10, 2018
MH-4 Install an enterprise emergency communication	System Security &	HMGP, PDM, BRIC	3-5 years	GR	X				X	H	H	H	Y	Security Assessment

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
system. There is no effective emergency communication system for Metro staff to request help or to notify security of an incident. Of particular concern for Metro staff are employees at remote parking locations where there is no means to ask for help and managerial staff who are subject to harm when handling emergency related matters.	Law Enforcement												Report, July 10, 2018	
MH-5 Retrofit Metro facilities located in high hazard areas.	System Security & Law Enforcement	HMGP, PDM, BRIC	3-5 years	GR	X					H	H	H	Y	
MH-6 Install quick-connect emergency generator hook-ups for critical facilities.	System Security & Law Enforcement	HMGP, PDM, BRIC	3-5 years	GR	X					H	H	H	Y	
Earthquake														

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
EQ -1 Identify and harden critical lifeline systems, i.e., critical public services such as transportation facilities	System Security & Law Enforcement	HMGP, PDM, BRIC	3-5 years	GR	X				X	H	H	H	Y	
Flood														
FLD-1														
FLD-2														
Wildfire														
WF-7 Create defensible space around structures & infrastructures	System Security & Law Enforcement	HMGP, PDM, BRIC	3-5 years	GR	X				X	H	H	H	Y	
Landslide														
LND-1														
LND-2														
Windstorms														
WND-1														
WND-2														
Tsunami														
TSU-1														
TSU-2														
Climate Change														

Action Item	Coordinating Organization	Funding Source: GF-General Fund, HMGP-Hazard Mitigation Grant Program, PDM-Pre-Disaster Mitigation Grant, BRIC-Building Resilient Infrastructure and Communities	Timeline	Planning Mechanism: CAAP-Climate Action and Adaptation Plan, GF-General Fund, GR-Grant	Plan Goals Addressed					Priority: L- Low, M-Medium, H-High	Benefit: L-Low, M-Medium, H-High	Cost: L-Low, M-Medium, H-High	Buildings & Infrastructure: Does the Action Item involve New and/or Existing Buildings and/or Infrastructure? Yes (Y)	Notes or Source Document, if applicable
					Protect Life and Property	Increase Public Awareness	Protect Natural Systems	Promote Partnerships and Implementation	Enhance Emergency Services					
CC-1														
CC-2														
Epidemic / Pandemic / Vector-Borne														
EPV-1														
EPV-2														

Plan Maintenance

The plan maintenance process includes a schedule for monitoring and evaluating the Plan annually and producing a plan revision every five years. This section describes how Metro will integrate public participation throughout the plan maintenance process.

Local Mitigation Officer

The Planning Team that was involved in research and writing of the Plan will also be responsible for implementation. The Planning Team will be led by the Planning Team Chair Moniek Pointer and Co-Chair Aldon Bordenave who will be referred to as the Local Mitigation Officers. Under the direction of the Local Mitigation Officers, the Planning Team will take responsibility for plan maintenance and implementation. The Local Mitigation Officers will facilitate the Planning Team meetings and will assign tasks such as updating and presenting the Plan to the members of the Planning Team. Plan implementation and evaluation will be a shared responsibility among all of the Planning Team members. The Local Mitigation Officers will coordinate with Metro leadership to ensure funding for 5-year updates to Plan as required by FEMA.

The Planning Team will be responsible for coordinating implementation of plan action items and undertaking the formal review process. The Local Mitigation Officers will be authorized to make changes in assignments to the current Planning Team.

The Planning Team will meet no less than bi-annually to monitor the status of the Plan. Meeting dates will be scheduled once the final Planning Team has been established. These meetings will provide an opportunity to discuss the progress of the action items and maintain the partnerships that are essential for the sustainability of the mitigation plan. The Local Mitigation Officers or designee will be responsible for contacting the Planning Team members and organizing the bi-annual meetings. The second meeting of the year will also include time to evaluate the effectiveness of the plan and the planning process.

Method and Scheduling of Plan Implementation

	Year 1	Year 2	Year 3	Year 4	Year 5
Monitoring	XX	XX	XX	XX	XX
Evaluating					
Internal Planning Team Evaluation	X	X	X	X	X
Cal OES and FEMA Evaluation					X
Updating					X

Monitoring and Implementing the Plan

Plan Adoption

The Metro Board of Directors will be responsible for adopting the Mitigation Plan. This governing body has the authority to promote sound public policy regarding hazards. Once the plan has been adopted, the Local Mitigation Officers will be responsible for submitting it to the State Hazard Mitigation Officer at California Office of Emergency Services (Cal OES). Cal OES will then submit the plan to the Federal Emergency Management Agency (FEMA) for review and approval. This review will address the requirements set forth in 44 C.F.R. Section 201.6 (Local Mitigation Plans). Upon acceptance by FEMA, Metro will gain eligibility for Hazard Mitigation Grant Program funds.

Q&A | ELEMENT A: PLANNING PROCESS | A6a.

Q: Does the plan identify how, when, and by whom the plan will be **monitored** (how will implementation be tracked) over time? (Requirement §201.6(c)(4)(i))

A: See **Monitoring the Plan** below.

Monitoring the Plan

The Local Mitigation Officers will hold bi-annual meetings with the Planning Team members in order to gather status updates on the mitigation action items. These meetings will provide an opportunity to discuss the progress of the action items and maintain the partnerships that are essential for the sustainability of the mitigation plan. See the **Bi-Annual Implementation Report** discussed below which will be a valuable tool for the Planning Team to measure the success of the Hazard Mitigation Plan. The focus of the bi-annual meetings will be on the progress and changes to the Mitigation Actions Matrix.

Q&A | ELEMENT C. MITIGATION STRATEGY | C6a.

Q: Does the plan identify the local planning mechanisms where hazard mitigation information and/or actions may be incorporated? (Requirement §201.6(c)(4)(ii))

A: See **Implementation through Existing Program** below.

Q&A | ELEMENT C. MITIGATION STRATEGY | C6b.

Q: Does the plan describe each community's process to integrate the data, information, and hazard mitigation goals and actions into other planning mechanisms? (Requirement §201.6(c)(4)(ii))

A: See **Implementation through Existing Programs** below.

Q&A | ELEMENT C. MITIGATION STRATEGY | C6c.

Q: The updated plan must explain how the jurisdiction(s) incorporated the mitigation plan, when appropriate, into other planning mechanisms as a demonstration of progress in local hazard mitigation efforts. (Requirement §201.6(c)(4)(ii))

A: See **Implementation through Existing Programs** below.

Implementation through Existing Programs

Metro addresses statewide planning goals and legislative requirements through the General Fund, Capital Projects, and Grants. The Mitigation Plan provides a series of recommendations - many of which are closely related to the goals and objectives of existing planning programs. Metro will implement recommended mitigation action items through existing programs and procedures.

Metro is responsible for adhering to the State of California's Building and Safety Codes. In addition, Metro may work with other agencies at the state level to review, develop and ensure Building and Safety Codes are adequate to mitigate or present damage by hazards. This is to ensure that life-safety criteria are met for new construction.

Some of the goals and action items in the Mitigation Plan will be achieved through activities recommended in the strategic and other budget documents. The various departments involved in developing the Plan will review it on a bi-annual basis. Upon review, the Planning Team will work with the departments to identify areas that the Mitigation Plan action items are consistent with the strategic and budget documents to ensure the Mitigation Plan goals and action items are implemented in a timely fashion.

Upon FEMA approval, the Planning Team will begin the process of incorporating risk information and mitigation action items into existing planning mechanisms including the General Fund (Operating Budget and Capital Projects - see Mitigation Actions Matrix for links between individual action items and associated planning mechanism). The bi-annual meetings of the Planning Team will provide an opportunity for Planning Team members to report back on the progress made on the integration of mitigation planning elements into Metro's planning documents and procedures.

Specifically, the Planning Team will utilize the updates of the following documents to implement the Mitigation Plan:

- ✓ Risk Assessment, Service Area Profile, Planning Process (stakeholders) – Emergency Operations Plan, Climate Action Plan, Continuity of Operations Plan, Security emergency Preparedness Plan, etc.
- ✓ Mitigation Actions Matrix – General Fund, Capital Projects, Grants

Bi-Annual Implementation Report

The Bi-Annual Implementation Matrix is the same as the Mitigation Actions Matrix but with a column added to track the status of each Action Item. Upon approval and adoption of the Plan, the entire Bi-Annual Implementation Report will be added to the Appendix of the Plan. Following is a view of the Bi-Annual Implementation Matrix:

Insert sample here when completed

An equal part of the monitoring process is the need to maintain a strategic planning process which needs to include funding and organizational support. In that light, at least one year in advance of the FEMA-mandated 5-year submission of an update, the Local Mitigation Officers will convene the Planning Team to discuss funding and timing of the update planning process. On the fifth year of the planning cycles, the Planning Team will broaden its scope to include discussions and research on all of the sections within the Plan with particular attention given to goal achievement and public participation.

Economic Analysis of Mitigation Projects

FEMA's approach to identify the costs and benefits associated with hazard mitigation strategies, measures, or projects fall into two general categories: benefit/cost analysis and cost-effectiveness analysis.

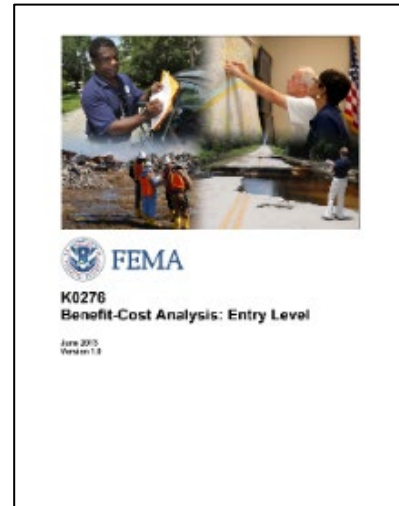
Conducting benefit/cost analysis for a mitigation activity can assist communities in determining whether a project is worth undertaking now, in order to avoid disaster-related damages later. Cost-effectiveness analysis evaluates how best to spend a given amount of money to achieve a specific goal. Determining the economic feasibility of mitigating hazards can provide decision-makers with an understanding of the potential benefits and costs of an activity, as well as a basis upon which to compare alternative projects.

Given federal funding, the Planning Team will use a FEMA-approved benefit/cost analysis approach to identify and prioritize mitigation action items. For other projects and funding sources, the Planning Team will use other approaches to understand the costs and benefits of each action item and develop a prioritized list.

The “benefit”, “cost”, and overall “priority” of each mitigation action item was included in the Mitigation Actions Matrix located in Part III: Mitigation Strategies. A more technical assessment will be required in the event grant funding is pursued through the Hazard Mitigation Grant Program. FEMA Benefit-Cost Analysis Guidelines are discussed below.

FEMA Benefit-Cost Analysis Guidelines

The Stafford Act authorizes the President to establish a program to provide technical and financial assistance to state and local governments to assist in the implementation of hazard mitigation measures that are cost effective and designed to substantially reduce injuries, loss of life, hardship, or the risk of future damage and destruction of property. To evaluate proposed hazard mitigation projects prior to funding FEMA requires a Benefit-Cost Analysis (BCA) to validate cost effectiveness. BCA is the method by which the future benefits of a mitigation project are estimated and compared to its cost. The end result is a benefit-cost ratio (BCR), which is derived from a project’s total net benefits divided by its total project cost. The BCR is a numerical expression of the cost effectiveness of a project. A project is considered to be cost effective when the BCR is 1.0 or greater, indicating the benefits of a prospective hazard mitigation project are sufficient to justify the costs.



Although the preparation of a BCA is a technical process, FEMA has developed software, written materials, and training to support the effort and assist with estimating the expected future benefits over the useful life of a retrofit project. It is imperative to conduct a BCA early in the project development process to ensure the likelihood of meeting the cost-effective eligibility requirement in the Stafford Act.

The BCA program consists of guidelines, methodologies and software modules for a range of major natural hazards including:

- ✓ Flood (Riverine, Coastal Zone A, Coastal Zone V)
- ✓ Hurricane Wind
- ✓ Hurricane Safe Room
- ✓ Damage-Frequency Assessment
- ✓ Tornado Safe Room
- ✓ Earthquake
- ✓ Wildfire

The BCA program provides up to date program data, up to date default and standard values, user manuals and training. Overall, the program makes it easier for users and evaluators to conduct and review BCAs and to address multiple buildings and hazards in a single BCA module run.

Evaluating and Updating the Plan

Q&A | ELEMENT A: PLANNING PROCESS | A6b.

Q: Does the plan identify how, when, and by whom the plan will be **evaluated** (assessing the effectiveness of the plan at achieving stated purpose and goals) over time? (Requirement §201.6(c)(4)(i))

A: See **Evaluation** below.

Evaluation

At the conclusion of the Second Bi-Annual Implementation Meeting, the Local Mitigation Officers will lead a discussion with the Planning Team on the success (or failure) of the Mitigation Plan to meet the plan goals. Metrics used will include examining outcomes, number of action items implemented, identification of internal and external barriers to implementation. The results of that discussion will be added to the Evaluation portion of the Bi-Annual Implementation Report and inclusion in the 5-year update to the Plan. Efforts will be made immediately by the Local Mitigation Officers to address any failed plan goals.

Q&A | ELEMENT A: PLANNING PROCESS | A6c.

Q: Does the plan identify how, when, and by whom the plan will be **updated** during the 5-year cycle? (Requirement §201.6(c)(4)(i))

A: See **Formal Update Process** below.

Formal Update Process

As identified above, the Mitigation Actions Matrix will be monitored for status on a bi-annual basis as well as an evaluation of the Plan's goals. The Local Mitigation Officer or designee will be responsible for contacting the Planning Team members and organizing the bi-annual meetings. Planning Team members will also be responsible for participating in the formal update to the Plan every fifth year of the planning cycle.

The Planning Team will begin the update process with a review the goals and mitigation action items to determine their relevance to changing situations within Metro as well as changes in State or Federal policy, and to ensure they are addressing current and expected conditions. The Planning Team will also review the Plan's **Risk Assessment** portion of the Plan to determine if this information should be updated or modified, given any new available data. The **coordinating organizations** responsible for the various action items will report on the status of their projects, including the success of various implementation processes, difficulties encountered, success of coordination efforts, and which strategies should be revised. Amending will be made to the Mitigation Actions Matrix and other sections in the Plan as deemed necessary by the Planning Team.

Q&A | ELEMENT A: PLANNING PROCESS | A5

Q: Is there discussion of how the community(ies) will continue public participation in the plan maintenance process? (Requirement §201.6(c)(4)(iii))

A: See **Continued Public Involvement** below.

Continued Public Involvement

Metro is dedicated to involving the public directly in the continual review and updates to the Mitigation Plan. Copies of the plan will be made available at Metro Headquarters and on the Metro website. The existence and location of these copies will be publicized in Metro Newsletters and on the website. This site will also contain an email address and phone number where people can direct their comments and concerns. At the discretion of the Local Mitigation Officers, a public meeting may be held after the Annual Implementation Meeting. The meeting would provide the public a forum in which interested individuals and/or agencies could express their concerns, opinions, or ideas about the plan.

The Local Mitigation Officers will be responsible for using Metro resources to publicize any public meetings and always free to maintain public involvement through the public access channel, web page, and newspapers.

Attachments

FEMA Letter of Approval

Board of Directors Adoption Resolution

Staff Report to Board of Directors

Secondary Stakeholders Input

Date Invited to Provide Input or Input Gathered	Agency Represented, Name, Position Title	Information Received	How Information was Incorporated into Plan
October 2021	LA Metro Executive Team, Aston Greene, Executive Officer	Minor administrative corrections	All incorporated into Third Draft Plan
September 16, 2021	Los Angeles County Chief Executive Office, Office of Emergency Management Leslie Luke, Deputy Director	N/A	
September 16, 2021	Los Angeles City Emergency Management Department Gary Singer, Emergency Management Coordinator 2	N/A	
September 16, 2021	Access Services Mike Greenwood, Chief Operations Officer	N/A	
September 16, 2021	TransMAC (Transit Mutual Assistance Compact) Mike Greenwood, Chair of TransMAC. TransMAC is an association of transit agencies which meet monthly and have agreed to provide mutual assistance to member agencies such as Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Riverside County Transportation Commission, San Bernardino County Transportation Authority, and Ventura County Transportation Commission under the TransMAC Agreement.	N/A	

Date Invited to Provide Input or Input Gathered	Agency Represented, Name, Position Title	Information Received	How Information was Incorporated into Plan
September 15, 2021	Jackie Ayer	AHMP does not address the windstorms that also create dust storms in the northern part of the county. In December (22), 2015 20 big rig trucks were turned over by 80mph winds, shutting down the 14 Freeway, shutting of routes between norther and southern CA.	This information was included into the Windstorm Hazards Chapter under Previous Occurrences.
September 15, 2021	Myanna Dellinger	Ought to consider electrifying all your trains. I believe they are diesel-operated.	The Metro rail is electric powered. The Metro Board has made a commitment to have 100% electric buses by the year 2030.

<p>September 15, 2021</p>	<p>Chase Engelhardt Policy Analyst and Organizer Climate Resolve</p>	<ol style="list-style-type: none"> 1. Related to Heat Tree installation around Metro infrastructure is listed as low priority However, trees can reduce ambient surface temperatures by up to 40°F. This is also true of shade, generally, so this action may be best amended to include other appropriate shade structures. The plan makes mention of shade at rail stations and in the form of bus shelters, but shade can also protect riders along important first mile/last mile corridors, or used to protect metro infrastructure. Implemented correctly near energy consuming infrastructure, this could also decrease energy use. 2. Hydration station access can greatly reduce the amount of hospitalizations or deaths experienced during extreme heat days and heatwaves, and should be included in the plan 3. We recommend examining the feasibility of decreasing headways for buses and rail (but especially buses) in areas like the valley that are likely to experience up to 95 days a year above 95°F. Reducing the time that riders are exposed to extreme heat will greatly reduce hospitalizations and deaths from extreme heat. 4. Related to Wildfire As is briefly mentioned in the report on hazards, wildfire has a very substantial impact on air quality throughout the LA Basin. The mitigation steps currently mentions improved air ventilation and 	<ol style="list-style-type: none"> 1. Trees - Metro thanks Mr. Engelhardt for his comments. The Planning Team agrees with his assessment that the tree installations should be a high priority. The Matrix has been updated. 2. Hydration Station – A Mitigation Action Item has been added to the Bus Facilities and Property Maintenance (BFPM) Matrix. 3. Decreasing Intervals – A Mitigation Action Item has been added to the Bus Facilities and Property Maintenance (BFPM) Matrix.
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Date Invited to Provide Input or Input Gathered	Agency Represented, Name, Position Title	Information Received	How Information was Incorporated into Plan
		<p>circulation, but without using any form of air filtration or purification (we recommend at least MERV 13 for wildfire) it will be devastating to riders' health.</p> <p>5. Related to All Hazards As the COVID-19 pandemic has demonstrated, workers are critical to the functioning of County services and infrastructure. Climate Resolve advises analyzing the workforce needs for critical services and infrastructure like electricity, water supply, and communications to ensure that routes and modes that those workers rely on have contingency routes and resources.</p>	<p>4. Wildfire – Metro already utilizes air ventilation and circulation methods and has added air filtration and purification as a Mitigation Action Item to the Emergency Management Matrix.</p> <p>5. All Hazards – These comments are related to Metro's continuity of operations planning and not related to the mitigation plan.</p>

Date Invited to Provide Input or Input Gathered	Agency Represented, Name, Position Title	Information Received	How Information was Incorporated into Plan
September 15, 2021	Hamid Mahramzadeh, M.S., P.E., S.E. LA Metro Senior Director, Metro Engineering Structures Major Capital Project Engineering	<ol style="list-style-type: none"> 1. Page 33: Is earthquake “Previous Occurrence: 2014 La Habra” still applicable, since preparation of the plan? 2. Page 56: Local Conditions – A Note: California Building Code (CBC) was substantially revised and updated in the aftermath of the Northridge Earthquake. Various building types (Steel, Concrete, Masonry, Wood or hybrid) designed and constructed after the Northridge EQ would perform much better in a seismic event with less severe damage, in comparison to buildings designed and constructed prior to Northridge EQ. 3. Page 63: What is it meant by “thick soils” in the last sentence? Is it intended to imply “fill material or fill soils”? 4. Page 63: Recommend “compacted soils” as oppose to “consolidated soils” in the last sentence. 	<ol style="list-style-type: none"> 1. Previous Occurrences: The 2021 Ridgecrest 7.1 earthquake has been added to the section. 2. Language has been added to Earthquake-Local Conditions. 3. Soils are defined by compression and thickness. 4. The change has been made.

Date Invited to Provide Input or Input Gathered	Agency Represented, Name, Position Title	Information Received	How Information was Incorporated into Plan
	<p>Van Ajemian Board Member of Sage Global</p>	<p>I urge you to talk to The Boring Company, not because of what it is now doing, but, rather, because of what it can be doing with the tunnels it digs:</p> <p>The Boring Company creates safe, fast-to-dig, and low-cost transportation, utility, and freight tunnels. The mission: solve traffic, enable rapid point-to-point transportation and transform cities.</p> <p>Imagine if LA Metro did a demonstration project with The Boring Company for installing batteries nderground. Imagine if the company did it for free as a way to pique the curiosity of others around the country, "If caverns can be created for batteries, for what other purposes can caverns be used?" This might become a big advancement for emergency and homeland-security preparedness.</p>	<p>The Planning Team supports installing batteries underground. A Mitigation Action Idea has been added to the Matrix.</p>

Date Invited to Provide Input or Input Gathered	Agency Represented, Name, Position Title	Information Received	How Information was Incorporated into Plan
	<p>Roy Thun At-Large Trustee Sustainable Remediation Forum (SURF)</p>	<p>I have reviewed Metro's May 28, 2021 draft All-Hazards Mitigation Plan. I found the HMP to be very well done. I have two recommendations.</p> <ol style="list-style-type: none"> 1. My first recommendation is that it would be appropriate to acknowledge in the HMP the forthcoming release of FEMA's Risk Rating 2.0 and potential impact it may have to the NFIP as it pertains to Metro. FEMA Risk Rating 2.0 is expected to produce a significant shift in how flood insurance premiums are set by accounting for a number of property-specific factors instead of setting prices solely based on the zone where a property sits. 2. My second recommendation is to expand the HMP to identify and more fully recognize critical dependencies, such as water, power and communications infrastructure, and support agencies/organizations, etc..., that if severely impacted by a natural disaster would delay or prevent Metro from providing services. 	<ol style="list-style-type: none"> 1. Metro is self-insured. 2. This is considered a response activity and therefore not included in a Hazard Mitigation Plan.

External agencies listed above were invited via email and provided with an electronic link to the Metro website. Following is the email distributed along with the invitation to contribute to the planning process:

External Agencies Email Invite – Sent September 15, 2021



Submit Public Comment by October 18th for Metro's Local All-Hazard Mitigation Plan

The Federal Emergency Management Agency (FEMA) requires Metro to prepare a *Local All-Hazard Mitigation Plan* (LAHMP) in order to apply for non-emergency disaster assistance funding to support protection of its public facilities.

The LAHMP identifies Metro's assets, natural hazard threats and mitigation actions to reduce risks from these hazards to public facilities owned and operated by LA Metro that help provide a safe and world-class transportation system for the LA Region. **We are seeking public comment on the LAHMP to ensure we identify and mitigate for all potential natural hazards.**

UPDATED LINK: [Review The draft Local All-Hazard Mitigation Plan](#)

Please email your comments by October 18th to Metro's Emergency Management Department at MetroEM@metro.net.

If you have any questions, please contact Moniek Pointer, Emergency Preparedness and homeland Security Manager via email at MetroEM@metro.net.



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This email was sent to pointermo@metro.net

Web Posting

metro.net/about/plans/metro-strategic-plan/

Apps Everbridge Login WebEOC Login

Other bookmarks Reading list

[Vision 2028](#) [Appendices](#)

Goals

Better mobility means safe and convenient access to the basic needs in your life, such as more job opportunities, housing, education and health services. Vision 2028 seeks to provide great mobility to everyone, whether they walk, bike, take transit or drive.

The plan builds on some key initiatives already underway now at Metro — and includes strategic actions that go well beyond the status quo.

Vision 2028 sets Metro's strategic direction and serves as the foundation for all other Metro plans, programs, and services:

- [Customer Experience Plan](#)
- [Short Range Transportation Plan](#)
- [Long Range Transportation Plan](#)
- [Moving Beyond Sustainability](#)
- [Recovery Task Force Reports](#)
- [NextGen Bus Study](#)
- [All-Hazards Mitigation Plan](#)

Content

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Contract Kick Off Meeting – May 14, 2019

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GTS | General Technologies and Solutions

In partnership with EPC | Emergency Planning Consultants



Local All-Hazard Mitigation Plan (PS60250)

Project Kick-off Meeting Minutes

Date: 5/14/2019 - 10.30 AM to 12:00 PM
Metro - 100 S. Santa Fe Avenue Ls Angeles, CA 90012

Attending:

- Aldon Bordenave (AB) - Metro
- Moniek Pointer (MP) - Metro
- Carolyn Harshman (CH) - EPC
- Rawad Hani (RH) - GTS

1. AB informed the consultant team that MP will be the day-to-day project manager and he will serve in the capacity of a Program Manager overseeing the contract and supporting as needed.
2. The Metro departments to be invited to nominate members for the Planning team were discussed. AB mentioned that he already reached out to several departments informing them of the project award and the need for their support. MP will share the email sent out with RH and CH and will also provide a list of the departments.
3. CH mentioned that the Planning Meetings would be about 3 hours each and there will be 4 of these meetings. The three hours provides sufficient time for presentation and discussions.
4. AB asked that the meetings be inclusive and to ask the members of the Planning Team to provide their wish list with respect to projects
5. The schedule of the planning team meetings was discussed to be in June, July, August, and September. It was agreed that the timing of meetings 2,3, and 4 will be agreed upon with the planning team.
6. CH stressed that it is important for the same person (nominated by the respective department) to show up for all 4 meetings. CH will draft the email wording and provide to MP with the overview of each meeting. CH stated that the level of effort will be about 20 hours for the planning team members to participate and provide their feedback.
7. Reporting was discussed and will be a done on a monthly basis to include the updated schedule, completed tasks, and tasks planned for the upcoming month. Invoicing was

discussed and it was agreed to invoice on a monthly basis the completed work. The invoices will also reference Exhibit B - Payment schedule of the contract agreement.

8. Stakeholders were discussed. CH mentioned that the planning team is the first level of stakeholders and they will review the first draft. The second draft will be circulated to the public which includes primarily the 28 sites, the DMACs, as well as posted on the Metro website. MP is coordinating both the outreach as well as the website aspects and she will support in getting the word out in due time.
9. Available Data was discussed; AB will provide the emergency operations plan as well as vulnerability analysis, a spreadsheet with all the assets, climate adaptability plan, and other available documents . An NDA might need to be signed to obtain the THIRA. MP will send the NDA to RH and CH.
10. Training workshops were discussed and it was agreed to have 2 -3 workshops instead of 6 and invest the resources in having an online e-learning video.

Action items:

- MP will send a draft of the departments
- MP will share the email sent earlier by AB to the departments (done)
- CH will send the wording for the planning team email (done)
- MP will send a notice to the first planning meeting
- MP will send the NDA
- AB will send the supporting documents identified under item 9

Updated schedule is provided on the following page



Planning Team Minutes and Attendance: Meeting 1 - June 28, 2019

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 GTS | General Technologies and Solutions

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Local All-Hazard Mitigation Plan (PS60250)

Planning Team Meeting #1

Date: 6/28/2019 - 8.00 AM to 11:00 AM
 Metro - One Gateway Plaza - Los Angeles, CA 90012

Invitees and Attendees:

A total of 43 Metro staff members were invited out of whom 30 were in attendance. The names and corresponding departments are shown in the following table.

First Name	Last Name	Department	Attended (Y: yes)
Albert	Escarcega	Information Technology	Y
Aldon	Bordenave	Emergency Management	Y
Andrina	Dominguez	Environmental Compliance & Sustainability	Y
Androush	Danielians	Projects Engineering	Y
Anthony	Chua	Information Technology	Y
Ashad	Hamideh	Countywide Planning & Development	
Aspet	Davidian	Program Management	Y
Ayda	Safael	Communications	
Bob	Spadafora	RFS	Y
Brady	Branstetter	Facilities Maintenance	Y
Brian	Boudreau	Program Control	
Carolyn	Harshman	EPC (consultant)	Y
Chirag	Rabari	Countywide Planning & Development	Y
Craig	Reiter	Environmental Compliance & Sustainability	Y
Dana	De Vera	Project Management	Y
Denise	Longley	Asset Management	Y
Donell	Harris	Bus Maintenance	
Eddie	Boghossian	Corporate Safety	
Edna	Stanley	Rail Operations	Y
Errol	Taylor	Maintenance & Engineering	Y
Gelito	Ocdamia	Project Engineering - Facilities - Systems -	Y
Heather	Severin	Environmental Compliance & Sustainability	Y
James	Jimenez	Environmental Compliance & Sustainability	Y
James	Pachan	Bus Maintenance	Y
James D.	Andrew	Countywide Planning & Development	
Janice	Lim	Cyber Security	
Jeanet	Owens	Regional Rail	Y
Jonathan	Hofert	Project Management - Engineering	Y
Karen	Parks	Systems Security & Law Enforcement	Y
Mario	Del Rosario	Project Engineering: Facilities - Systems	Y
Marshall	Epler	Maintenance & Engineering	
Moniek	Pointer	Emergency Management	
Nadine	Triche-Williams	Bus Operations	Y
Patrick	Soto	Information Technology	
Rawad	Hani	GTS (consultant)	Y

First Name	Last Name	Department	Attended (Y: yes)
Raymond	Lopez	Corporate Safety	Y
Robert	Castanon	Rail Operations	
Ron	Tien	Project Engineering	Y
Stephen	Toms	Asset Management	Y
Steve	Jaffe	General Services	Y
Thinh	Dinh	Project Engineering: Facilities - Systems	Y
Timothy	Lindholm	Construction Management	
Ty	Henderson	Transit Security	
Brian	Balderrama	Regional Rail	Y
Kate	Amisshah	Regional Rail	Y

Program Manager Aldon Bordenave introduced the project and the consultant team. He highlighted the importance of the project not only for identifying hazards and mitigation action items but also for being able to apply for federal grants that are available only to public entities with FEMA-approved Hazard Mitigation Plans. He introduced Moniek Pointer as the project manager and highlighted the previous work he carried out on the HMP at the Los Angeles Unified School District which led to numerous grant opportunities.

Carolyn Harshman from EPC (consultant team) provided an overview of her experience completing Hazard Mitigation Plans and provided an interactive presentation on the Hazard Mitigation Planning Process which also included video simulations on earthquakes in the Los Angeles region. The attendees had a chance to engage at various points asking questions or clarifying certain aspects of the presentation.

The following is a listing of the main topics covered in the presentation:

- a. Definition of Mitigation
- b. Examples of Previous Hazards with impacted areas and human tolls highlighting the pitfalls as well as the lessons learned
- c. Disaster Mitigation Act 2000 (DMA 2000) that among other things streamlines the administration of disaster relief
- d. Local Plan Requirements 44 CFR Section 201.6 which provides opportunities for public input during the plan drafting stage
- e. Description of the Hazard Mitigation Planning 5-Steps (planning process description, risk assessment, mitigation strategy, plan maintenance process, and plan adoption process)
- f. Illustration of the Community Profile and Risk Assessment presenting the Calculated Priority Risk Index (CPRI). The CPRI value is obtained by assigning varying degrees of risk to four categories for each hazard, and then calculating an index value based on a weighting scheme.
- g. Examples were provided to highlight the four criteria (and their weight) in the CPRI which are Probability (45%), Magnitude/Severity (30%), Warning Time (15%) and Duration (10%). For each of the criteria, there are four (4) options from which to choose: 1,2,3,4. Zero (0) is the value taken when an option is not assigned.
- h. Wants and Needs which include copies of Metro's Emergency Operations Plan, Capital Improvement Program, Mapping Resources, and other resources including information on hazards.



- i. Project Timeline with emphasis on the future planning team meetings. Carolyn Harshman mentioned that the Planning Meetings would be about 3 hours each and there will be a total of 4 of these meetings. The three-hour meetings are required to provide sufficient time for presentation and discussions.
2. Throughout the presentation the consultant fielded various questions including:
 - a. The distinction between Hazard Mitigation Plan and an Emergency Operations or Response Plan highlighting that the mitigation plan focuses on actions taken ahead of time to minimize or eliminate threats associated with hazards - not how to respond in the case of an emergency
 - b. Impact of hazards on Metro-owned critical and essential facilities is an important component of the Mitigation Plan
 - c. The number of facilities was estimated at approximately 150
 - d. The attendees showed different perspectives when discussing CPRI value calculations based on the perceived probabilities and magnitudes of hazards
 - e. Development of mitigation action items - the consultant explained that discussion on developing a Mitigation Strategy was intended to begin in meeting #2, but entertained various questions on this topic
3. The attendees showed keen interest in the process and asked that the second meeting be scheduled in August in order for documents to be gathered and time allowed to identify department-specific mitigation action items..
4. CH stressed that it is important for the same person (appointed by the respective department) to show up for all 4 meetings in order to maintain continuity and allow the Planning Team to make forward momentum.

Action items:

- MP will coordinate the next planning team meeting in August
- All: gather documents and create a "needs list"



Planning Team Minutes and Attendance: Meeting 2 – August 28, 2019

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Local All-Hazard Mitigation Plan (PS60250)

Planning Team Meeting #2

Date: 8/28/2019 - 2.00 AM to 4:30 PM
 Metro - One Gateway Plaza - Los Angeles, CA 90012

Invitees and Attendees:

A total of 43 Metro staff members were invited out of whom 21 were in attendance. The names and corresponding departments are shown in the following table. Some departments whose representatives attended the first meeting and could not attend this meeting provided alternate representatives who are listed in the table below the dotted line.

First Name	Last Name	Department	Attended (Y: yes)
Albert	Escarcega	Information Technology	
Aldon	Bordenave	Emergency Management	Y
Andrina	Dominguez	Environmental Compliance & Sustainability	Y
Androush	Danielians	Projects Engineering	
Anthony	Chua	Information Technology	
Ashad	Hamideh	Countywide Planning & Development	
Aspet	Davidian	Program Management	Y
Ayda	Safaei	Communications	
Bob	Spadafora	RFS	Y
Brady	Branstetter	Facilities Maintenance	
Brian	Boudreau	Program Control	
Carolyn	Harshman	EPC (consultant)	Y
Chirag	Rabari	Countywide Planning & Development	
Craig	Reiter	Environmental Compliance & Sustainability	Y
Dana	De Vera	Project Management	Y
Denise	Longley	Asset Management	Y
Donell	Harris	Bus Maintenance	
Eddie	Boghossian	Corporate Safety	
Edna	Stanley	Rail Operations	Y
Errol	Taylor	Maintenance & Engineering	
Gelito	Ocdamia	Project Engineering - Facilities - Systems -	
Heather	Severin	Environmental Compliance & Sustainability	
James	Jimenez	Environmental Compliance & Sustainability	
James	Pachan	Bus Maintenance	
James D.	Andrew	Countywide Planning & Development	
Janice	Lim	Cyber Security	
Jeanet	Owens	Regional Rail	
Jonathan	Hofert	Project Management - Engineering	
Karen	Parks	Systems Security & Law Enforcement	Y
Mario	Del Rosario	Project Engineering: Facilities - Systems	Y
Marshall	Epler	Maintenance & Engineering	Y
Moniek	Pointer	Emergency Management	Y
Nadine	Triche-Williams	Bus Operations	Y

First Name	Last Name	Department	Attended (Y: yes)
Patrick	Soto	Information Technology	
Rawad	Hani	GTS (consultant)	Y
Raymond	Lopez	Corporate Safety	Y
Robert	Castanon	Rail Operations	
Ron	Tien	Project Engineering	Y
Stephen	Toms	Asset Management	
Steve	Jaffe	General Services	
Thinh	Dinh	Project Engineering: Facilities - Systems	
Timothy	Lindholm	Construction Management	
Ty	Henderson	Transit Security	Y
Brian	Balderrama	Regional Rail	
Kate	Amisshah	Regional Rail	
Chris	Limon	Facilities Management	Y
Roger	Largaespada	ITS	Y
John	Slay	General Services	Y
Brian	Balderrama	Regional Rail	Y
Romerica	Eller	Finance / Accounting	Y

The meeting room was organized in such a way to allow for staff to work together in one of 5 groups to develop mitigation action items. The attendees were grouped by departments as such:

1. Systems Security & Law Enforcement; Information Technology; Cyber Security
2. Countywide Planning & Development; Communications / Community Relations; Finance
3. Program Management; Project Engineering; Construction Management; Environmental Compliance & Sustainability; Program Control; Regional Rail; Wayside Systems Engineering & Maintenance; Maintenance & Engineering.
4. Risk Safety & Asset Management; Corporate Safety; Asset Management; General Services
5. Operations: Rail Ops; Rail Fleet Services; Bus Ops; Bus Maintenance

Project Manager Moniek Pointer (MP) re-introduced the project and the purpose of the second meeting. She highlighted the importance of the project in identifying hazards and mitigation action items and for being able to apply for federal grants that are available only to public entities with FEMA-approved Hazard Mitigation Plans. MP mentioned that the purpose of this meeting is to develop the mitigation action items for the various hazard categories that were identified in the first meeting.

Carolyn Harshman (CH) from EPC (consultant team) then lead an interactive presentation where the attendees had a chance to engage at various points asking questions or clarifying certain aspects of the presentation.

The following is a listing of the main topics covered in the presentation:

- a. Introductions of Metro Staff and Departments and giving examples of some mitigation action items. CH clarified the difference between emergency response and hazard mitigation in response to some suggestions of mitigation action items.



- b. Project Timeline highlighting the two future planning team meetings. CH mentioned that the next Planning Team Meeting will also include developing and refining the mitigation action items. The final Planning Team Meeting will be preceded with a copy of the First Draft Hazard Mitigation Plan.
- c. A brief re-Cap of meeting #1 was provided.
- d. HAZUS analysis results were presented for 3 scenarios: a magnitude 7.8 earthquake along southern the San Andreas Fault, a magnitude 7.2 earthquake along Newport - Inglewood Fault, and a magnitude 7.2 earthquake along Sierra Madre Fault. CH illustrated the economic loss on the rail and bus systems in Los Angeles County (associated with such disasters) in terms of hundreds of billions of dollars. She noted that HAZUS uses Census data which is 2010 data at this point.
- e. Maps were presented showing hazard vulnerability of Metro's 361 assets representing divisions and facilities, rail stations, BRT stations, regional rail stations, rail division priority sites, and bus operations. The hazards included Fire Hazard Severity, Landslide Susceptibility, Liquefaction, Flooding and Tsunami Areas in Los Angeles County. CH noted that in addition to the maps a vulnerability matrix was produced showing which hazard might impact which of the Metro assets.
- f. Examples of Mitigation Measures were presented including prevention, property protection, public education and awareness, natural resource protection, emergency services, and structural projects.
- g. A sample mitigation actions matrix was presented. CH illustrated the benefit and cost aspects needed for the matrix.

Throughout the presentation, CH fielded various questions related to the level of detail needed for costs in the mitigation actions matrix, the sources of the HAZUS data, and the FEMA process in general.

The attendees showed an understanding of the process and a keen interest; they asked for an electronic version of the mitigation actions matrix to be sent to them so as to provide their lists of mitigation action items.

Action items:

- CH to send an electronic copy of the department-specific matrices to MP for distribution to specific departments
- MP will coordinate the next planning team meeting in early October



Planning Team Minutes and Attendance: Meeting 3 – October 17, 2019

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Local All-Hazard Mitigation Plan (PS60250)

Planning Team Meeting #3

Date: 10/17/2019 - 2.00 PM to 5:00 PM
 Metro - One Gateway Plaza - Los Angeles, CA 90012

Invitees and Attendees:

A total of 43 Metro staff members were invited out of whom 14 were in attendance. The names and corresponding departments are shown in the following table. Some departments whose representatives attended the first meeting and could not attend this meeting provided alternative representatives who are listed in the table below the dotted line.

First Name	Last Name	Department	Attended (Y: yes)
Albert	Escarcega	Information Technology	
Aldon	Bordenave	Emergency Management	Y
Andrina	Dominguez	Environmental Compliance & Sustainability	Y
Androush	Danielians	Projects Engineering	
Anthony	Chua	Information Technology	
Ashad	Hamideh	Countywide Planning & Development	
Aspet	Davidian	Program Management	
Ayda	Safaei	Communications	
Bob	Spadafora	RFS	
Brady	Branstetter	Facilities Maintenance	
Brian	Boudreau	Program Control	
Carolyn	Harshman	EPC (consultant)	Y
Chirag	Rabari	Countywide Planning & Development	
Craig	Reiter	Environmental Compliance & Sustainability	Y
Dana	De Vera	Project Management	Y
Denise	Longley	Asset Management	Y
Donell	Harris	Bus Maintenance	
Eddie	Boghossian	Corporate Safety	
Edna	Stanley	Rail Operations	Y
Errol	Taylor	Maintenance & Engineering	
Gelito	Ocdamia	Project Engineering - Facilities - Systems -	
Heather	Severin	Environmental Compliance & Sustainability	
James	Jimenez	Environmental Compliance & Sustainability	
James	Pachan	Bus Maintenance	
James D.	Andrew	Countywide Planning & Development	
Janice	Lim	Cyber Security	
Jeanet	Owens	Regional Rail	
Jonathan	Hofert	Project Management - Engineering	
Karen	Parks	Systems Security & Law Enforcement	Y
Mario	Del Rosario	Project Engineering: Facilities - Systems	
Marshall	Epler	Maintenance & Engineering	Y
Moniek	Pointer	Emergency Management	Y
Nadine	Triche-Williams	Bus Operations	Y

First Name	Last Name	Department	Attended (Y: yes)
Patrick	Soto	Information Technology	
Rawad	Hani	GTS (consultant)	Y
Raymond	Lopez	Corporate Safety	
Robert	Castanon	Rail Operations	
Ron	Tien	Project Engineering	
Stephen	Toms	Asset Management	Y
Steve	Jaffe	General Services	
Thinh	Dinh	Project Engineering: Facilities - Systems	
Timothy	Lindholm	Construction Management	
Ty	Henderson	Transit Security	
Brian	Balderrama	Regional Rail	
Kate	Amissah	Regional Rail	
Chris	Limon	Facilities Management (attended Mtg #2)	Y
Roger	Largaespada	ITS (attended Mtg #2)	Y
John	Slay	General Services (attended Mtg #2)	Y
Mike	Ornelas	RFS	Y

The meeting room was organized in such a way to allow for staff to work together in 5 groups on developing the mitigation action items. The attendees were grouped by department (similar to the previous meeting), as such:

1. Systems Security & Law Enforcement; Information Technology; Cyber Security
2. Countywide Planning & Development; Communications / Community Relations; Finance
3. Program Management; Project Engineering; Construction Management; Environmental Compliance & Sustainability; Program Control; Regional Rail; Wayside Systems Engineering & Maintenance; Maintenance & Engineering.
4. Risk Safety & Asset Management; Corporate Safety; Asset Management; General Services
5. Operations: Rail Ops; Rail Fleet Services; Bus Ops; Bus Maintenance

Carolyn Harshman (CH) from the consultant team lead an interactive presentation followed by a facilitated “working in groups” session.

The following is a listing of the main topics covered in the presentation:

- a. Project Timeline highlighting the overall progress and the future planning team meeting.
- b. A brief re-Cap of meeting #2 was provided which included (i) reviewing HAZUS, (ii) examining FEMA mitigation categories, and (iii) reviewing parameters for capturing mitigation action items.
- c. CH mentioned that over the past month, the mitigation matrices were received from various departments including Environmental Compliance & Sustainability, Program Management, Maintenance & Engineering, IT, Transportation Operations, and General Services. However, there are some departments that are yet to send their matrices.
- d. CH shared a sample matrix provided by one of the departments highlighting the significance of the various matrix categories



- e. CH mentioned that each table has a hard copy of the FEMA Mitigation Ideas that will be used in this session. She indicated that this resource is also online and will be sent electronically by Moniek Pointer (MP) to the various departments.
- f. The purpose of this meeting is to develop new ideas based on the FEMA Mitigation Ideas Manual. CH presented what is meant in the HMP plan context by ranking Benefits and the Costs. Benefits should be rated as low if only short-term impacts or risks to life and property, medium for long term impacts/risks to life and property and high for both short- and long-term impacts to life and property. Costs should be rated low if funds are already available within the department's budget), medium if funds available within Metro with a budget re-allocation) and high if funds must be obtained outside of Metro.
- g. CH expressed her thanks to Moniek for all the time she had spent contacting and coaching the department representatives as they developed their Mitigation Actions Matrices.

The attendees were provided with the FEMA Mitigation Ideas document who worked in groups to identify new/additional mitigation ideas to the matrices they have already developed.

Action items:

- CH to send an electronic copy of the First Draft HMP to Moniek Pointer within approximately one month who will share with the Planning Team.
- MP will coordinate the next Planning Team meeting in early December.



Planning Team Minutes and Attendance: Meeting 4 – February 3, 2020

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Local All-Hazard Mitigation Plan (PS60250)

Planning Team Meeting #4

Date: 2/3/2020 - 1.00 PM to 4:00 PM
 Metro - One Gateway Plaza - Los Angeles, CA 90012

Invitees and Attendees:

A total of 43 Metro staff members were invited out of whom 20 were in attendance. The names and corresponding departments are shown in the following table. Some departments whose representatives attended the first meeting and could not attend this meeting provided alternative representatives who are listed in the table below the dotted line.

First Name	Last Name	Department	Attended (Y: yes)
Albert	Escarcega	Information Technology	
Aldon	Bordenave	Emergency Management	Y
Andrina	Dominguez	Environmental Compliance & Sustainability	Y
Andrroush	Danielians	Projects Engineering	
Anthony	Chua	Information Technology	
Ashad	Hamideh	Countywide Planning & Development	
Aspet	Davidian	Program Management	Y
Ayda	Safaei	Communications	
Bob	Spadafora	RFS	Y
Brady	Branstetter	Facilities Maintenance	Y
Brian	Boudreau	Program Control	
Carolyn	Harshman	EPC (consultant)	Y
Chirag	Rabari	Countywide Planning & Development	
Craig	Reiter	Environmental Compliance & Sustainability	Y
Dana	De Vera	Project Management	
Denise	Longley	Asset Management	Y
Donell	Harris	Bus Maintenance	
Eddie	Boghossian	Corporate Safety	
Edna	Stanley	Rail Operations	Y
Errol	Taylor	Maintenance & Engineering	
Gelito	Ocdamia	Project Engineering - Facilities - Systems -	Y
Heather	Severin	Environmental Compliance & Sustainability	
James	Jimenez	Environmental Compliance & Sustainability	
James	Pachan	Bus Maintenance	
James D.	Andrew	Countywide Planning & Development	
Janice	Lim	Cyber Security	
Jeanet	Owens	Regional Rail	
Jonathan	Hofert	Project Management - Engineering	
Karen	Parks	Systems Security & Law Enforcement	Y
Mario	Del Rosario	Project Engineering: Facilities - Systems	
Marshall	Epler	Maintenance & Engineering	Y
Moniek	Pointer	Emergency Management	Y
Nadine	Triche-Williams	Bus Operations	

First Name	Last Name	Department	Attended (Y: yes)
Patrick	Soto	Information Technology	
Rawad	Hani	GTS (consultant)	Y
Raymond	Lopez	Corporate Safety	Y
Robert	Castanon	Rail Operations	
Ron	Tien	Project Engineering	
Stephen	Toms	Asset Management	Y
Steve	Jaffe	General Services	
Thinh	Dinh	Project Engineering: Facilities - Systems	Y
Timothy	Lindholm	Construction Management	
Ty	Henderson	Transit Security	
Brian	Balderrama	Regional Rail	
Kate	Amisah	Regional Rail	
Chris	Limon	Facilities Management (attended Mtg #2 & 3)	Y
Steve	Rank	Bus Operations	
John	Slay	General Services (attended Mtg #2 & 3)	Y
Jerry	Whelan	Wayside SCADA	Y

Moniek Pointer (MP) welcomed the planning team and thanked them for their support during developing the plan and participation in the team meetings. MP noted that this is the last in a series of planning team meetings.

Carolyn Harshman (CH) from the consultant team in her turn thanked MP and the planning team and the purpose of the final meeting to collect comments on the First Draft Hazard Mitigation Plan. Also, she underlined the next steps in the process which include a public review period and then sending the plan for Cal OES and FEMA for their review, feedback, and ultimately approval. CH noted that following receipt of FEMA's "Approval Pending Adoption", the Metro Board will need to adopt the plan before FEMA's final approval.

CH asked about the public outreach venues that Metro has to share the Second Draft HMP document and the planning team noted that it is best to engage with Metro's Community Relations Department who will propagate the message for public review and feedback. MP will follow-up with Metro's Community Relations Department.

CH went through the First Draft Plan and solicited comments from the planning team; the main comments noted are the following:

- request to provide the full spelling of department names in the Credits
- the planning team noted that there is a Metro intranet that defines the roles of the various departments that will be provided to the consultant to include in the Capabilities Assessment in the Plan (reference p. 18 of the draft HFMP document)
- make sure all data sources are noted (p.19 of the draft HFMP document)
- revise the APTA reference
- rail lines were changed in the past week from colors to letters - it is recommended to refer to lines by their new names
- produce 2 maps - one for rail and one for bus when describing the existing system
- provide a map for the future system expansion

- In the vulnerability table in the Risk Assessment - the planning team will check the operations center to identify the date of the last impact of earthquakes on Metro facilities.
- Also, in the vulnerability table - the planning team noted that the heavy winds have impacted some facilities in recent days
- The planning team discussed how to organize the "Vulnerability of Critical Facilities to Hazards" table and suggestions were to do it by line and to ensure consistency in terms of presentation (station name followed by address).
- change the color scheme of the landslide maps so as not to confuse with fire maps
- update the map on page 83
- add the legend to the Tsunami map
- CH noted that some of the risk line items were missing and asked the teams to clarify
- page 180 - typo 2018 rather than 2108
- discussions of plan maintenance where it was agreed the implementation meetings will be held bi-annually.
- The meeting ended with a big push from the project managers and consultants to spend more time gathering mitigation action items to avoid missing out on grant funding.

The attendees were thanked again by the consultant and encouraged to reach out to CH with any questions.

Action items:

- CH will incorporate all corrections and requests identified during the meeting into the Second Draft Plan.
- Consultant team to revise the First Draft Plan based on the feedback received during the meeting
- MP will coordinate with the Community Relations Department and provide the items noted above by the planning team to the consultant
- CH will send the most recent mitigation actions matrices to MP for distribution to the departments.
- CH will provide email and website language to be used in posting the Second Draft Plan and emphasized the importance of keeping proof of all communications from outside the planning team. FEMA requires evidence of all communications and input gathered.

Project Management Meeting – June 11, 2020

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All-Hazards Mitigation Plan (PS60250)

Project Team Meeting 2

Date: 6/11/2020 - 10:00 AM to 11:30 AM via video-conferencing

Invitees and Attendees:

First Name	Last Name	Department	Attended (Y: yes)
Aldon	Bordenave	Emergency Management	Y
Carolyn	Harshman	EPC (consultant)	Y
Moniek	Pointer	Emergency Management	Y
Rawad	Hani	GTS (consultant)	Y

Rawad Hani (RH) noted that the meeting was called for in order to obtain an update from Metro on the status of the responses to the First Draft All-Hazards Mitigation Plan (AHMP) document and to discuss the next steps. A draft agenda was shared with the attendees which included the following items:

- COVID-19 Response and Updates
- Updates on the Comments Received on the First Draft Plan
- Finalizing the Second Draft for Public Input
- Cal OES and FEMA Review Process
- Board of Directors Adoption
- Finalizing the Plan/Project

The attendees discussed the above items and the following summarizes the main points:

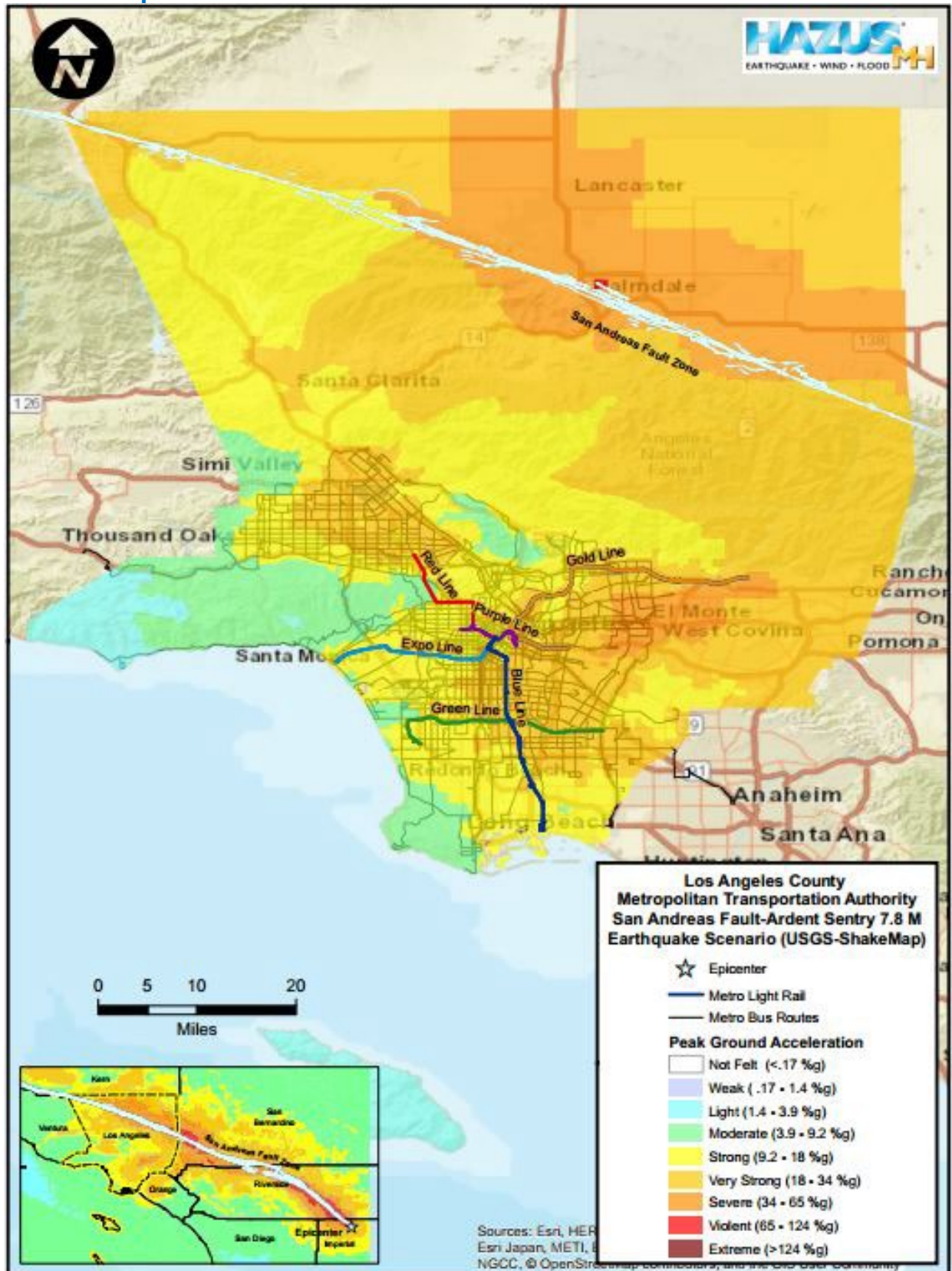
- Moniek Pointer (MP) and Aldon Bordenave (AB) provided an update on Metro's response to COVID-19 as well as the ongoing protests. They noted the demands of 24-hour EOC activations, mounting public health and public safety regulations, and decreasing revenues among many other elements which are impacting the agency as a whole. They also noted the particular impacts on the Emergency Management Department which has decreased time available to focus on the AHMP.
- MP noted that the project timeline ends March of 2021 which needs to include the Cal OES and FEMA review/approval and adoption by the Board of Directors.
- MP also noted that there were comments received from internal Metro stakeholders on the First Draft Plan that will be provided to the consultant team over the next couple of weeks.

- Carolyn Harshman (CH) pointed out that the next step is to have the Second Draft Plan posted on Metro's website and available for input from the general public and external agencies (jurisdictions and special districts within Metro's service area).
- MP noted that she coordinated with Metro's Community Relations Department as to how the document circulation would be done during these (pandemic) times. CH offered to assist with this task as needed to answer any questions the Community Relations Department might have.
- CH suggested that an Epidemic/Pandemic/Vector-Borne Hazard section will be added to the Plan. This was well received by MP and AB. CH will add this as part of the Second Draft. With the addition of this section, each of the contributing departments will need to be informed and encouraged to add any mitigation actions items to their Mitigation Actions Matrix. MP and AB asked CH about developing items for the Emergency Management Department to which she responded "yes".
- CH noted that the total review time for Cal OES and FEMA has been about 4 months this year. CH mentioned that after the Cal OES and FEMA review and issuance of Letter of Approval Pending Adoption, that the plan will then be ready for the Board of Directors consideration and adoption. The attendees discussed the timeline and thought this could potentially take place in November-December 2020.

Action items:

- Consultant team to revise the plan based on the feedback received during the meeting
- MP will provide the feedback received on the First Draft Plan and coordinate with the Community Relations Department.

HAZUS Map - San Andreas M7.8



HAZUS Report - San Andreas M7.8



Hazus: Earthquake Global Risk Report

Region Name: CountyofLA

Earthquake Scenario: M7.8-Ardent Sentry 2015 Scenario v1

Print Date: July 27, 2019

Disclaimer:

*This version of Hazus utilizes 2010 Census Data.
Totals only reflect data for those census tracts/blocks included in the user's study region.*

The estimates of social and economic impacts contained in this report were produced using Hazus loss estimation methodology software which is based on current scientific and engineering knowledge. There are uncertainties inherent in any loss estimation technique. Therefore, there may be significant differences between the modeled results contained in this report and the actual social and economic losses following a specific earthquake. These results can be improved by using enhanced inventory, geotechnical, and observed ground motion data.



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General Description of the Region

Hazus-MH is a regional earthquake loss estimation model that was developed by the Federal Emergency Management Agency (FEMA) and the National Institute of Building Sciences. The primary purpose of Hazus is to provide a methodology and software application to develop multi-hazard losses at a regional scale. These loss estimates would be used primarily by local, state and regional officials to plan and stimulate efforts to reduce risks from multi-hazards and to prepare for emergency response and recovery.

The earthquake loss estimates provided in this report was based on a region that includes 1 county(ies) from the following state(s):

California

Note:

Appendix A contains a complete listing of the counties contained in the region.

The geographical size of the region is 4,083.89 square miles and contains 2,343 census tracts. There are over 3,241 thousand households in the region which has a total population of 9,818,605 people (2010 Census Bureau data). The distribution of population by Total Region and County is provided in Appendix B.

There are an estimated 2,391 thousand buildings in the region with a total building replacement value (excluding contents) of 1,134,130 (millions of dollars). Approximately 91.00 % of the buildings (and 77.00% of the building value) are associated with residential housing.

The replacement value of the transportation and utility lifeline systems is estimated to be 51,120 and 10,482 (millions of dollars) , respectively.



Building and Lifeline Inventory

Building Inventory

Hazus estimates that there are 2,391 thousand buildings in the region which have an aggregate total replacement value of 1,134,130 (millions of dollars). Appendix B provides a general distribution of the building value by Total Region and County.

In terms of building construction types found in the region, wood frame construction makes up 88% of the building inventory. The remaining percentage is distributed between the other general building types.

Critical Facility Inventory

Hazus breaks critical facilities into two (2) groups: essential facilities and high potential loss facilities (HPL). Essential facilities include hospitals, medical clinics, schools, fire stations, police stations and emergency operations facilities. High potential loss facilities include dams, levees, military installations, nuclear power plants and hazardous material sites.

For essential facilities, there are 120 hospitals in the region with a total bed capacity of 28,258 beds. There are 3,230 schools, 50 fire stations, 166 police stations and 12 emergency operation facilities. With respect to high potential loss facilities (HPL), there are no dams identified within the inventory. The inventory also includes 1,735 hazardous material sites, no military installations and no nuclear power plants.

Transportation and Utility Lifeline Inventory

Within Hazus, the lifeline inventory is divided between transportation and utility lifeline systems. There are seven (7) transportation systems that include highways, railways, light rail, bus, ports, ferry and airports. There are six (6) utility systems that include potable water, wastewater, natural gas, crude & refined oil, electric power and communications. The lifeline inventory data are provided in Tables 1 and 2.

The total value of the lifeline inventory is over 61,602.00 (millions of dollars). This inventory includes over 2,994.39 miles of highways, 3,129 bridges, 95,079.70 miles of pipes.



Table 1: Transportation System Lifeline Inventory

System	Component	# Locations/ # Segments	Replacement value (millions of dollars)
Highway	Bridges	3,129	10915.3464
	Segments	4,391	36848.3892
	Tunnels	17	34.2700
	Subtotal		47798.0056
Railways	Bridges	144	28.3554
	Facilities	47	125.1610
	Segments	594	885.4233
	Tunnels	0	0.0000
	Subtotal		1038.9397
Light Rail	Bridges	28	6.1737
	Facilities	92	244.9960
	Segments	99	376.5065
	Tunnels	0	0.0000
	Subtotal		627.6762
Bus	Facilities	42	54.0204
	Subtotal		54.0204
Ferry	Facilities	10	13.3100
	Subtotal		13.3100
Port	Facilities	159	317.5230
	Subtotal		317.5230
Airport	Facilities	16	170.4160
	Runways	29	1100.9560
	Subtotal		1271.3720
		Total	51,120.80

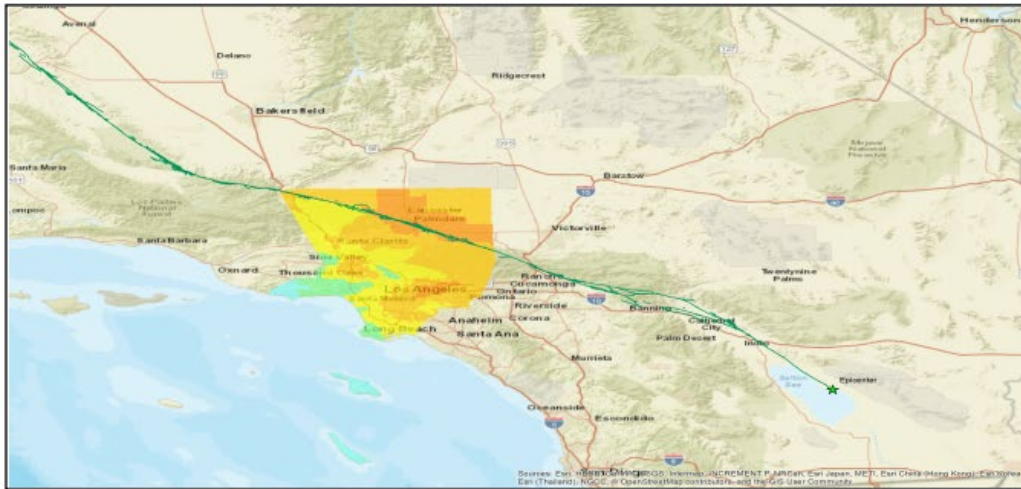


Table 2: Utility System Lifeline Inventory

System	Component	# Locations / Segments	Replacement value (millions of dollars)
Potable Water	Distribution Lines	NA	1530.1674
	Facilities	15	589.4100
	Pipelines	0	0.0000
	Subtotal		2119.5774
Waste Water	Distribution Lines	NA	918.1005
	Facilities	19	1493.1720
	Pipelines	0	0.0000
	Subtotal		2411.2725
Natural Gas	Distribution Lines	NA	612.0670
	Facilities	1	1.2862
	Pipelines	0	0.0000
	Subtotal		613.3532
Oil Systems	Facilities	44	5.1920
	Pipelines	0	0.0000
	Subtotal		5.1920
Electrical Power	Facilities	41	5321.8000
	Subtotal		5321.8000
Communication	Facilities	94	11.0920
	Subtotal		11.0920
	Total		10,482.30

Earthquake Scenario

Hazus uses the following set of information to define the earthquake parameters used for the earthquake loss estimate provided in this report.



Scenario Name	M7.8-Arden Sentry 2015 Scenario v1
Type of Earthquake	
Fault Name	NA
Historical Epicenter ID #	NA
Probabilistic Return Period	NA
Longitude of Epicenter	0.00
Latitude of Epicenter	0.00
Earthquake Magnitude	7.80
Depth (km)	0.00
Rupture Length (Km)	0.00
Rupture Orientation (degrees)	0.00
Attenuation Function	

Direct Earthquake Damage

Building Damage

Hazus estimates that about 260,680 buildings will be at least moderately damaged. This is over 11.00 % of the buildings in the region. There are an estimated 31,303 buildings that will be damaged beyond repair. The definition of the 'damage states' is provided in Volume 1: Chapter 5 of the Hazus technical manual. Table 3 below summarizes the expected damage by general occupancy for the buildings in the region. Table 4 below summarizes the expected damage by general building type.

Damage Categories by General Occupancy Type

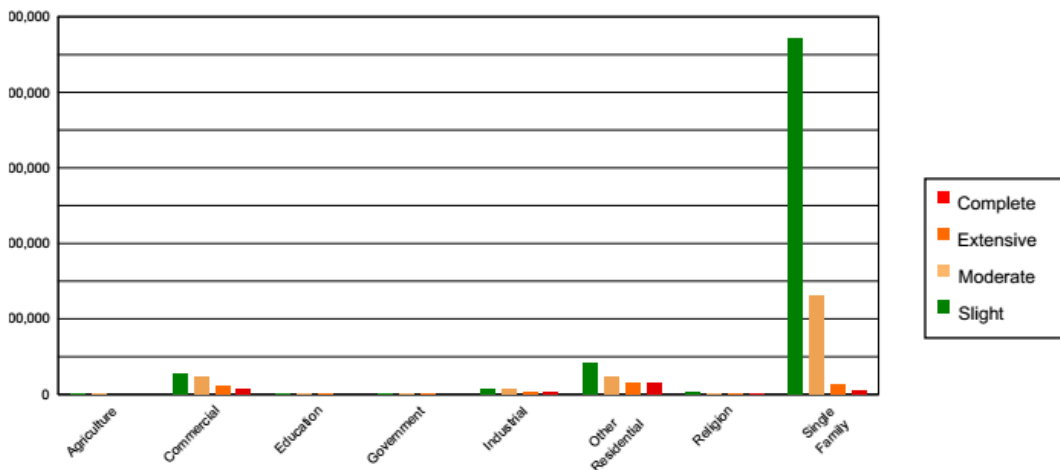


Table 3: Expected Building Damage by Occupancy

	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Agriculture	1798.44	0.11	588.57	0.11	390.79	0.21	173.69	0.41	150.51	0.48
Commercial	86618.65	5.49	27729.35	5.02	23102.28	12.36	10922.71	25.68	8126.01	25.96
Education	3592.71	0.23	1063.61	0.19	647.33	0.35	266.65	0.63	184.70	0.59
Government	1499.66	0.10	473.89	0.09	391.95	0.21	219.15	0.52	191.36	0.61
Industrial	18679.31	1.18	6736.62	1.22	6310.41	3.38	3266.58	7.68	2710.09	8.66
Other Residential	132142.08	8.37	42145.99	7.63	23710.95	12.69	14386.52	33.82	15091.45	48.21
Religion	7143.61	0.45	2254.28	0.41	1574.26	0.84	783.08	1.84	616.77	1.97
Single Family	1326862.85	84.07	471495.29	85.34	130711.62	69.96	12518.37	29.43	4232.79	13.52
Total	1,578,337		552,488		186,840		42,537		31,304	



Table 4: Expected Building Damage by Building Type (All Design Levels)

	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Wood	1437123.70	91.05	506458.63	91.67	139358.44	74.59	13861.72	32.59	5493.57	17.55
Steel	23501.24	1.49	8682.91	1.57	9573.62	5.12	5136.62	12.08	4001.97	12.78
Concrete	26761.44	1.70	8910.37	1.61	6249.70	3.34	3470.32	8.16	2992.99	9.56
Precast	22826.74	1.45	7672.83	1.39	7324.78	3.92	2993.81	7.04	1887.35	6.03
RM	50450.40	3.20	10280.14	1.86	9118.64	4.88	4246.05	9.98	2404.98	7.68
URM	7652.36	0.48	2999.66	0.54	2352.84	1.26	937.21	2.20	806.66	2.58
MH	10021.45	0.63	7483.04	1.35	12861.57	6.88	11891.02	27.95	13716.15	43.82
Total	1,578,337		552,488		186,840		42,537		31,304	

*Note:
 RM Reinforced Masonry
 URM Unreinforced Masonry
 MH Manufactured Housing



Essential Facility Damage

Before the earthquake, the region had 28,258 hospital beds available for use. On the day of the earthquake, the model estimates that only 23,720 hospital beds (84.00%) are available for use by patients already in the hospital and those injured by the earthquake. After one week, 98.00% of the beds will be back in service. By 30 days, 100.00% will be operational.

Table 5: Expected Damage to Essential Facilities

Classification	Total	# Facilities		
		At Least Moderate Damage > 50%	Complete Damage > 50%	With Functionality > 50% on day 1
Hospitals	120	0	0	115
Schools	3,230	18	0	2,799
EOCs	12	1	0	11
PoliceStations	166	1	0	143
FireStations	50	1	0	43

Transportation Lifeline Damage

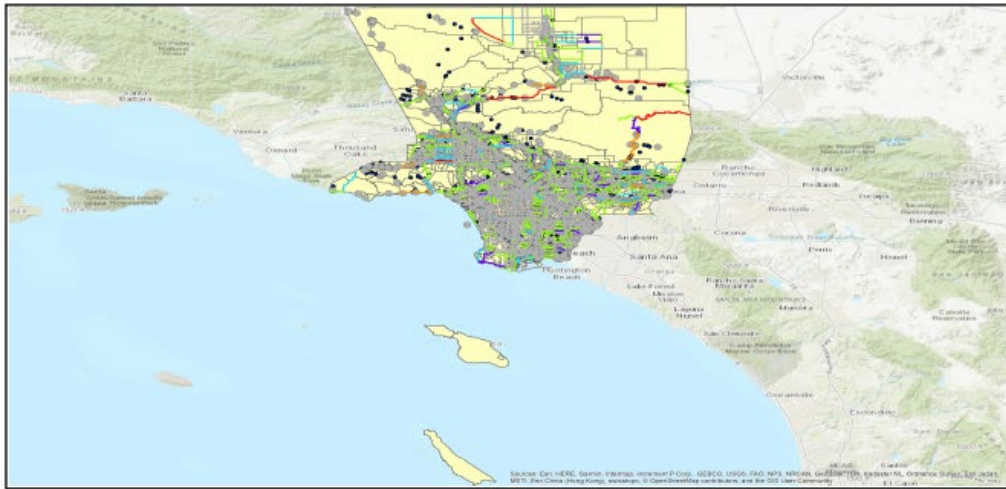


Table 6: Expected Damage to the Transportation Systems

System	Component	Number of Locations				
		Locations/ Segments	With at Least Mod. Damage	With Complete Damage	With Functionality > 50 %	
					After Day 1	After Day 7
Highway	Segments	4,391	0	0	4,391	4,391
	Bridges	3,129	314	27	2,803	2,954
	Tunnels	17	0	0	17	17
Railways	Segments	594	0	0	594	594
	Bridges	144	10	0	134	142
	Tunnels	0	0	0	0	0
	Facilities	47	0	0	47	47
Light Rail	Segments	99	0	0	99	99
	Bridges	28	3	0	25	26
	Tunnels	0	0	0	0	0
	Facilities	92	3	0	92	92
Bus	Facilities	42	1	0	42	42
Ferry	Facilities	10	0	0	10	10
Port	Facilities	159	0	0	159	159
Airport	Facilities	16	2	0	16	16
	Runways	29	0	0	29	29

Table 6 provides damage estimates for the transportation system.

Note: Roadway segments, railroad tracks and light rail tracks are assumed to be damaged by ground failure only. If ground failure maps are not provided, damage estimates to these components will not be computed.

Tables 7-9 provide information on the damage to the utility lifeline systems. Table 7 provides damage to the utility system facilities. Table 8 provides estimates on the number of leaks and breaks by the pipelines of the utility systems. For electric power and potable water, Hazus performs a simplified system performance analysis. Table 9 provides a summary of the system performance information.



Table 7 : Expected Utility System Facility Damage

System	Total #	# of Locations			
		With at Least Moderate Damage	With Complete Damage	with Functionality > 50 %	
				After Day 1	After Day 7
Potable Water	15	2	0	11	15
Waste Water	19	2	0	12	19
Natural Gas	1	0	0	1	1
Oil Systems	44	1	0	40	44
Electrical Power	41	5	0	31	41
Communication	94	7	0	94	94

Table 8 : Expected Utility System Pipeline Damage (Site Specific)

System	Total Pipelines Length (miles)	Number of Leaks	Number of Breaks
Potable Water	47,540	540102	135026
Waste Water	28,524	271307	67827
Natural Gas	19,016	92948	23237
Oil	0	0	0

Table 9: Expected Potable Water and Electric Power System Performance

	Total # of Households	Number of Households without Service				
		At Day 1	At Day 3	At Day 7	At Day 30	At Day 90
Potable Water	3,241,204	3,239,690	3,239,688	3,239,684	3,239,662	3,239,603
Electric Power		99,656	60,551	24,428	4,701	141

Induced Earthquake Damage

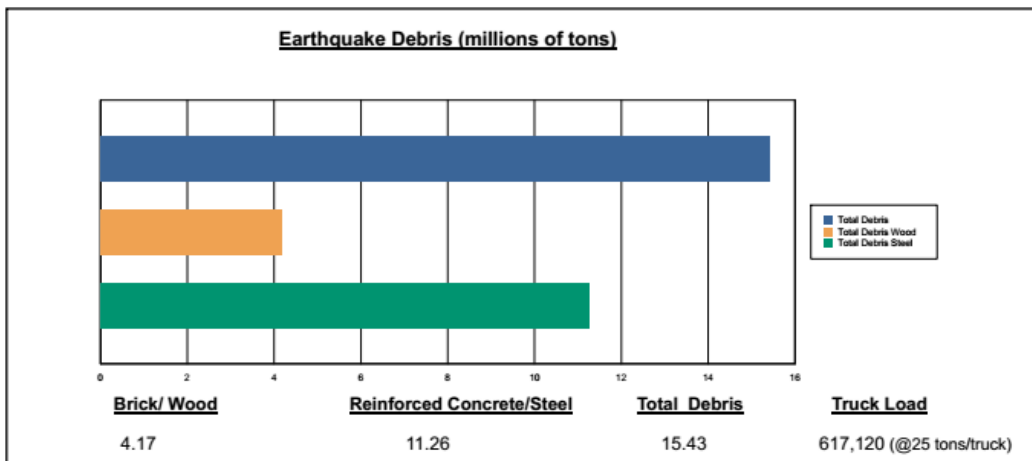
Fire Following Earthquake

Fires often occur after an earthquake. Because of the number of fires and the lack of water to fight the fires, they can often burn out of control. Hazus uses a Monte Carlo simulation model to estimate the number of ignitions and the amount of burnt area. For this scenario, the model estimates that there will be 195 ignitions that will burn about 2.12 sq. mi (0.05 % of the region's total area.) The model also estimates that the fires will displace about 30,026 people and burn about 2,733 (millions of dollars) of building value.

Debris Generation

Hazus estimates the amount of debris that will be generated by the earthquake. The model breaks the debris into two general categories: a) Brick/Wood and b) Reinforced Concrete/Steel. This distinction is made because of the different types of material handling equipment required to handle the debris.

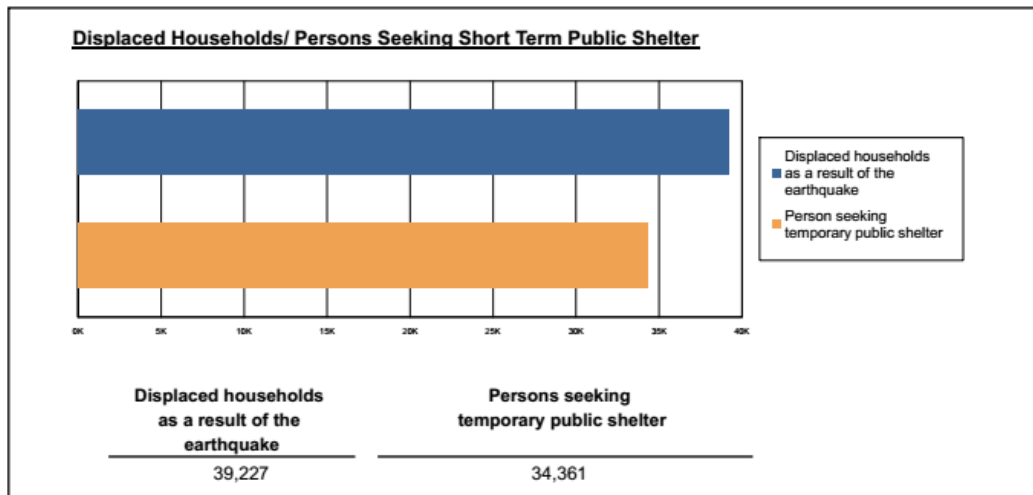
The model estimates that a total of 15,428,000 tons of debris will be generated. Of the total amount, Brick/Wood comprises 27.00% of the total, with the remainder being Reinforced Concrete/Steel. If the debris tonnage is converted to an estimated number of truckloads, it will require 617,120 truckloads (@25 tons/truck) to remove the debris generated by the earthquake.



Social Impact

Shelter Requirement

Hazus estimates the number of households that are expected to be displaced from their homes due to the earthquake and the number of displaced people that will require accommodations in temporary public shelters. The model estimates 39,227 households to be displaced due to the earthquake. Of these, 34,361 people (out of a total population of 9,818,605) will seek temporary shelter in public shelters.



Casualties

Hazus estimates the number of people that will be injured and killed by the earthquake. The casualties are broken down into four (4) severity levels that describe the extent of the injuries. The levels are described as follows;

- Severity Level 1: Injuries will require medical attention but hospitalization is not needed.
- Severity Level 2: Injuries will require hospitalization but are not considered life-threatening
- Severity Level 3: Injuries will require hospitalization and can become life threatening if not promptly treated.
- Severity Level 4: Victims are killed by the earthquake.

The casualty estimates are provided for three (3) times of day: 2:00 AM, 2:00 PM and 5:00 PM. These times represent the periods of the day that different sectors of the community are at their peak occupancy loads. The 2:00 AM estimate considers that the residential occupancy load is maximum, the 2:00 PM estimate considers that the educational, commercial and industrial sector loads are maximum and 5:00 PM represents peak commute time.

Table 10 provides a summary of the casualties estimated for this earthquake

Table 10: Casualty Estimates

		Level 1	Level 2	Level 3	Level 4
2 AM	Commercial	417.32	122.00	19.97	39.50
	Commuting	1.51	2.54	3.65	0.74
	Educational	0.00	0.00	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	617.19	177.87	27.68	54.45
	Other-Residential	6455.49	1667.80	217.90	418.63
	Single Family	3329.99	471.55	32.50	59.32
	Total	10,822	2,442	302	573
2 PM	Commercial	24731.43	7231.37	1186.80	2332.34
	Commuting	13.60	22.90	32.89	6.66
	Educational	8553.69	2579.35	438.68	859.20
	Hotels	0.00	0.00	0.00	0.00
	Industrial	4549.90	1307.21	204.19	397.49
	Other-Residential	1447.37	377.92	50.41	94.57
	Single Family	732.19	106.08	8.08	13.04
	Total	40,028	11,625	1,921	3,703
5 PM	Commercial	17525.68	5110.27	841.81	1633.14
	Commuting	238.82	404.81	578.85	117.39
	Educational	943.15	281.52	47.59	93.40
	Hotels	0.00	0.00	0.00	0.00
	Industrial	2843.69	817.01	127.62	248.43
	Other-Residential	2422.07	626.05	83.28	156.24
	Single Family	1276.43	183.73	13.93	22.47
	Total	25,250	7,423	1,693	2,271



Economic Loss

The total economic loss estimated for the earthquake is 74,554.85 (millions of dollars), which includes building and lifeline related losses based on the region's available inventory. The following three sections provide more detailed information about these losses.

Building-Related Losses

The building losses are broken into two categories: direct building losses and business interruption losses. The direct building losses are the estimated costs to repair or replace the damage caused to the building and its contents. The business interruption losses are the losses associated with inability to operate a business because of the damage sustained during the earthquake. Business interruption losses also include the temporary living expenses for those people displaced from their homes because of the earthquake.

The total building-related losses were 69,162.30 (millions of dollars); 16 % of the estimated losses were related to the business interruption of the region. By far, the largest loss was sustained by the residential occupancies which made up over 42 % of the total loss. Table 11 below provides a summary of the losses associated with the building damage.

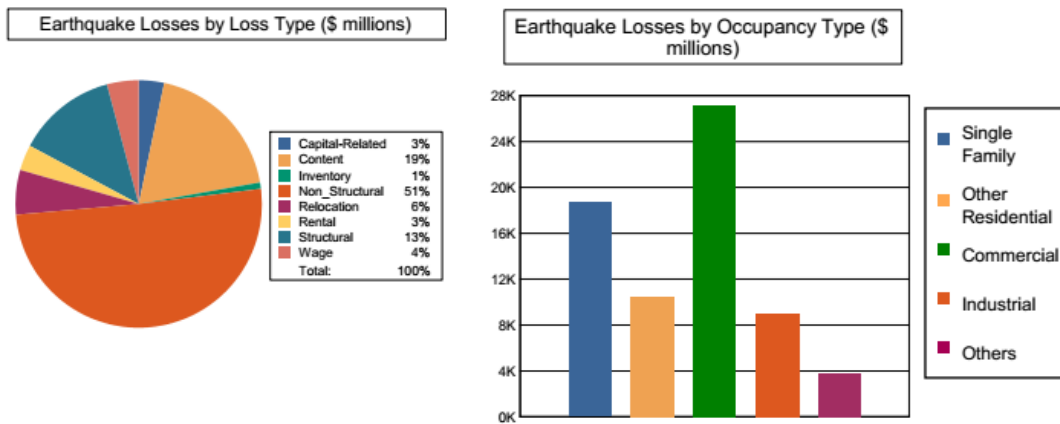


Table 11: Building-Related Economic Loss Estimates
(Millions of dollars)

Category	Area	Single Family	Other Residential	Commercial	Industrial	Others	Total
Income Losses							
	Wage	0.0000	140.3400	2446.5920	142.0213	110.4317	2,839.3850
	Capital-Related	0.0000	59.6882	2076.0627	89.0491	26.9114	2,251.7114
	Rental	323.9000	497.3533	1191.0981	53.6205	61.4636	2,127.4355
	Relocation	1128.2826	406.6088	1848.8392	248.3149	439.8114	4,071.8569
	Subtotal	1452.1826	1103.9903	7562.5920	533.0058	638.6181	11290.3888
Capital Stock Losses							
	Structural	2345.4648	1276.3634	3831.9728	1161.5826	543.1520	9,158.5356
	Non_Structural	11571.5654	6655.7820	10825.1380	4193.8541	1819.6576	35,065.9971
	Content	3319.7190	1444.4347	4817.0462	2721.7833	790.6291	13,093.6123
	Inventory	0.0000	0.0000	135.3211	414.1299	4.3139	553.7649
	Subtotal	17236.7492	9376.5801	19609.4781	8491.3499	3157.7526	57871.9099
	Total	18688.93	10480.57	27172.07	9024.36	3796.37	69162.30



Transportation and Utility Lifeline Losses

For the transportation and utility lifeline systems, Hazus computes the direct repair cost for each component only. There are no losses computed by Hazus for business interruption due to lifeline outages. Tables 12 & 13 provide a detailed breakdown in the expected lifeline losses.

Table 12: Transportation System Economic Losses
(Millions of dollars)

System	Component	Inventory Value	Economic Loss	Loss Ratio (%)
Highway	Segments	36848.3892	0.0000	0.00
	Bridges	10915.3464	636.8165	5.83
	Tunnels	34.2700	0.1477	0.43
	Subtotal	47798.0056	636.9642	
Railways	Segments	885.4233	0.0000	0.00
	Bridges	28.3554	1.7658	6.23
	Tunnels	0.0000	0.0000	0.00
	Facilities	125.1610	19.8491	15.86
	Subtotal	1038.9397	21.6149	
Light Rail	Segments	376.5065	0.0000	0.00
	Bridges	6.1737	0.3516	5.70
	Tunnels	0.0000	0.0000	0.00
	Facilities	244.9960	33.8192	13.80
	Subtotal	627.6762	34.1708	
Bus	Facilities	54.0204	8.6416	16.00
	Subtotal	54.0204	8.6416	
Ferry	Facilities	13.3100	0.6991	5.25
	Subtotal	13.3100	0.6991	
Port	Facilities	317.5230	21.4215	6.75
	Subtotal	317.5230	21.4215	
Airport	Facilities	170.4160	25.4899	14.96
	Runways	1100.9560	0.0000	0.00
	Subtotal	1271.3720	25.4899	
Total		51,120.85	749.00	



Table 13: Utility System Economic Losses
(Millions of dollars)

System	Component	Inventory Value	Economic Loss	Loss Ratio (%)
Potable Water	Pipelines	0.0000	0.0000	0.00
	Facilities	589.4100	48.5440	8.24
	Distribution Lines	1530.1674	2430.4583	158.84
	Subtotal	2119.5774	2479.0023	
Waste Water	Pipelines	0.0000	0.0000	0.00
	Facilities	1493.1720	90.7845	6.08
	Distribution Lines	918.1005	1220.8814	132.98
	Subtotal	2411.2725	1311.6659	
Natural Gas	Pipelines	0.0000	0.0000	0.00
	Facilities	1.2862	0.0377	2.93
	Distribution Lines	612.0670	418.2649	68.34
	Subtotal	613.3532	418.3026	
Oil Systems	Pipelines	0.0000	0.0000	0.00
	Facilities	5.1920	0.2652	5.11
	Subtotal	5.1920	0.2652	
Electrical Power	Facilities	5321.8000	433.7306	8.15
	Subtotal	5321.8000	433.7306	
Communication	Facilities	11.0920	0.5822	5.25
	Subtotal	11.0920	0.5822	
	Total	10,482.29	4,643.55	



Appendix A: County Listing for the Region

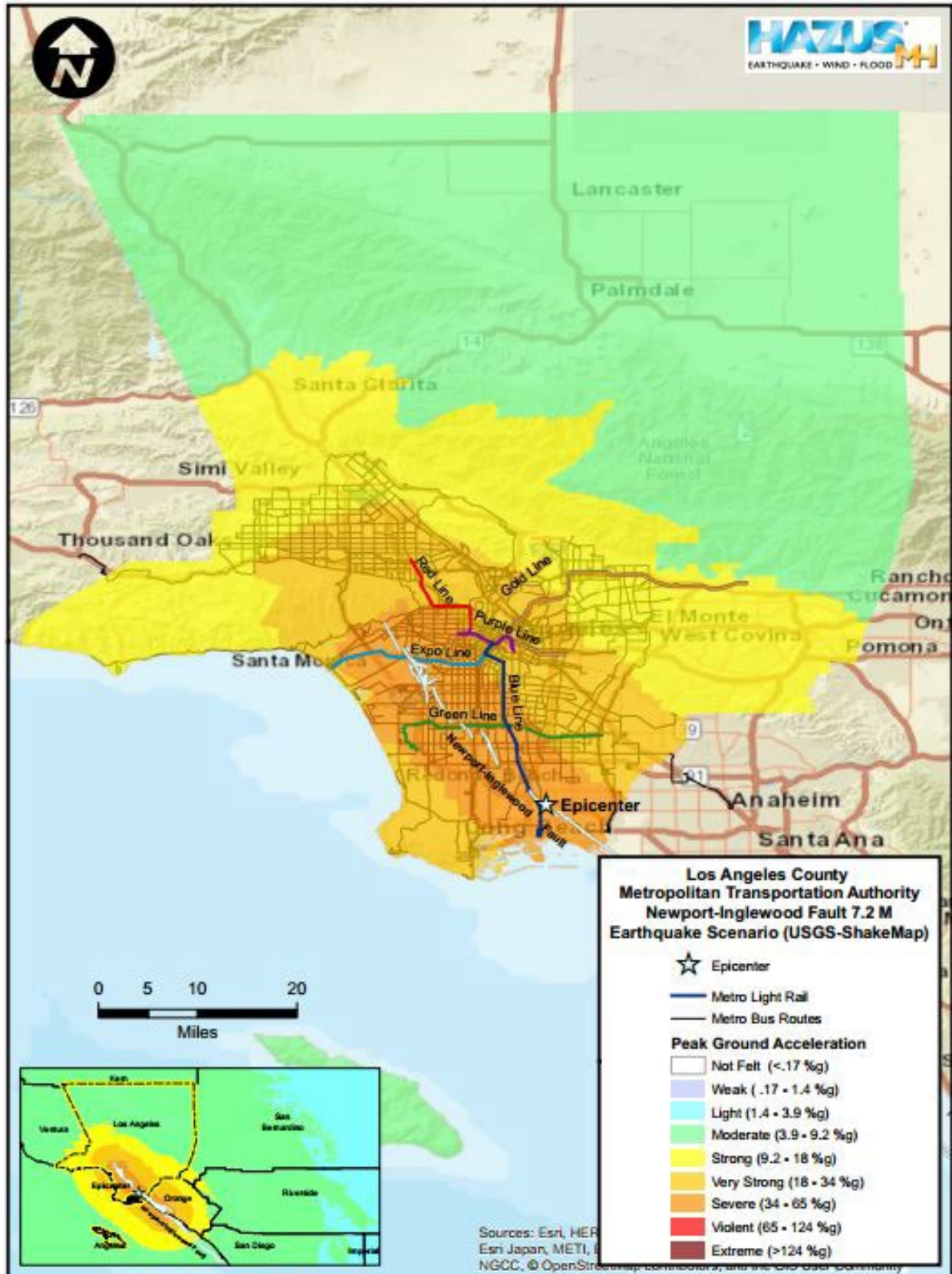
Los Angeles, CA



Appendix B: Regional Population and Building Value Data

State	County Name	Population	Building Value (millions of dollars)		
			Residential	Non-Residential	Total
California	Los Angeles	9,818,605	868,901	265,229	1,134,130
Total Region		9,818,605	868,901	265,229	1,134,130

HAZUS Map – Newport Inglewood M7.2



HAZUS Report – Newport Inglewood M7.2



Hazus: Earthquake Global Risk Report

Region Name: CountyofLA

Earthquake Scenario: M7.2-Newport-Inglewood alt 1 v10

Print Date: July 27, 2019

Disclaimer:

*This version of Hazus utilizes 2010 Census Data.
Totals only reflect data for those census tracts/blocks included in the user's study region.*

The estimates of social and economic impacts contained in this report were produced using Hazus loss estimation methodology software which is based on current scientific and engineering knowledge. There are uncertainties inherent in any loss estimation technique. Therefore, there may be significant differences between the modeled results contained in this report and the actual social and economic losses following a specific earthquake. These results can be improved by using enhanced inventory, geotechnical, and observed ground motion data.



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General Description of the Region

Hazus-MH is a regional earthquake loss estimation model that was developed by the Federal Emergency Management Agency (FEMA) and the National Institute of Building Sciences. The primary purpose of Hazus is to provide a methodology and software application to develop multi-hazard losses at a regional scale. These loss estimates would be used primarily by local, state and regional officials to plan and stimulate efforts to reduce risks from multi-hazards and to prepare for emergency response and recovery.

The earthquake loss estimates provided in this report was based on a region that includes 1 county(ies) from the following state(s):

California

Note:

Appendix A contains a complete listing of the counties contained in the region.

The geographical size of the region is 4,083.89 square miles and contains 2,343 census tracts. There are over 3,241 thousand households in the region which has a total population of 9,818,605 people (2010 Census Bureau data). The distribution of population by Total Region and County is provided in Appendix B.

There are an estimated 2,391 thousand buildings in the region with a total building replacement value (excluding contents) of 1,134,130 (millions of dollars). Approximately 91.00 % of the buildings (and 77.00% of the building value) are associated with residential housing.

The replacement value of the transportation and utility lifeline systems is estimated to be 51,120 and 10,482 (millions of dollars) , respectively.



Building and Lifeline Inventory

Building Inventory

Hazus estimates that there are 2,391 thousand buildings in the region which have an aggregate total replacement value of 1,134,130 (millions of dollars). Appendix B provides a general distribution of the building value by Total Region and County.

In terms of building construction types found in the region, wood frame construction makes up 88% of the building inventory. The remaining percentage is distributed between the other general building types.

Critical Facility Inventory

Hazus breaks critical facilities into two (2) groups: essential facilities and high potential loss facilities (HPL). Essential facilities include hospitals, medical clinics, schools, fire stations, police stations and emergency operations facilities. High potential loss facilities include dams, levees, military installations, nuclear power plants and hazardous material sites.

For essential facilities, there are 120 hospitals in the region with a total bed capacity of 28,258 beds. There are 3,230 schools, 50 fire stations, 166 police stations and 12 emergency operation facilities. With respect to high potential loss facilities (HPL), there are no dams identified within the inventory. The inventory also includes 1,735 hazardous material sites, no military installations and no nuclear power plants.

Transportation and Utility Lifeline Inventory

Within Hazus, the lifeline inventory is divided between transportation and utility lifeline systems. There are seven (7) transportation systems that include highways, railways, light rail, bus, ports, ferry and airports. There are six (6) utility systems that include potable water, wastewater, natural gas, crude & refined oil, electric power and communications. The lifeline inventory data are provided in Tables 1 and 2.

The total value of the lifeline inventory is over 61,602.00 (millions of dollars). This inventory includes over 2,994.39 miles of highways, 3,129 bridges, 95,079.70 miles of pipes.



Table 1: Transportation System Lifeline Inventory

System	Component	# Locations/ # Segments	Replacement value (millions of dollars)
Highway	Bridges	3,129	10915.3464
	Segments	4,391	36848.3892
	Tunnels	17	34.2700
	Subtotal		47798.0056
Railways	Bridges	144	28.3554
	Facilities	47	125.1610
	Segments	594	885.4233
	Tunnels	0	0.0000
	Subtotal		1038.9397
Light Rail	Bridges	28	6.1737
	Facilities	92	244.9960
	Segments	99	376.5065
	Tunnels	0	0.0000
	Subtotal		627.6762
Bus	Facilities	42	54.0204
	Subtotal		54.0204
Ferry	Facilities	10	13.3100
	Subtotal		13.3100
Port	Facilities	159	317.5230
	Subtotal		317.5230
Airport	Facilities	16	170.4160
	Runways	29	1100.9560
	Subtotal		1271.3720
		Total	51,120.80

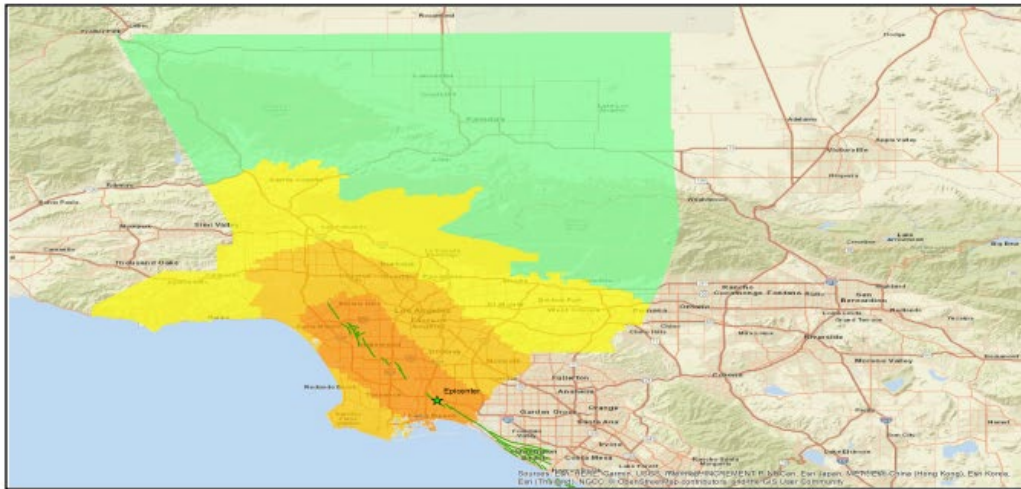


Table 2: Utility System Lifeline Inventory

System	Component	# Locations / Segments	Replacement value (millions of dollars)
Potable Water	Distribution Lines	NA	1530.1674
	Facilities	15	589.4100
	Pipelines	0	0.0000
	Subtotal		2119.5774
Waste Water	Distribution Lines	NA	918.1005
	Facilities	19	1493.1720
	Pipelines	0	0.0000
	Subtotal		2411.2725
Natural Gas	Distribution Lines	NA	612.0670
	Facilities	1	1.2862
	Pipelines	0	0.0000
	Subtotal		613.3532
Oil Systems	Facilities	44	5.1920
	Pipelines	0	0.0000
	Subtotal		5.1920
Electrical Power	Facilities	41	5321.8000
	Subtotal		5321.8000
Communication	Facilities	94	11.0920
	Subtotal		11.0920
	Total		10,482.30

Earthquake Scenario

Hazus uses the following set of information to define the earthquake parameters used for the earthquake loss estimate provided in this report.



Scenario Name	M7.2-Newport-Inglewood alt 1 v10
Type of Earthquake	
Fault Name	NA
Historical Epicenter ID #	NA
Probabilistic Return Period	NA
Longitude of Epicenter	0.00
Latitude of Epicenter	0.00
Earthquake Magnitude	7.15
Depth (km)	0.00
Rupture Length (Km)	0.00
Rupture Orientation (degrees)	0.00
Attenuation Function	

Direct Earthquake Damage

Building Damage

Hazus estimates that about 350,166 buildings will be at least moderately damaged. This is over 15.00 % of the buildings in the region. There are an estimated 21,746 buildings that will be damaged beyond repair. The definition of the 'damage states' is provided in Volume 1: Chapter 5 of the Hazus technical manual. Table 3 below summarizes the expected damage by general occupancy for the buildings in the region. Table 4 below summarizes the expected damage by general building type.

Damage Categories by General Occupancy Type

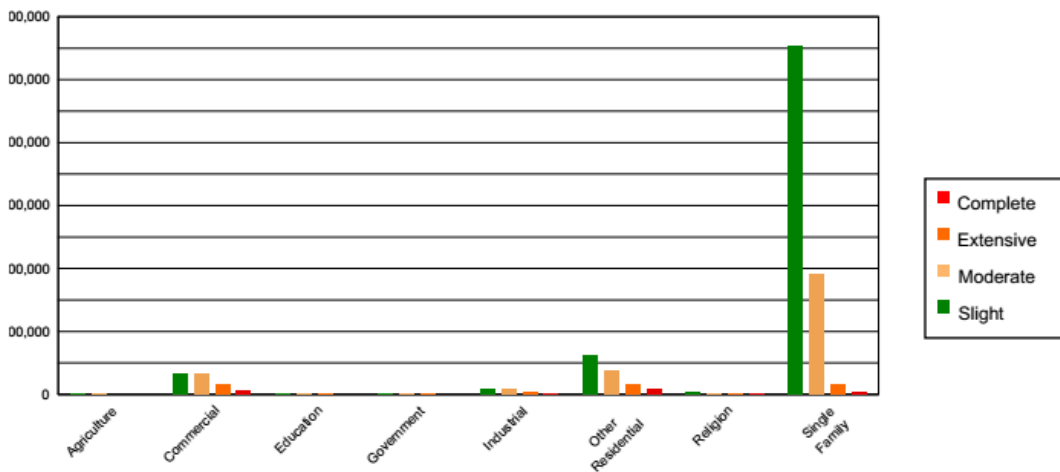


Table 3: Expected Building Damage by Occupancy

	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Agriculture	1688.96	0.12	658.14	0.10	479.35	0.17	188.48	0.35	87.07	0.40
Commercial	69525.58	5.04	32225.35	4.86	32356.33	11.76	15618.94	29.31	6772.80	31.14
Education	3056.80	0.22	1285.96	0.19	931.24	0.34	354.85	0.67	126.15	0.58
Government	1260.77	0.09	577.50	0.09	542.03	0.20	274.84	0.52	120.86	0.56
Industrial	16615.18	1.20	7366.20	1.11	7954.89	2.89	3957.61	7.43	1809.12	8.32
Other Residential	101754.21	7.38	63126.40	9.53	38792.07	14.10	15755.35	29.57	8048.97	37.01
Religion	5737.11	0.42	2670.34	0.40	2292.27	0.83	1144.35	2.15	527.93	2.43
Single Family	1179272.05	85.52	554517.83	83.71	191782.13	69.71	15995.27	30.02	4253.66	19.56
Total	1,378,911		662,428		275,130		53,290		21,747	



Table 4: Expected Building Damage by Building Type (All Design Levels)

	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Wood	1253420.05	90.90	610438.66	92.15	214765.72	78.06	18298.29	34.34	5373.35	24.71
Steel	19585.35	1.42	8732.20	1.32	12023.48	4.37	7324.27	13.74	3231.08	14.86
Concrete	20824.98	1.51	10880.57	1.64	9347.15	3.40	4999.17	9.38	2332.93	10.73
Precast	17400.08	1.26	8210.01	1.24	10227.69	3.72	4964.70	9.32	1903.01	8.75
RM	40629.08	2.95	12844.58	1.94	14115.70	5.13	6887.64	12.92	2023.21	9.30
URM	5004.67	0.36	2927.74	0.44	3361.71	1.22	1908.68	3.58	1545.94	7.11
MH	22046.46	1.60	8393.95	1.27	11288.88	4.10	8906.92	16.71	5337.02	24.54
Total	1,378,911		662,428		275,130		53,290		21,747	

*Note:
 RM Reinforced Masonry
 URM Unreinforced Masonry
 MH Manufactured Housing



Essential Facility Damage

Before the earthquake, the region had 28,258 hospital beds available for use. On the day of the earthquake, the model estimates that only 20,570 hospital beds (73.00%) are available for use by patients already in the hospital and those injured by the earthquake. After one week, 96.00% of the beds will be back in service. By 30 days, 100.00% will be operational.

Table 5: Expected Damage to Essential Facilities

Classification	Total	# Facilities		
		At Least Moderate Damage > 50%	Complete Damage > 50%	With Functionality > 50% on day 1
Hospitals	120	0	0	99
Schools	3,230	0	0	1,923
EOCs	12	0	0	9
PoliceStations	166	0	0	88
FireStations	50	0	0	33

Transportation Lifeline Damage

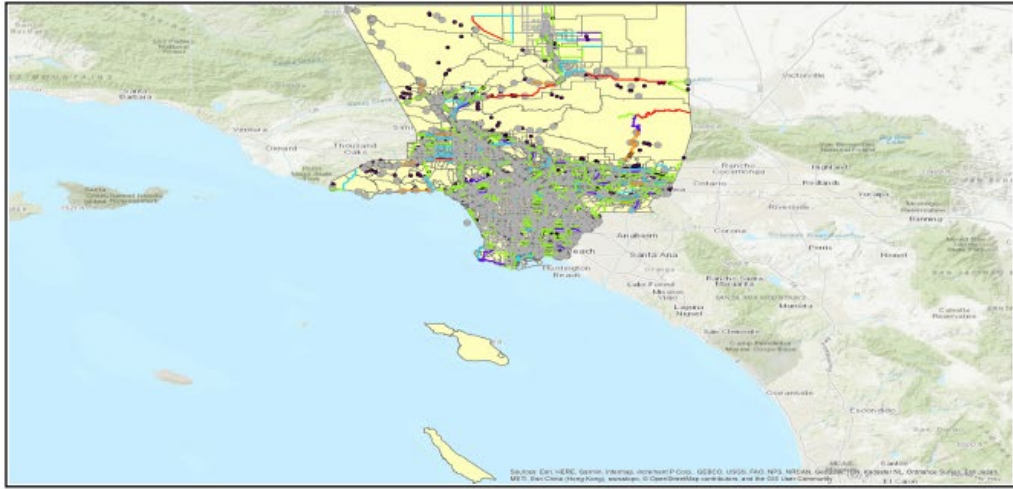




Table 6: Expected Damage to the Transportation Systems

System	Component	Number of Locations				
		Locations/ Segments	With at Least Mod. Damage	With Complete Damage	With Functionality > 50 %	
					After Day 1	After Day 7
Highway	Segments	4,391	0	0	4,391	4,391
	Bridges	3,129	127	18	3,008	3,045
	Tunnels	17	0	0	17	17
Railways	Segments	594	0	0	594	594
	Bridges	144	0	0	144	144
	Tunnels	0	0	0	0	0
	Facilities	47	10	0	47	47
Light Rail	Segments	99	0	0	99	99
	Bridges	28	0	0	28	28
	Tunnels	0	0	0	0	0
	Facilities	92	20	0	92	92
Bus	Facilities	42	8	0	42	42
Ferry	Facilities	10	2	0	10	10
Port	Facilities	159	0	0	159	159
Airport	Facilities	16	3	0	16	16
	Runways	29	0	0	29	29

Table 6 provides damage estimates for the transportation system.

Note: Roadway segments, railroad tracks and light rail tracks are assumed to be damaged by ground failure only. If ground failure maps are not provided, damage estimates to these components will not be computed.

Tables 7-9 provide information on the damage to the utility lifeline systems. Table 7 provides damage to the utility system facilities. Table 8 provides estimates on the number of leaks and breaks by the pipelines of the utility systems. For electric power and potable water, Hazus performs a simplified system performance analysis. Table 9 provides a summary of the system performance information.



Table 7 : Expected Utility System Facility Damage

System	Total #	# of Locations			
		With at Least Moderate Damage	With Complete Damage	with Functionality > 50 %	
				After Day 1	After Day 7
Potable Water	15	3	0	10	15
Waste Water	19	5	0	8	19
Natural Gas	1	1	0	0	1
Oil Systems	44	29	0	9	37
Electrical Power	41	13	0	16	41
Communication	94	18	0	87	94

Table 8 : Expected Utility System Pipeline Damage (Site Specific)

System	Total Pipelines Length (miles)	Number of Leaks	Number of Breaks
Potable Water	47,540	16190	4048
Waste Water	28,524	8133	2033
Natural Gas	19,016	0	0
Oil	0	0	0

Table 9: Expected Potable Water and Electric Power System Performance

	Total # of Households	Number of Households without Service				
		At Day 1	At Day 3	At Day 7	At Day 30	At Day 90
Potable Water	3,241,204	728,528	714,317	685,847	522,199	143,522
Electric Power		386,947	222,982	82,316	14,320	576

Induced Earthquake Damage

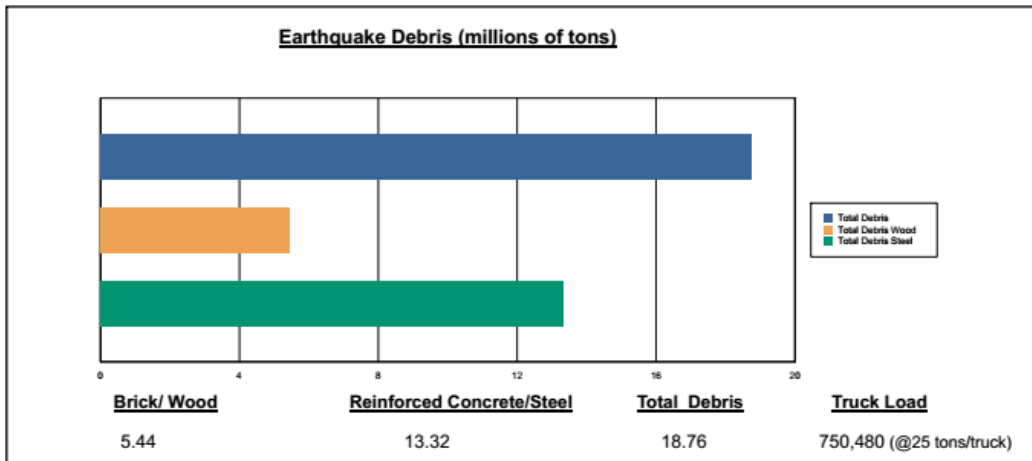
Fire Following Earthquake

Fires often occur after an earthquake. Because of the number of fires and the lack of water to fight the fires, they can often burn out of control. Hazus uses a Monte Carlo simulation model to estimate the number of ignitions and the amount of burnt area. For this scenario, the model estimates that there will be 195 ignitions that will burn about 2.12 sq. mi (0.05 % of the region's total area.) The model also estimates that the fires will displace about 30,026 people and burn about 2,733 (millions of dollars) of building value.

Debris Generation

Hazus estimates the amount of debris that will be generated by the earthquake. The model breaks the debris into two general categories: a) Brick/Wood and b) Reinforced Concrete/Steel. This distinction is made because of the different types of material handling equipment required to handle the debris.

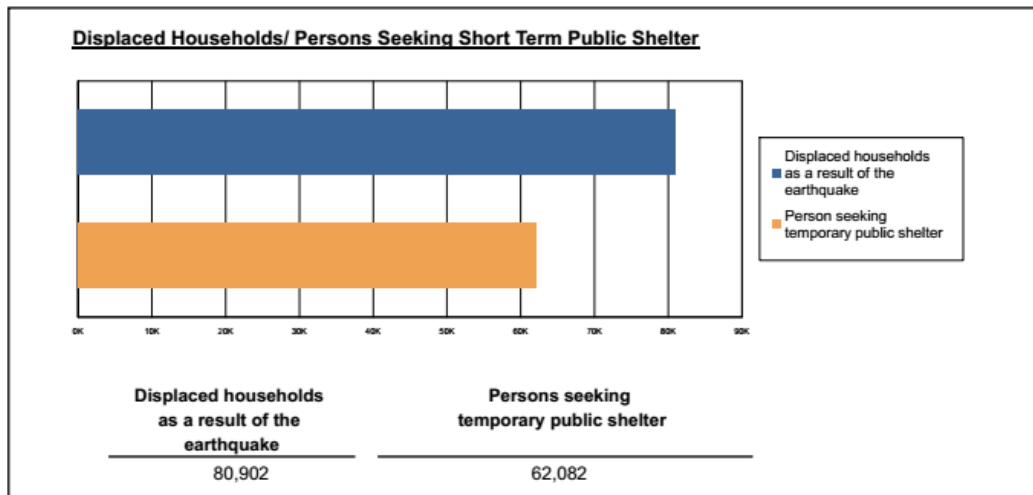
The model estimates that a total of 18,762,000 tons of debris will be generated. Of the total amount, Brick/Wood comprises 29.00% of the total, with the remainder being Reinforced Concrete/Steel. If the debris tonnage is converted to an estimated number of truckloads, it will require 750,480 truckloads (@25 tons/truck) to remove the debris generated by the earthquake.



Social Impact

Shelter Requirement

Hazus estimates the number of households that are expected to be displaced from their homes due to the earthquake and the number of displaced people that will require accommodations in temporary public shelters. The model estimates 80,902 households to be displaced due to the earthquake. Of these, 62,082 people (out of a total population of 9,818,605) will seek temporary shelter in public shelters.



Casualties

Hazus estimates the number of people that will be injured and killed by the earthquake. The casualties are broken down into four (4) severity levels that describe the extent of the injuries. The levels are described as follows;

- Severity Level 1: Injuries will require medical attention but hospitalization is not needed.
- Severity Level 2: Injuries will require hospitalization but are not considered life-threatening
- Severity Level 3: Injuries will require hospitalization and can become life threatening if not promptly treated.
- Severity Level 4: Victims are killed by the earthquake.

The casualty estimates are provided for three (3) times of day: 2:00 AM, 2:00 PM and 5:00 PM. These times represent the periods of the day that different sectors of the community are at their peak occupancy loads. The 2:00 AM estimate considers that the residential occupancy load is maximum, the 2:00 PM estimate considers that the educational, commercial and industrial sector loads are maximum and 5:00 PM represents peak commute time.

Table 10 provides a summary of the casualties estimated for this earthquake

Table 10: Casualty Estimates

		Level 1	Level 2	Level 3	Level 4
2 AM	Commercial	377.07	101.36	15.87	31.35
	Commuting	1.06	1.46	2.40	0.47
	Educational	0.00	0.00	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	437.64	114.45	16.90	33.18
	Other-Residential	7885.78	1859.19	244.31	474.20
	Single Family	3961.05	501.89	23.59	41.23
	Total	12,663	2,578	303	580
2 PM	Commercial	21820.37	5863.76	919.99	1807.19
	Commuting	9.51	13.12	21.62	4.21
	Educational	5601.27	1491.69	237.19	463.70
	Hotels	0.00	0.00	0.00	0.00
	Industrial	3221.91	841.09	124.69	242.43
	Other-Residential	1641.82	389.73	52.12	97.78
	Single Family	855.28	110.58	6.05	9.02
	Total	33,150	8,710	1,362	2,624
5 PM	Commercial	15189.00	4074.48	641.63	1244.91
	Commuting	174.97	239.18	396.71	77.17
	Educational	682.36	181.34	28.79	56.41
	Hotels	0.00	0.00	0.00	0.00
	Industrial	2013.69	525.68	77.93	151.52
	Other-Residential	3018.18	716.38	96.24	180.59
	Single Family	1517.38	195.89	10.71	15.94
	Total	22,596	5,933	1,252	1,727



Economic Loss

The total economic loss estimated for the earthquake is 93,753.55 (millions of dollars), which includes building and lifeline related losses based on the region's available inventory. The following three sections provide more detailed information about these losses.

Building-Related Losses

The building losses are broken into two categories: direct building losses and business interruption losses. The direct building losses are the estimated costs to repair or replace the damage caused to the building and its contents. The business interruption losses are the losses associated with inability to operate a business because of the damage sustained during the earthquake. Business interruption losses also include the temporary living expenses for those people displaced from their homes because of the earthquake.

The total building-related losses were 92,005.41 (millions of dollars); 16 % of the estimated losses were related to the business interruption of the region. By far, the largest loss was sustained by the residential occupancies which made up over 50 % of the total loss. Table 11 below provides a summary of the losses associated with the building damage.

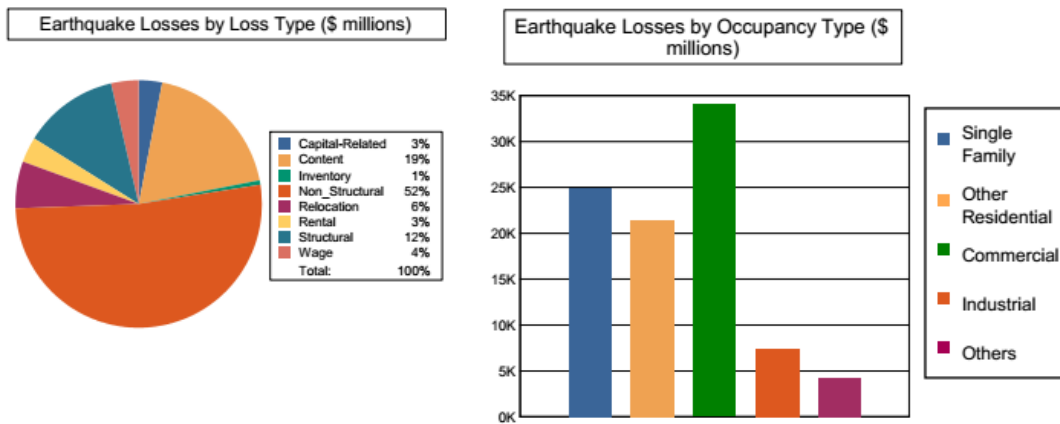


Table 11: Building-Related Economic Loss Estimates
(Millions of dollars)

Category	Area	Single Family	Other Residential	Commercial	Industrial	Others	Total
Income Losses							
	Wage	0.0000	241.4570	2898.5956	119.4949	121.5504	3,381.0979
	Capital-Related	0.0000	102.9149	2597.3180	74.0633	29.5968	2,803.8930
	Rental	433.6428	1080.1545	1587.7105	49.5868	65.9224	3,217.0170
	Relocation	1546.1676	760.8657	2456.2679	243.1318	492.4122	5,498.8452
	Subtotal	1979.8104	2185.3921	9539.8920	486.2768	709.4818	14900.8531
Capital Stock Losses							
	Structural	2990.8174	2196.7749	4648.8581	975.6765	572.4820	11,384.6089
	Non_Structural	15304.0991	13759.6995	13480.0236	3369.1859	1978.0528	47,891.0609
	Content	4688.7733	3288.9142	6210.5973	2248.7654	912.7677	17,349.8179
	Inventory	0.0000	0.0000	151.7207	323.3625	3.9875	479.0707
	Subtotal	22983.6898	19245.3886	24491.1997	6916.9903	3467.2900	77104.5584
	Total	24963.50	21430.78	34031.09	7403.27	4176.77	92005.41



Transportation and Utility Lifeline Losses

For the transportation and utility lifeline systems, Hazus computes the direct repair cost for each component only. There are no losses computed by Hazus for business interruption due to lifeline outages. Tables 12 & 13 provide a detailed breakdown in the expected lifeline losses.

Table 12: Transportation System Economic Losses
(Millions of dollars)

System	Component	Inventory Value	Economic Loss	Loss Ratio (%)
Highway	Segments	36848.3892	0.0000	0.00
	Bridges	10915.3464	554.9992	5.08
	Tunnels	34.2700	0.1213	0.35
	Subtotal	47798.0056	555.1205	
Railways	Segments	885.4233	0.0000	0.00
	Bridges	28.3554	1.1839	4.18
	Tunnels	0.0000	0.0000	0.00
	Facilities	125.1610	29.2653	23.38
	Subtotal	1038.9397	30.4492	
Light Rail	Segments	376.5065	0.0000	0.00
	Bridges	6.1737	0.3265	5.29
	Tunnels	0.0000	0.0000	0.00
	Facilities	244.9960	57.2412	23.36
	Subtotal	627.6762	57.5677	
Bus	Facilities	54.0204	11.1165	20.58
	Subtotal	54.0204	11.1165	
Ferry	Facilities	13.3100	2.9872	22.44
	Subtotal	13.3100	2.9872	
Port	Facilities	317.5230	82.2394	25.90
	Subtotal	317.5230	82.2394	
Airport	Facilities	170.4160	31.1027	18.25
	Runways	1100.9560	0.0000	0.00
	Subtotal	1271.3720	31.1027	
	Total	51,120.85	770.58	



Table 13: Utility System Economic Losses
(Millions of dollars)

System	Component	Inventory Value	Economic Loss	Loss Ratio (%)
Potable Water	Pipelines	0.0000	0.0000	0.00
	Facilities	589.4100	55.3611	9.39
	Distribution Lines	1530.1674	72.8552	4.76
	Subtotal	2119.5774	128.2163	
Waste Water	Pipelines	0.0000	0.0000	0.00
	Facilities	1493.1720	154.8867	10.37
	Distribution Lines	918.1005	36.5970	3.99
	Subtotal	2411.2725	191.4837	
Natural Gas	Pipelines	0.0000	0.0000	0.00
	Facilities	1.2862	0.2713	21.09
	Distribution Lines	612.0670	0.0000	0.00
	Subtotal	613.3532	0.2713	
Oil Systems	Pipelines	0.0000	0.0000	0.00
	Facilities	5.1920	1.0521	20.26
	Subtotal	5.1920	1.0521	
Electrical Power	Facilities	5321.8000	655.7230	12.32
	Subtotal	5321.8000	655.7230	
Communication	Facilities	11.0920	0.8117	7.32
	Subtotal	11.0920	0.8117	
	Total	10,482.29	977.56	



Appendix A: County Listing for the Region

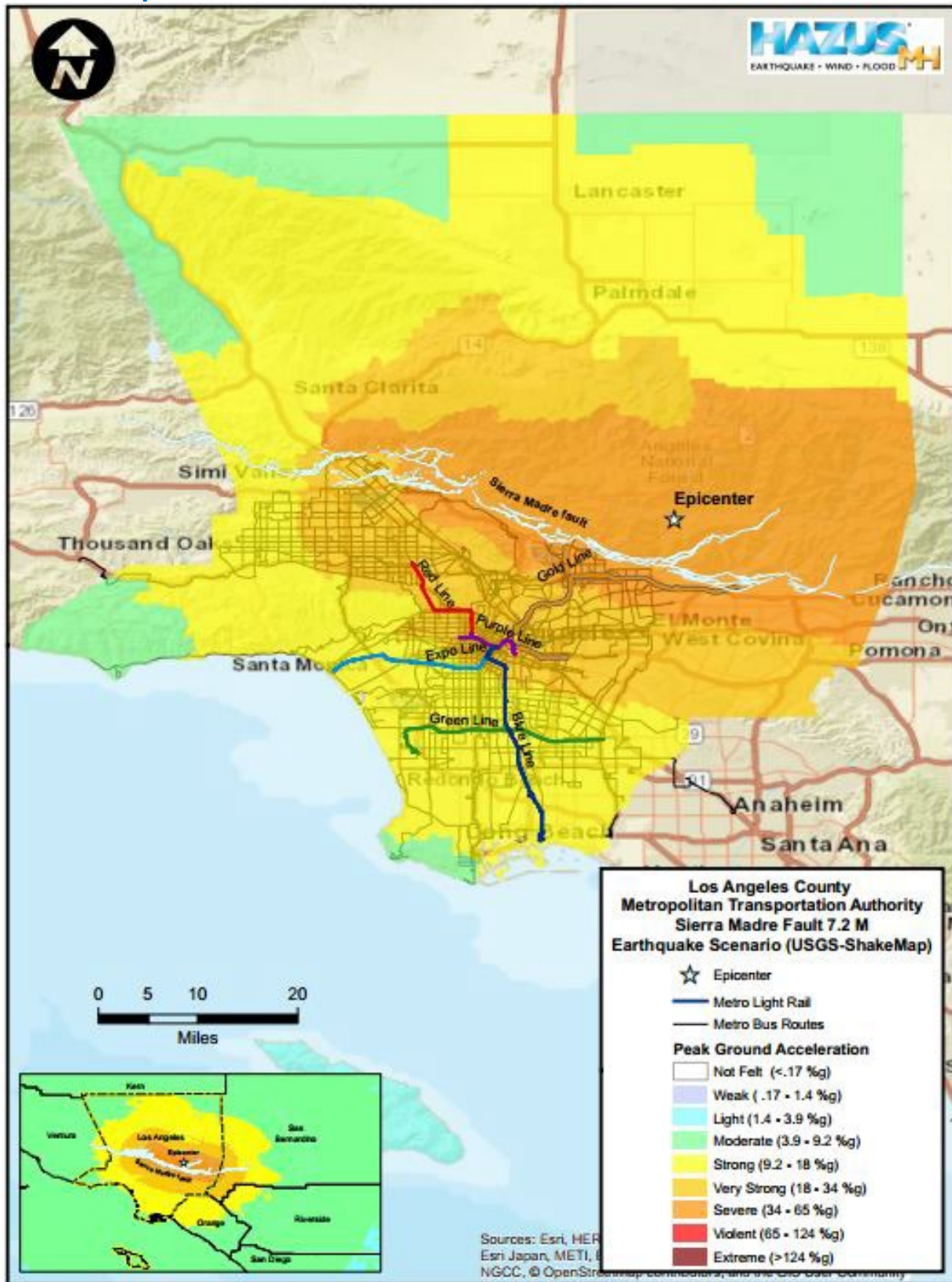
Los Angeles, CA



Appendix B: Regional Population and Building Value Data

State	County Name	Population	Building Value (millions of dollars)		
			Residential	Non-Residential	Total
California	Los Angeles	9,818,605	868,901	265,229	1,134,130
Total Region		9,818,605	868,901	265,229	1,134,130

HAZUS Map – Sierra Madre M7.2



HAZUS Report – Sierra Madre M7.2



Hazus: Earthquake Global Risk Report

Region Name: CountyofLA

Earthquake Scenario: M7.2-Sierra Madre v11

Print Date: August 02, 2019

Disclaimer:

*This version of Hazus utilizes 2010 Census Data.
Totals only reflect data for those census tracts/blocks included in the user's study region.*

The estimates of social and economic impacts contained in this report were produced using Hazus loss estimation methodology software which is based on current scientific and engineering knowledge. There are uncertainties inherent in any loss estimation technique. Therefore, there may be significant differences between the modeled results contained in this report and the actual social and economic losses following a specific earthquake. These results can be improved by using enhanced inventory, geotechnical, and observed ground motion data.



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General Description of the Region

Hazus-MH is a regional earthquake loss estimation model that was developed by the Federal Emergency Management Agency (FEMA) and the National Institute of Building Sciences. The primary purpose of Hazus is to provide a methodology and software application to develop multi-hazard losses at a regional scale. These loss estimates would be used primarily by local, state and regional officials to plan and stimulate efforts to reduce risks from multi-hazards and to prepare for emergency response and recovery.

The earthquake loss estimates provided in this report was based on a region that includes 1 county(ies) from the following state(s):

California

Note:

Appendix A contains a complete listing of the counties contained in the region.

The geographical size of the region is 4,083.89 square miles and contains 2,343 census tracts. There are over 3,241 thousand households in the region which has a total population of 9,818,605 people (2010 Census Bureau data). The distribution of population by Total Region and County is provided in Appendix B.

There are an estimated 2,391 thousand buildings in the region with a total building replacement value (excluding contents) of 1,134,130 (millions of dollars). Approximately 91.00 % of the buildings (and 77.00% of the building value) are associated with residential housing.

The replacement value of the transportation and utility lifeline systems is estimated to be 51,120 and 10,482 (millions of dollars) , respectively.



Building and Lifeline Inventory

Building Inventory

Hazus estimates that there are 2,391 thousand buildings in the region which have an aggregate total replacement value of 1,134,130 (millions of dollars). Appendix B provides a general distribution of the building value by Total Region and County.

In terms of building construction types found in the region, wood frame construction makes up 88% of the building inventory. The remaining percentage is distributed between the other general building types.

Critical Facility Inventory

Hazus breaks critical facilities into two (2) groups: essential facilities and high potential loss facilities (HPL). Essential facilities include hospitals, medical clinics, schools, fire stations, police stations and emergency operations facilities. High potential loss facilities include dams, levees, military installations, nuclear power plants and hazardous material sites.

For essential facilities, there are 120 hospitals in the region with a total bed capacity of 28,258 beds. There are 3,230 schools, 50 fire stations, 166 police stations and 12 emergency operation facilities. With respect to high potential loss facilities (HPL), there are no dams identified within the inventory. The inventory also includes 1,735 hazardous material sites, no military installations and no nuclear power plants.

Transportation and Utility Lifeline Inventory

Within Hazus, the lifeline inventory is divided between transportation and utility lifeline systems. There are seven (7) transportation systems that include highways, railways, light rail, bus, ports, ferry and airports. There are six (6) utility systems that include potable water, wastewater, natural gas, crude & refined oil, electric power and communications. The lifeline inventory data are provided in Tables 1 and 2.

The total value of the lifeline inventory is over 61,602.00 (millions of dollars). This inventory includes over 2,994.39 miles of highways, 3,129 bridges, 95,079.70 miles of pipes.



Table 1: Transportation System Lifeline Inventory

System	Component	# Locations/ # Segments	Replacement value (millions of dollars)
Highway	Bridges	3,129	10915.3464
	Segments	4,391	36848.3892
	Tunnels	17	34.2700
	Subtotal		47798.0056
Railways	Bridges	144	28.3554
	Facilities	47	125.1610
	Segments	594	885.4233
	Tunnels	0	0.0000
	Subtotal		1038.9397
Light Rail	Bridges	28	6.1737
	Facilities	92	244.9960
	Segments	99	376.5065
	Tunnels	0	0.0000
	Subtotal		627.6762
Bus	Facilities	42	54.0204
	Subtotal		54.0204
Ferry	Facilities	10	13.3100
	Subtotal		13.3100
Port	Facilities	159	317.5230
	Subtotal		317.5230
Airport	Facilities	16	170.4160
	Runways	29	1100.9560
	Subtotal		1271.3720
		Total	51,120.80



Table 2: Utility System Lifeline Inventory

System	Component	# Locations / Segments	Replacement value (millions of dollars)
Potable Water	Distribution Lines	NA	1530.1674
	Facilities	15	589.4100
	Pipelines	0	0.0000
	Subtotal		2119.5774
Waste Water	Distribution Lines	NA	918.1005
	Facilities	19	1493.1720
	Pipelines	0	0.0000
	Subtotal		2411.2725
Natural Gas	Distribution Lines	NA	612.0670
	Facilities	1	1.2862
	Pipelines	0	0.0000
	Subtotal		613.3532
Oil Systems	Facilities	44	5.1920
	Pipelines	0	0.0000
	Subtotal		5.1920
Electrical Power	Facilities	41	5321.8000
	Subtotal		5321.8000
Communication	Facilities	94	11.0920
	Subtotal		11.0920
	Total		10,482.30

Earthquake Scenario

Hazus uses the following set of information to define the earthquake parameters used for the earthquake loss estimate provided in this report.



Scenario Name	M7.2-Sierra Madre v11
Type of Earthquake	
Fault Name	NA
Historical Epicenter ID #	NA
Probabilistic Return Period	NA
Longitude of Epicenter	0.00
Latitude of Epicenter	0.00
Earthquake Magnitude	7.16
Depth (km)	0.00
Rupture Length (Km)	0.00
Rupture Orientation (degrees)	0.00
Attenuation Function	

Direct Earthquake Damage

Building Damage

Hazus estimates that about 245,221 buildings will be at least moderately damaged. This is over 10.00 % of the buildings in the region. There are an estimated 8,668 buildings that will be damaged beyond repair. The definition of the 'damage states' is provided in Volume 1: Chapter 5 of the Hazus technical manual. Table 3 below summarizes the expected damage by general occupancy for the buildings in the region. Table 4 below summarizes the expected damage by general building type.

Damage Categories by General Occupancy Type

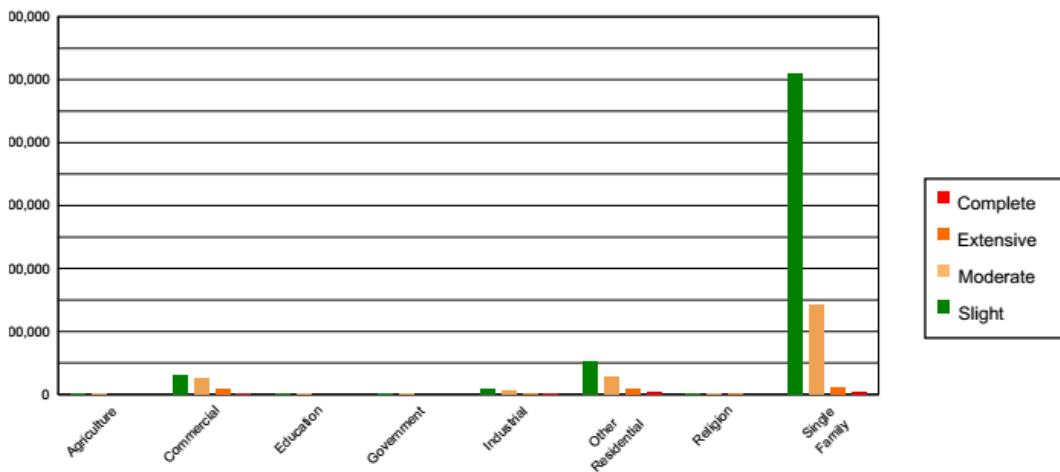


Table 3: Expected Building Damage by Occupancy

	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Agriculture	1803.71	0.12	664.56	0.11	439.94	0.21	146.32	0.46	47.47	0.55
Commercial	89933.72	5.84	31710.57	5.23	24571.55	12.00	8207.46	25.85	2075.70	23.94
Education	3546.31	0.23	1212.87	0.20	733.34	0.36	214.89	0.68	47.59	0.55
Government	1642.56	0.11	552.51	0.09	407.94	0.20	139.19	0.44	33.81	0.39
Industrial	20285.37	1.32	7614.78	1.26	6697.42	3.27	2430.76	7.65	674.67	7.78
Other Residential	134398.27	8.73	52505.45	8.66	27772.06	13.56	9870.19	31.08	2931.01	33.81
Religion	7390.93	0.48	2540.73	0.42	1697.84	0.83	584.54	1.84	157.96	1.82
Single Family	1280750.48	83.18	509730.28	84.04	142478.02	69.57	10161.37	32.00	2700.77	31.15
Total	1,539,751		606,532		204,798		31,755		8,669	



Table 4: Expected Building Damage by Building Type (All Design Levels)

	None		Slight		Moderate		Extensive		Complete	
	Count	(%)	Count	(%)	Count	(%)	Count	(%)	Count	(%)
Wood	1383681.51	89.86	551839.28	90.98	153229.33	74.82	10574.74	33.30	2971.20	34.27
Steel	27458.46	1.78	9668.70	1.59	9478.66	4.63	3389.91	10.68	900.64	10.39
Concrete	28067.50	1.82	10320.43	1.70	6860.66	3.35	2526.90	7.96	609.33	7.03
Precast	22613.22	1.47	8339.91	1.38	8187.54	4.00	2908.89	9.16	655.94	7.57
RM	50111.36	3.25	11605.92	1.91	10349.38	5.05	3831.73	12.07	601.82	6.94
URM	7296.44	0.47	3219.85	0.53	2666.34	1.30	1053.35	3.32	512.75	5.91
MH	20522.88	1.33	11537.67	1.90	14026.20	6.85	7469.20	23.52	2417.28	27.88
Total	1,539,751		606,532		204,798		31,755		8,669	

*Note:
 RM Reinforced Masonry
 URM Unreinforced Masonry
 MH Manufactured Housing



Essential Facility Damage

Before the earthquake, the region had 28,258 hospital beds available for use. On the day of the earthquake, the model estimates that only 22,172 hospital beds (78.00%) are available for use by patients already in the hospital and those injured by the earthquake. After one week, 97.00% of the beds will be back in service. By 30 days, 100.00% will be operational.

Table 5: Expected Damage to Essential Facilities

Classification	Total	# Facilities		
		At Least Moderate Damage > 50%	Complete Damage > 50%	With Functionality > 50% on day 1
Hospitals	120	0	0	106
Schools	3,230	0	0	2,514
EOCs	12	0	0	10
PoliceStations	166	0	0	130
FireStations	50	0	0	30

Transportation Lifeline Damage



Table 6: Expected Damage to the Transportation Systems

System	Component	Number of Locations				
		Locations/ Segments	With at Least Mod. Damage	With Complete Damage	With Functionality > 50 %	
					After Day 1	After Day 7
Highway	Segments	4,391	0	0	4,391	4,391
	Bridges	3,129	21	1	3,105	3,119
	Tunnels	17	0	0	17	17
Railways	Segments	594	0	0	594	594
	Bridges	144	0	0	144	144
	Tunnels	0	0	0	0	0
	Facilities	47	1	0	47	47
Light Rail	Segments	99	0	0	99	99
	Bridges	28	0	0	28	28
	Tunnels	0	0	0	0	0
	Facilities	92	4	0	92	92
Bus	Facilities	42	2	0	42	42
Ferry	Facilities	10	0	0	10	10
Port	Facilities	159	0	0	159	159
Airport	Facilities	16	1	0	16	16
	Runways	29	0	0	29	29

Table 6 provides damage estimates for the transportation system.

Note: Roadway segments, railroad tracks and light rail tracks are assumed to be damaged by ground failure only. If ground failure maps are not provided, damage estimates to these components will not be computed.

Tables 7-9 provide information on the damage to the utility lifeline systems. Table 7 provides damage to the utility system facilities. Table 8 provides estimates on the number of leaks and breaks by the pipelines of the utility systems. For electric power and potable water, Hazus performs a simplified system performance analysis. Table 9 provides a summary of the system performance information.



Table 7 : Expected Utility System Facility Damage

System	Total #	# of Locations			
		With at Least Moderate Damage	With Complete Damage	with Functionality > 50 %	
				After Day 1	After Day 7
Potable Water	15	3	0	12	15
Waste Water	19	2	0	12	19
Natural Gas	1	0	0	1	1
Oil Systems	44	0	0	44	44
Electrical Power	41	10	0	25	41
Communication	94	50	0	53	94

Table 8 : Expected Utility System Pipeline Damage (Site Specific)

System	Total Pipelines Length (miles)	Number of Leaks	Number of Breaks
Potable Water	47,540	9218	2305
Waste Water	28,524	4631	1158
Natural Gas	19,016	1586	397
Oil	0	0	0

Table 9: Expected Potable Water and Electric Power System Performance

	Total # of Households	Number of Households without Service				
		At Day 1	At Day 3	At Day 7	At Day 30	At Day 90
Potable Water	3,241,204	250,325	238,321	214,891	98,854	0
Electric Power		133,488	78,204	29,595	5,277	195

Induced Earthquake Damage

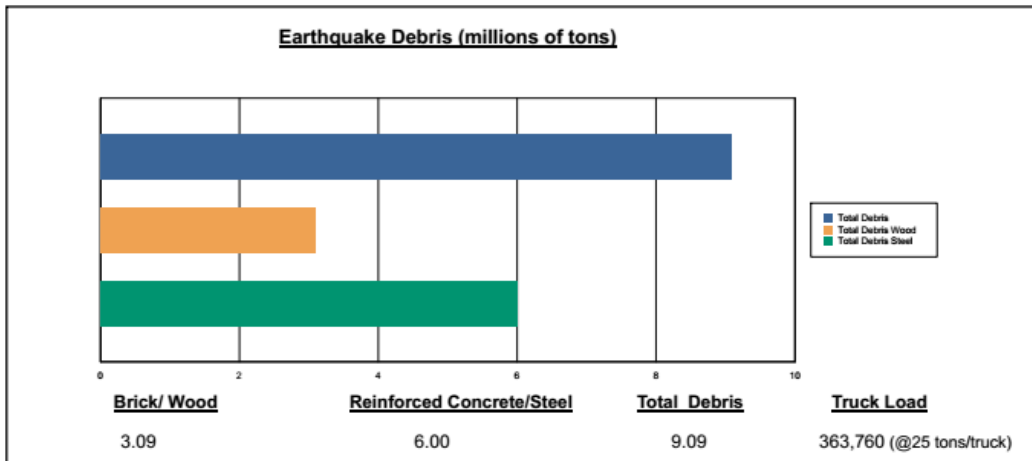
Fire Following Earthquake

Fires often occur after an earthquake. Because of the number of fires and the lack of water to fight the fires, they can often burn out of control. Hazus uses a Monte Carlo simulation model to estimate the number of ignitions and the amount of burnt area. For this scenario, the model estimates that there will be 157 ignitions that will burn about 1.04 sq. mi (0.03 % of the region's total area.) The model also estimates that the fires will displace about 11,815 people and burn about 1,162 (millions of dollars) of building value.

Debris Generation

Hazus estimates the amount of debris that will be generated by the earthquake. The model breaks the debris into two general categories: a) Brick/Wood and b) Reinforced Concrete/Steel. This distinction is made because of the different types of material handling equipment required to handle the debris.

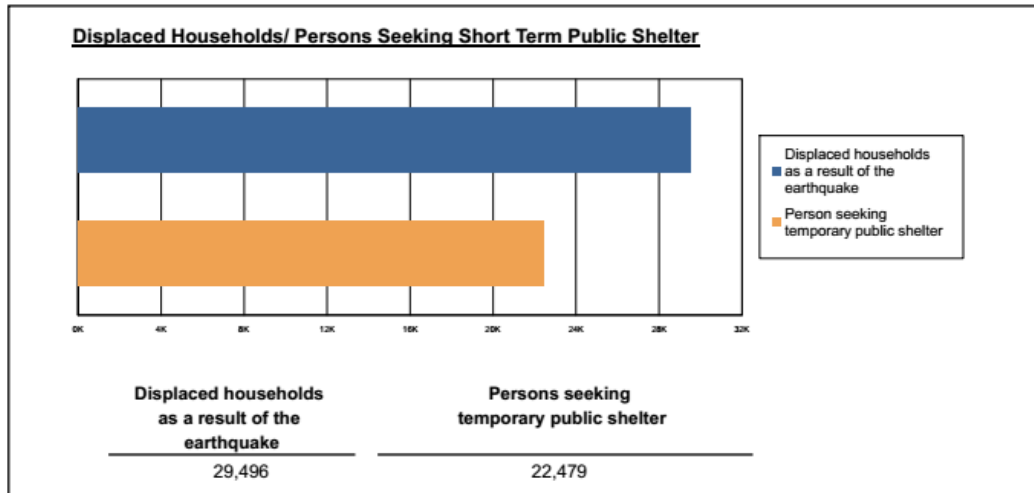
The model estimates that a total of 9,094,000 tons of debris will be generated. Of the total amount, Brick/Wood comprises 34.00% of the total, with the remainder being Reinforced Concrete/Steel. If the debris tonnage is converted to an estimated number of truckloads, it will require 363,760 truckloads (@25 tons/truck) to remove the debris generated by the earthquake.



Social Impact

Shelter Requirement

Hazus estimates the number of households that are expected to be displaced from their homes due to the earthquake and the number of displaced people that will require accommodations in temporary public shelters. The model estimates 29,496 households to be displaced due to the earthquake. Of these, 22,479 people (out of a total population of 9,818,605) will seek temporary shelter in public shelters.



Casualties

Hazus estimates the number of people that will be injured and killed by the earthquake. The casualties are broken down into four (4) severity levels that describe the extent of the injuries. The levels are described as follows;

- Severity Level 1: Injuries will require medical attention but hospitalization is not needed.
- Severity Level 2: Injuries will require hospitalization but are not considered life-threatening
- Severity Level 3: Injuries will require hospitalization and can become life threatening if not promptly treated.
- Severity Level 4: Victims are killed by the earthquake.

The casualty estimates are provided for three (3) times of day: 2:00 AM, 2:00 PM and 5:00 PM. These times represent the periods of the day that different sectors of the community are at their peak occupancy loads. The 2:00 AM estimate considers that the residential occupancy load is maximum, the 2:00 PM estimate considers that the educational, commercial and industrial sector loads are maximum and 5:00 PM represents peak commute time.

Table 10 provides a summary of the casualties estimated for this earthquake

Table 10: Casualty Estimates

		Level 1	Level 2	Level 3	Level 4
2 AM	Commercial	159.23	36.63	5.24	10.33
	Commuting	0.31	0.58	0.77	0.16
	Educational	0.00	0.00	0.00	0.00
	Hotels	0.00	0.00	0.00	0.00
	Industrial	191.88	42.86	5.76	11.29
	Other-Residential	2892.77	527.83	55.62	106.66
	Single Family	2868.90	318.99	12.21	20.79
	Total	6,113	927	80	149
2 PM	Commercial	9203.23	2116.55	303.38	594.94
	Commuting	2.76	5.25	6.97	1.45
	Educational	2517.77	567.18	81.56	159.08
	Hotels	0.00	0.00	0.00	0.00
	Industrial	1410.97	314.99	42.49	82.51
	Other-Residential	608.46	112.82	12.23	22.61
	Single Family	610.22	69.46	3.19	4.53
	Total	14,353	3,186	450	865
5 PM	Commercial	6407.52	1473.15	212.10	410.66
	Commuting	51.18	97.38	129.12	26.79
	Educational	334.20	76.71	11.17	21.85
	Hotels	0.00	0.00	0.00	0.00
	Industrial	881.86	196.87	26.55	51.57
	Other-Residential	1093.43	202.10	22.04	40.78
	Single Family	1090.98	124.43	5.73	8.14
	Total	9,859	2,171	407	560



Economic Loss

The total economic loss estimated for the earthquake is 53,452.10 (millions of dollars), which includes building and lifeline related losses based on the region's available inventory. The following three sections provide more detailed information about these losses.

Building-Related Losses

The building losses are broken into two categories: direct building losses and business interruption losses. The direct building losses are the estimated costs to repair or replace the damage caused to the building and its contents. The business interruption losses are the losses associated with inability to operate a business because of the damage sustained during the earthquake. Business interruption losses also include the temporary living expenses for those people displaced from their homes because of the earthquake.

The total building-related losses were 52,465.52 (millions of dollars); 15 % of the estimated losses were related to the business interruption of the region. By far, the largest loss was sustained by the residential occupancies which made up over 57 % of the total loss. Table 11 below provides a summary of the losses associated with the building damage.

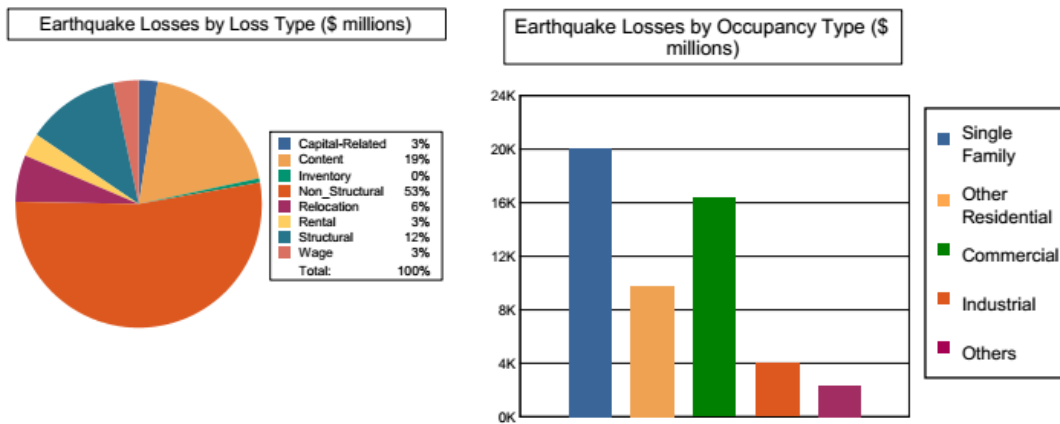


Table 11: Building-Related Economic Loss Estimates
(Millions of dollars)

Category	Area	Single Family	Other Residential	Commercial	Industrial	Others	Total
Income Losses							
	Wage	0.0000	107.5233	1455.4768	67.9113	67.8940	1,698.8054
	Capital-Related	0.0000	45.6984	1262.7966	42.0650	17.8809	1,368.4409
	Rental	326.4661	444.3822	813.7970	29.1403	35.5513	1,649.3369
	Relocation	1146.3490	345.7675	1261.3673	152.9196	277.1000	3,183.5034
	Subtotal	1472.8151	943.3714	4793.4377	292.0362	398.4262	7900.0866
Capital Stock Losses							
	Structural	2417.3961	998.1220	2158.4707	533.0490	309.3284	6,416.3662
	Non_Structural	12406.1033	6307.3647	6313.1739	1794.4822	1099.4362	27,920.5603
	Content	3745.0500	1508.8862	3000.7951	1194.8010	530.6243	9,980.1566
	Inventory	0.0000	0.0000	73.3276	172.1536	2.8664	248.3476
	Subtotal	18568.5494	8814.3729	11545.7673	3694.4858	1942.2553	44565.4307
	Total	20041.36	9757.74	16339.21	3986.52	2340.68	52465.52



Transportation and Utility Lifeline Losses

For the transportation and utility lifeline systems, Hazus computes the direct repair cost for each component only. There are no losses computed by Hazus for business interruption due to lifeline outages. Tables 12 & 13 provide a detailed breakdown in the expected lifeline losses.

Table 12: Transportation System Economic Losses
(Millions of dollars)

System	Component	Inventory Value	Economic Loss	Loss Ratio (%)
Highway	Segments	36848.3892	0.0000	0.00
	Bridges	10915.3464	207.6083	1.90
	Tunnels	34.2700	0.3349	0.98
	Subtotal	47798.0056	207.9432	
Railways	Segments	885.4233	0.0000	0.00
	Bridges	28.3554	0.2786	0.98
	Tunnels	0.0000	0.0000	0.00
	Facilities	125.1610	16.0292	12.81
	Subtotal	1038.9397	16.3078	
Light Rail	Segments	376.5065	0.0000	0.00
	Bridges	6.1737	0.1177	1.91
	Tunnels	0.0000	0.0000	0.00
	Facilities	244.9960	39.5211	16.13
	Subtotal	627.6762	39.6388	
Bus	Facilities	54.0204	8.9750	16.61
	Subtotal	54.0204	8.9750	
Ferry	Facilities	13.3100	0.6383	4.80
	Subtotal	13.3100	0.6383	
Port	Facilities	317.5230	20.0176	6.30
	Subtotal	317.5230	20.0176	
Airport	Facilities	170.4160	21.8276	12.81
	Runways	1100.9560	0.0000	0.00
	Subtotal	1271.3720	21.8276	
Total		51,120.85	315.35	



Table 13: Utility System Economic Losses
(Millions of dollars)

System	Component	Inventory Value	Economic Loss	Loss Ratio (%)
Potable Water	Pipelines	0.0000	0.0000	0.00
	Facilities	589.4100	54.5316	9.25
	Distribution Lines	1530.1674	41.4816	2.71
	Subtotal	2119.5774	96.0132	
Waste Water	Pipelines	0.0000	0.0000	0.00
	Facilities	1493.1720	94.3508	6.32
	Distribution Lines	918.1005	20.8373	2.27
	Subtotal	2411.2725	115.1881	
Natural Gas	Pipelines	0.0000	0.0000	0.00
	Facilities	1.2862	0.0362	2.81
	Distribution Lines	612.0670	7.1387	1.17
	Subtotal	613.3532	7.1749	
Oil Systems	Pipelines	0.0000	0.0000	0.00
	Facilities	5.1920	0.1973	3.80
	Subtotal	5.1920	0.1973	
Electrical Power	Facilities	5321.8000	450.3216	8.46
	Subtotal	5321.8000	450.3216	
Communication	Facilities	11.0920	2.3385	21.08
	Subtotal	11.0920	2.3385	
	Total	10,482.29	671.23	



Appendix A: County Listing for the Region

Los Angeles, CA



Appendix B: Regional Population and Building Value Data

State	County Name	Population	Building Value (millions of dollars)		
			Residential	Non-Residential	Total
California	Los Angeles	9,818,605	868,901	265,229	1,134,130
Total Region		9,818,605	868,901	265,229	1,134,130

U.S. Department of Homeland Security
FEMA Region 9
1111 Broadway, Suite 1200
Oakland, CA 94607-4052



FEMA

July 13, 2022

Moniek Pointer
Hazard Mitigation Project Manager
Emergency & Homeland Security Preparedness
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Moniek Pointer:

The Federal Emergency Management Agency (FEMA) has completed its review of the *2022 Los Angeles Metro All-Hazards Mitigation Plan* and has determined that this plan is eligible for final approval pending its adoption by the Los Angeles County Metropolitan Transportation Authority.

Formal adoption documentation must be submitted to FEMA Region 9 within one calendar year of the date of this letter, or the entire plan must be updated and resubmitted for review. FEMA will approve the plan upon receipt of the documentation of formal adoption.

If you have any questions regarding the planning or review processes, please contact the FEMA Region 9 Hazard Mitigation Planning Team at fema-r9-mitigation-planning@fema.dhs.gov.

Sincerely,

Alison Kearns
Planning and Implementation Branch Chief
Mitigation Division
FEMA Region 9

Enclosure (1)

Los Angeles County Metro Plan Review Tool, dated July 13, 2022

cc: Victoria LaMar-Haas, Hazard Mitigation Planning Chief, California Governor's Office of
Emergency Services
Jennifer Hogan, State Hazard Mitigation Officer, California Governor's Office of
Emergency Services

REGION IX LOCAL HAZARD MITIGATION PLAN REVIEW TOOL

The *Local Hazard Mitigation Plan Review Tool* demonstrates how the Local Hazard Mitigation Plan meets the regulation in 44 CFR §201.6 and offers State and FEMA Mitigation Planners an opportunity to provide feedback to the community.

- The **Regulation Checklist** provides a summary of FEMA’s evaluation of whether the plan has addressed all requirements.
- The **Plan Assessment** identifies the plan’s strengths as well as documents areas for future improvement. This section also includes a list of resources for implementation of the plan.
- The **Multi-Jurisdiction Summary Sheet** is a mandatory worksheet for multi-jurisdictional plans that is used to document which jurisdictions are eligible to adopt the plan.
- The **Hazard Identification and Risk Assessment Matrix** is a tool for plan reviewers to identify if all components of Element B are met.

Jurisdiction: Los Angeles County Metropolitan Transportation Authority (LA Metro)	Title of Plan: All-Hazards Mitigation Plan	Date of Plan: 11-20-2021
Local Point of Contact: Moniek Pointer	Address: One Gateway Plaza Los Angeles, CA 90012	
Title: Hazard Mitigation Project Manager		
Agency: Emergency & Homeland Security Preparedness		
Phone Number: (213) 617-6227	E-Mail: PointerMo@metro.net	

State Reviewer: Phillip John Labra	Title: Sr. Local Mitigation Planner	Date: 3-2-2022
Date Received at State Agency	11-20-2022	
Date Sent to FEMA	3-4-2022	

FEMA Reviewer: Philip Gilbertson	Title: Community Planner	Date: 3/24/2022
Date Received in FEMA Region IX	3/4/2022	
Date Not Approved	4/5/2022	
Date Approvable Pending Adoption	7/13/2022	
Date Approved		

**SECTION 1:
REGULATION CHECKLIST**

1. REGULATION CHECKLIST		Location in Plan (section and/or page number)	Met	Not Met
Regulation (44 CFR 201.6 Local Mitigation Plans)				
ELEMENT A. PLANNING PROCESS				
A1. Does the plan document the planning process, including how it was prepared and who was involved in the process for each jurisdiction? (Requirement §201.6(c)(1))	a. Does the plan provide documentation of how the plan was prepared? Note: This documentation must include the schedule or timeframe and activities that made up the plan’s development as well as who was involved.	Table: Planning Phases Progression Plan Methodology Planning Team Involvement Table: Planning Team Level Participation Table: Planning Team Timeline Part IV: Attachments Web Posting <u>Planning Team Minutes and Attendance</u> p.11-17, p.237-252	X	
	b. Does the plan list the jurisdiction(s) participating in the plan that are seeking approval?	Credits, Acknowledgements Introduction Planning Process <u>Planning Team Level of Participation</u> p.7	X	
	c. Does the plan identify who represented each jurisdiction? (At a minimum, it must identify the jurisdiction represented and the person’s position or title and agency within the jurisdiction.)	Credits Point of Contact <u>Table: Planning Team Level of Participation</u> p.2-3	X	

1. REGULATION CHECKLIST		Location in Plan (section and/or page number)	Met	Not Met
Regulation (44 CFR 201.6 Local Mitigation Plans)				
A2. Does the plan document an opportunity for neighboring communities, local and regional agencies involved in hazard mitigation activities, agencies that have the authority to regulate development as well as other interests to be involved in the planning process? (Requirement §201.6(b)(2))	a. Does the plan document an opportunity for neighboring communities, local, and regional agencies involved in hazard mitigation activities, agencies that have the authority to regulate development, as well as other interested parties to be involved in the planning process?	Secondary Stakeholders Attachments: External Agencies Email Invite Attachments: Web Posting, Secondary Stakeholder Input <hr/> p.7-8, p.18, p.235	X	
	b. Does the plan identify how the stakeholders were invited to participate in the process?	Secondary Stakeholders Attachments: External Agencies Email Invite <hr/> p.7-8, p.18, p.235	X	
A3. Does the plan document how the public was involved in the planning process during the drafting stage? (Requirement §201.6(b)(1))	a. Does the plan document how the public was given the opportunity to be involved in the planning process?	Planning Phases Progression Secondary Stakeholders Attachments: Web Posting <hr/> p.18, p.235-236	X	
	b. Does the plan document how the public's feedback was incorporated into the plan?	Secondary Stakeholders <hr/> p.18, p.228-234	X	
A4. Does the plan describe the review and incorporation of existing plans, studies, reports, and technical information? (Requirement §201.6(b)(3))		Planning Approach Use of Existing Data <hr/> p.21-22, p.31	X	

1. REGULATION CHECKLIST		Location in Plan (section and/or page number)	Met	Not Met
Regulation (44 CFR 201.6 Local Mitigation Plans)				
A5. Is there discussion of how the community(ies) will continue public participation in the plan maintenance process? (Requirement §201.6(c)(4)(iii))		Continued Public Involvement p.223-224	X	
A6. Is there a description of the method and schedule for keeping the plan current (monitoring, evaluating and updating the mitigation plan within a 5-year cycle)? (Requirement §201.6(c)(4)(i))	a. Does the plan identify how, when, and by whom the plan will be monitored (how will implementation be tracked) over time?	Planning Phases Progression Plan Maintenance - Method and Scheduling of Plan Implementation Monitoring and Implementing the Plan Evaluating and Updating the Plan p.219-220	X	
	b. Does the plan identify how, when, and by whom the plan will be evaluated (assessing the effectiveness of the plan at achieving stated purpose and goals) over time?	Monitoring and Implementing the Plan Evaluating and Updating the Plan p.219, 221, 223	X	
	c. Does the plan identify how, when, and by whom the plan will be updated during the 5-year cycle?	Monitoring and Implementing the Plan Method and Scheduling of Plan Implementation Evaluating and Updating the Plan Annual Implementation Report p.219, p.223	X	
<u>ELEMENT A: REQUIRED REVISIONS</u>				
None				

1. REGULATION CHECKLIST		Location in Plan	Met	Not Met
Regulation (44 CFR 201.6 Local Mitigation Plans)		(section and/or page number)		
ELEMENT B. HAZARD IDENTIFICATION AND RISK ASSESSMENT				
(Reviewer: See Section 4 for assistance with Element B)				
<p>B1. Does the plan include a description of the type, location, and extent of all natural hazards that can affect each jurisdiction(s)? (Requirement §201.6(c)(2)(i))</p>	<p>a. Does the plan include a general description of all natural hazards that can affect each jurisdiction?</p>	<p>Part II Risk Assessment - Hazard Identification</p> <p>Earthquake Hazard - Local Conditions</p> <p>Flood Hazard - Local Conditions</p> <p>Wildfire Hazard – Local Conditions</p> <p>Windstorm Hazard – Local Conditions</p> <p>Tsunami Hazard – Local Conditions</p> <p>Landslide Hazard – Local Conditions</p> <p>Climate Change Hazard - Local Conditions</p> <p>Epidemic/Pandemic/Vector-Borne Disease Hazard - Local Conditions</p>	X	
	<p>b. Does the plan provide rationale for the omission of any natural hazards that are commonly recognized to affect the jurisdiction(s) in the planning area?</p>	<p>Part II Risk Assessment, Hazard Identification</p> <p>Profiling Hazard Events</p> <p>Table: Vulnerability – Location, Extent, and Probability</p> <hr/> <p>p.31</p>	X	
	<p>c. Does the plan include a description of the type of all natural hazards that can affect each jurisdiction?</p>	<p>Part II Risk Assessment, Hazard Identification</p> <p>Profiling Hazard Events</p> <p>Table: Vulnerability – Location, Extent, and Probability</p>	X	

1. REGULATION CHECKLIST		Location in Plan (section and/or page number)	Met	Not Met
Regulation (44 CFR 201.6 Local Mitigation Plans)				
	d. Does the plan include a description of the location for all natural hazards that can affect each jurisdiction?	Table: Vulnerability – Location, Extent, and Probability	X	
	e. Does the plan include a description of the extent for all natural hazards that can affect each jurisdiction?	Table: Calculated Priority Risk Index Ranking for Metro Service Area Table: Vulnerability – Location, Extent, and Probability for Metro Service Area	X	

1. REGULATION CHECKLIST		Location in Plan	Met	Not Met
Regulation (44 CFR 201.6 Local Mitigation Plans)		(section and/or page number)		
B2. Does the plan include information on previous occurrences of hazard events and on the probability of future hazard events for each jurisdiction? (Requirement §201.6(c)(2)(i))	a. Does the plan include information on previous occurrences of hazard events for each jurisdiction?	<p>Table: Vulnerability – Location, Extent, and Probability for Metro Service Area</p> <p>Earthquake Hazard - Previous Occurrences of Earthquakes</p> <p>Wildfire Hazard - Previous Occurrences of Earthquakes</p> <p>Windstorm Hazard - Previous Occurrences of Earthquakes</p> <p>Tsunami Hazard - Previous Occurrences of Earthquakes</p> <p>Landslide Hazard - Previous Occurrences of Earthquakes</p> <p>Flood Hazards, Previous Occurrences of Flooding in the City</p> <p>Climate Change Hazards, Previous Occurrences of Climate Change in the City</p> <p>Epidemic/Pandemic/Vector-Borne Disease Hazards, Previous Occurrences of Epidemic/Pandemic/Vector-Borne Disease</p>	X	
	b. Does the plan include information on the probability of future hazard events for each jurisdiction?	<p>Table: Calculated Priority Risk Index Ranking</p> <p>Table: Vulnerability – Location, Extent, and Probability for Metro Service Area</p>	X	

1. REGULATION CHECKLIST		Location in Plan	Met	Not Met
Regulation (44 CFR 201.6 Local Mitigation Plans)		(section and/or page number)		
B3. Is there a description of each identified hazard's impact on the community as well as an overall summary of the community's vulnerability for each jurisdiction? (Requirement §201.6(c)(2)(ii))	a. Is there a description of each hazard's impacts on each jurisdiction (what happens to structures, infrastructure, people, environment, etc.)?	<p>Table: Critical Facilities Vulnerable to Hazards</p> <p>Earthquake Hazards, Impact of Earthquakes in the City</p> <p>Wildfire Hazard - Impact of Wildfire in the City</p> <p>Windstorm Hazard - Impact of Windstorm in the City</p> <p>Tsunami Hazard - Impact of Tsunami in the City</p> <p>Landslide Hazard - Impact of Landslides in the City</p> <p>Flood Hazard – Impact of Flooding in the City</p> <p>Climate Change Hazard - Impact of Climate Change in the City</p> <p>Epidemic/Pandemic/Vector-Borne Diseases Hazards, Impact of Epidemic/Pandemic/Vector-Borne Diseases in the City</p>	X	

1. REGULATION CHECKLIST		Location in Plan	Met	Not Met
Regulation (44 CFR 201.6 Local Mitigation Plans)		(section and/or page number)		
	b. Is there a description of each identified hazard's overall vulnerability (structures, systems, populations, or other community assets defined by the community that are identified as being susceptible to damage and loss from hazard events) for each jurisdiction?	Table: Vulnerability – Location, Extent, and Probability in Metro Service Area Capability Assessment/Inventory of Existing Assets Table: Critical Facilities Vulnerable to Hazards Earthquake Hazard - Local Conditions Wildfire Hazard, Local Conditions Windstorm Hazard - Local Conditions Tsunami Hazard - Local Conditions Landslide Hazard - Local Conditions Flood Hazard - Local Conditions Climate Change Hazard - Local Conditions Epidemic/Pandemic/Vector-Borne Diseases Hazard - Local Conditions Attachments: HAZUS Reports	X	
	B4. Does the plan address NFIP insured structures within the jurisdiction that have been repetitively damaged by floods? (Requirement §201.6(c)(2)(ii))	Repetitive Loss Properties -- NFIP, 8; p.8-9	X	
<u>ELEMENT B: REQUIRED REVISIONS</u>				
None				

1. REGULATION CHECKLIST		Location in Plan	Met	Not Met												
Regulation (44 CFR 201.6 Local Mitigation Plans)		(section and/or page number)														
ELEMENT C. MITIGATION STRATEGY																
<p>C1. Does the plan document each jurisdiction’s existing authorities, policies, programs and resources and its ability to expand on and improve these existing policies and programs? (Requirement §201.6(c)(3))</p>		<p>a. Does the plan document each jurisdiction’s existing authorities, policies, programs and resources?</p>	<p>Capability Assessment – Existing Processes and Programs</p> <p>Use of Existing Data</p>	X												
<p>C1a</p> <table border="1"> <thead> <tr> <th>Planning</th> <th>Admin</th> <th>Financial</th> <th>Outreach</th> </tr> <tr> <th>Met</th> <th>Met</th> <th>Met</th> <th>Met</th> </tr> </thead> <tbody> <tr> <td>20-22</td> <td>18-20</td> <td>18-20; Comprehensive Annual Financial Report (2018), 21</td> <td>18-20</td> </tr> </tbody> </table>		Planning	Admin	Financial	Outreach	Met	Met	Met	Met	20-22	18-20	18-20; Comprehensive Annual Financial Report (2018), 21	18-20	<p>b. Does the plan document each jurisdiction’s ability to expand on and improve these existing policies and programs?</p>	<p>Capability Assessment – Existing Processes and Programs</p> <p>Matrix: Mitigation Actions</p> <p>Implementation through Existing Programs</p>	X
Planning	Admin	Financial	Outreach													
Met	Met	Met	Met													
20-22	18-20	18-20; Comprehensive Annual Financial Report (2018), 21	18-20													
<p>C1b Expand and Improve</p> <table border="1"> <thead> <tr> <th>Planning</th> <th>Admin</th> <th>Financial</th> <th>Outreach</th> </tr> <tr> <th>Met</th> <th>Met</th> <th>Met</th> <th>Met</th> </tr> </thead> <tbody> <tr> <td>MH-3/5 (158) MH-10/11 (159) CC-1 (163) CC-17/18 (169) MH-5 (172) EQ-2/3 (173) EQ-1/2 (187) LND-3 (190) WND-1/ TSU-1 (190) WF-1 (188)</td> <td>MH-1 (171, 193) MH-6 (172) FLD-2 (188)</td> <td>221</td> <td>Community Relations, 19</td> </tr> </tbody> </table>		Planning	Admin	Financial	Outreach	Met	Met	Met	Met	MH-3/5 (158) MH-10/11 (159) CC-1 (163) CC-17/18 (169) MH-5 (172) EQ-2/3 (173) EQ-1/2 (187) LND-3 (190) WND-1/ TSU-1 (190) WF-1 (188)	MH-1 (171, 193) MH-6 (172) FLD-2 (188)	221	Community Relations, 19			
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<p>C2. Does the plan address each jurisdiction’s participation in the NFIP and continued compliance with NFIP requirements, as appropriate? (Requirement §201.6(c)(3)(ii))</p>			<p>National Flood Insurance Program</p> <p>Flood Hazards, National Flood Insurance Program</p> <p>Matrix: Mitigation Actions, Flood Action Items</p> <p>p.8; 93</p>	X												

1. REGULATION CHECKLIST		Location in Plan (section and/or page number)	Met	Not Met
Regulation (44 CFR 201.6 Local Mitigation Plans)				
C3. Does the plan include goals to reduce/avoid long-term vulnerabilities to the identified hazards? (Requirement §201.6(c)(3)(i))		Goals Matrix: Mitigation Actions p.145-146	X	
C4. Does the plan identify and analyze a comprehensive range of specific mitigation actions and projects for each jurisdiction being considered to reduce the effects of hazards, with emphasis on new and existing buildings and infrastructure? (Requirement §201.6(c)(3)(ii))	a. Does the plan identify and analyze a comprehensive range of specific mitigation actions and projects to reduce the impacts from hazards?	Part III: Mitigation Strategies Matrix: Mitigation Actions p.144-145	X	
	b. Does the plan identify mitigation actions for every hazard posing a threat to each participating jurisdiction?	Matrix: Mitigation Actions See p.150	X	
	c. Do the identified mitigation actions and projects have an emphasis on new and existing buildings and infrastructure?	Part III: Mitigation Strategies Building and Infrastructure Matrix: Mitigation Actions	X	
C5. Does the plan contain an action plan that describes how the actions identified will be prioritized (including cost benefit review), implemented, and administered by each jurisdiction? (Requirement §201.6(c)(3)(iv)); (Requirement §201.6(c)(3)(iii))	a. Does the plan explain how the mitigation actions will be prioritized (including cost benefit review)?	Benefit/Cost Ratings Priority Rating Matrix: Mitigation Actions Economic Analysis of Mitigation Projects FEMA Benefit-Cost Analysis Guidelines p.146-148; 221-222	X	

1. REGULATION CHECKLIST		Location in Plan (section and/or page number)	Met	Not Met
Regulation (44 CFR 201.6 Local Mitigation Plans)				
	b. Does the plan identify the position, office, department, or agency responsible for implementing and administering the action, potential funding sources and expected timeframes for completion?	Capability Assessment – Existing Processes and Programs Matrix: Mitigation Actions p.150-218; 221	X	
C6. Does the plan describe a process by which local governments will integrate the requirements of the mitigation plan into other planning mechanisms, such as comprehensive or capital improvement plans, when appropriate? (Requirement §201.6(c)(4)(ii))	a. Does the plan identify the local planning mechanisms where hazard mitigation information and/or actions may be incorporated?	Implementation through Existing Programs Capability Assessment – Existing Processes and Programs -- Mitigation Actions Matrix, 150 p.144, 220-221	X	
	b. Does the plan describe each community's process to integrate the data, information, and hazard mitigation goals and actions into other planning mechanisms?	Implementation through Existing Programs Capability Assessment – Existing Processes and Programs p. 220-221	X	
	c. The updated plan must explain how the jurisdiction(s) incorporated the mitigation plan, when appropriate, into other planning mechanisms as a demonstration of progress in local hazard mitigation efforts.	Implementation through Existing Programs Matrix: Mitigation Actions	X	

1. REGULATION CHECKLIST		Location in Plan	Met	Not Met
Regulation (44 CFR 201.6 Local Mitigation Plans)		(section and/or page number)		
<u>ELEMENT C: REQUIRED REVISIONS</u>				
None				
ELEMENT D. PLAN REVIEW, EVALUATION, AND IMPLEMENTATION				
(Applicable to plan updates only)				
D1. Was the plan revised to reflect changes in development? (Requirement §201.6(d)(3))	N/A			
D2. Was the plan revised to reflect progress in local mitigation efforts? (Requirement §201.6(d)(3))	N/A			
D3. Was the plan revised to reflect changes in priorities? (Requirement §201.6(d)(3))	N/A			
<u>ELEMENT D: REQUIRED REVISIONS</u>				
None				
ELEMENT E. PLAN ADOPTION				
E1. Does the plan include documentation that the plan has been formally adopted by the governing body of the jurisdiction requesting approval? (Requirement §201.6(c)(5))	Pending APA status from FEMA.			X
E2. For multi-jurisdictional plans, has each jurisdiction requesting approval of the plan documented formal plan adoption? (Requirement §201.6(c)(5))	N/A			
<u>ELEMENT E: REQUIRED REVISIONS</u>				
E1. Once granted APA status, the plan must be formally adopted by the local jurisdiction within 12-months. Upon receipt of the formal adoption documentation, FEMA will approve the plan and the jurisdiction will be eligible for designated pre-disaster mitigation grant opportunities.				
ELEMENT F. ADDITIONAL STATE REQUIREMENTS				
(Optional for State Reviewers only; not to be completed by FEMA)				
F1.				
F2.				
<u>ELEMENT F: REQUIRED REVISIONS</u>				

SECTION 2: PLAN ASSESSMENT

A. Plan Strengths and Opportunities for Improvement

This section provides a discussion of the strengths of the plan document and identifies areas where these could be improved beyond minimum requirements.

Element A: Planning Process

Strengths:

- 1) Easy to follow description of the planning process and planning team participation in plan development. Excellent use of a table (p.13) to outline stakeholder actions throughout the process.
- 2) Excellent use of a table (ref. p.228) to identify how secondary stakeholder input was gathered and incorporated into the plan. Consider expanding this to include public comments in future updates. This information will provide specific direction for the next plan update.

Opportunities for Improvement:

- 1) Public/Stakeholder Engagement: the timeline included in the planning process indicates that public engagement was not sought until 12+ months into the planning process, following creation of the draft. We strongly recommend a more robust public engagement process earlier in the planning process to ensure public and external feedback is incorporated and the plan accounts for that feedback in areas such as, planning process, mitigation action prioritization, and action implementation.
- 2) Equity Considerations: while not required, the plan made little or no mention of equity as a planning consideration. We encourage planning teams to explicitly consider how equity may factor into hazard mitigation planning, the risk and vulnerability assessment, and the selection and prioritization of mitigation actions.

Element B: Hazard Identification and Risk Assessment

Strengths:

- 1) The use of the Calculated Priority Risk Index (ref. p.31-32) made is easy to understand how the identified hazards were prioritized and which factors were considered. In addition to the CRPI rankings, it would be helpful from a plan review standpoint, to identify which hazards are of most concern to LA Metro using a simple 'low-medium-high' schema.

Opportunities for Improvement:

1) Within the risk and vulnerability assessment for each hazard, consider including a more detailed analysis of specific risks and vulnerabilities to LA Metro facilities, operations, and patrons. While just such an analysis was included for earthquakes, we encourage you to expand this assessment to all hazard profiles. General descriptions of hazard impacts are useful but may not directly affect LA Metro areas and scope of responsibility. A more robust analysis of affected populations (demographics), geographic locations, potential monetary losses, and effects on LA Metro operations, would help inform the selection of mitigation actions, as well as identify areas for partnership with neighboring or overlapping jurisdictions.

2) Data Sources: Consider exploring and including data sources that break-down hazards, impacts (including past losses), and risk at the local level. Consider the use of data at the county or census tract level (ref. Spatial Hazard Events and Losses Database – SHELDUS; FEMA’s National Risk Index) in future updates.

Element C: Mitigation Strategy

Strengths:

1) Easy to follow capabilities assessment (ref. C1.a. & C1.b.) on p.18.

2) Great use of table to identify mitigation actions, implementation details, which mitigation goals each action addresses, priority, etc.. Use this as a benchmark for future updates.

3) Glad to see an acknowledgement to begin the update planning process at least one year in advance (ref. p.221). A more conservative estimate might be to begin at least 18-months in advance in order to allow for CalOES/FEMA review processes.

Opportunities for Improvement:

1) Please note: the ‘Table: Mitigation Actions Matrix’ identified *Pre-Disaster Mitigation Grants* as a potential funding source. The Pre-Disaster Mitigation (PDM) Grant Program is authorized by Section 203 of the Stafford Act. As a result of amendments by the Disaster Relief and Recovery Act of 2018, the Pre-Disaster Mitigation program is being replaced with the new Building Resilient Infrastructure and Communities (BRIC) program.

2) It is strongly encouraged to use ‘problem statements’ in developing mitigation goals, objectives, actions, and/or strategies. Problem statements are succinct summaries of a community’s vulnerabilities to a given hazard and may include the known or suggested causes or contributing factors to vulnerability. These plain language problem statements can then be used to organize and craft plan goals and subsequent objectives, actions, or strategies (for reference, see California Adaptation Planning Guide, 2020, CalOES).

3) For updates and to meet criteria C6.a, C6.b., and C6.c. consider how this HMP may be incorporated, integrated, or aligned with neighboring or overlapping jurisdiction plans, programs, and policies. Recognizing the limits of LA Metro's authorities, plan and strategy alignment is a crucial considerations for ensuring mitigation actions are synchronized and work in concert, vice working against one another.

Element D: Plan Update, Evaluation, and Implementation (*Plan Updates Only*)

N/A

B. Resources for Implementing and Updating Your Approved Plan

This resource section is organized into three categories:

- 1) Guidance and Resources
- 2) Training Topics and Courses
- 3) Funding Sources

Guidance and Resources

Local Mitigation Planning Handbook

<https://www.fema.gov/media-library/assets/documents/31598>

Beyond the Basics

<http://mitigationguide.org/>

Mitigation Ideas

<https://www.fema.gov/media-library/assets/documents/30627>

Plan Integration: Linking Local Planning Efforts

<https://www.fema.gov/media-library/assets/documents/108893>

Integrating Disaster Data into Hazard Mitigation Planning

<https://www.fema.gov/media-library/assets/documents/103486>

Integrating Historic Property and Cultural Resource Considerations into Hazard Mitigation Planning

<https://www.fema.gov/ar/media-library/assets/documents/4317>

Community Rating System User Manual

<https://www.fema.gov/media-library/assets/documents/8768>

U.S. Climate Resilient Toolkit

<https://toolkit.climate.gov/>

2014 National Climate Assessment

<http://nca2014.globalchange.gov/>

Managing the Risks of Extreme Events and Disasters to Advance Climate Change Adaptation

http://ipcc-wg2.gov/SREX/images/uploads/SREX-All_FINAL.pdf

FY15 Hazard Mitigation Assistance Unified Guidance

<https://www.fema.gov/media-library/assets/documents/103279>

Climate Resilient Mitigation Activities for Hazard Mitigation Assistance

<https://www.fema.gov/media-library/assets/documents/110202>

Training

More information at <https://training.fema.gov/emi.aspx> or through your State Training Officer

Mitigation Planning

IS-318 Mitigation Planning for Local and Tribal Communities

<https://training.fema.gov/is/courseoverview.aspx?code=is-318>

IS-393 Introduction to Hazard Mitigation

<https://training.fema.gov/is/courseoverview.aspx?code=is-393.a>

G-318 Preparing and Reviewing Local Plans

G-393 Mitigation for Emergency Managers

Hazard Mitigation Assistance (HMA) Grant Programs

IS-212.b Introduction to Unified HMA

<http://www.training.fema.gov/is/courseoverview.aspx?code=IS-212.b>

IS-277 Benefit Cost Analysis Entry Level

<http://www.training.fema.gov/is/courseoverview.aspx?code=IS-277>

E-212 HMA: Developing Quality Application Elements

E-213 HMA: Application Review and Evaluation

E-214 HMA: Project Implementation and Programmatic Closeout

E-276 Benefit-Cost Analysis Entry Level

GIS and Hazus-MH

IS-922 Application of GIS for Emergency Management

<http://www.training.fema.gov/is/courseoverview.aspx?code=IS-922>

E-190 ArcGIS for Emergency Managers

E-296 Application of Hazus-MH for Risk Assessment

E-313 Basic Hazus-MH

Floodplain Management

E-273 Managing Floodplain Development through the NFIP

E-278 National Flood Insurance Program/ Community Rating System

Potential Funding Sources

Hazard Mitigation Grant Program

POC: FEMA Region IX and State Hazard Mitigation Officer

Website: <https://www.fema.gov/hazard-mitigation-grant-program>

Pre-Disaster Mitigation Grant Program

POC: FEMA Region IX and State Hazard Mitigation Officer

Website: <https://www.fema.gov/pre-disaster-mitigation-grant-program>

Flood Mitigation Assistance Grant Program

POC: FEMA Region IX and State Hazard Mitigation Officer

Website: <https://www.fema.gov/flood-mitigation-assistance-grant-program>

Emergency Management Performance Grant Program

POC: FEMA Region IX

Website: <https://www.fema.gov/emergency-management-performance-grant-program>

SECTION 4:
HAZARD IDENTIFICATION AND RISK ASSESSMENT MATRIX (OPTIONAL)

INSTRUCTIONS: This matrix can be used by the plan reviewer to help identify if all of the components of Element B have been met. List out natural hazard names that are identified in the plan in the column labeled “Hazards” and put a “Y” or “N” for each component of Element B.

HAZARD IDENTIFICATION AND RISK ASSESSMENT MATRIX								
Hazard	Requirement Met? (Y/N)							
	Type	Location	Extent	Previous Occurrences	Probability	Impacts	Vulnerability	Mitigation Actions
Earthquake <i>San Andreas M7.8 – 2.95 (CPRI Rank)</i> <i>Newport Inglewood M7.2 – 2.80</i> <i>Sierra Madre M7.2 – 2.50</i>	Earthquake Hazards, 58 P.58, 67	Fault Zones: - San Andreas, 61; Sierra Madre, 63; Newport-Inglewood Fault, 65 -- Table. Vulnerability, Location, Extent and Probability for MSA, 34 ----- p.60-66	Fault Zones: - San Andreas, 61; Sierra Madre, 63; Newport-Inglewood Fault, 65 ----- p.58, 62, 66	Previous Occurrences of Earthquakes, 59 -- Table. Vulnerability, Location, Extent and Probability for MSA, 34 ----- p.59	Table. CPRI Ranking, 33 ---- p.32-33	Earthquake Related Hazards, 67 Impact of EQ, 70 ---- p.65, 67, 70, HAZUS analysis (p.253)	Table. Critical Facilities Vulnerable to Hazards, pg. 38 ----- p.63, 65, 67, HAZUS analysis (p.253)	BFPM: EQ-1 EM: EQ-2/3/4 MOW: EQ-1/2 PM: EQ-1 ---- p.187, 150, 197, 171-173, 194,
Flood <i>2.45 (CPRI Rank)</i>	Flood Hazards, 87	Table. Vulnerability, Location, Extent and Probability for MSA, 34 -- Flood Hazards, 89 -- Map: Metro Critical Assets Impacted by Flooding, 91 --	Flood Hazards, 90 -- Map: Metro Critical Assets Impacted by Flooding, 91 -- Definitions of FEMA Flood Zone Designations, 95	Table. Vulnerability, Location, Extent and Probability for MSA, 34 -- Previous Occurrences of Flooding, 88	Table. CPRI Ranking, 33 -- National Flood Insurance Program, 93 -- Map: Flood Hazard Zones, 94	Map: Flood Risk Map, 92 -- Impact of Flooding, 97	Table. Critical Facilities Vulnerable to Hazards, pg. 38 -- Map: Metro Critical Assets Impacted by Flooding, 91 -- Map: Flood Risk Map, 92	BFPM: FLD-1 ESC: FLD-1/2/3/4 EM: FLD-1 General Services: FLD-1/2 MOW: FLD-1/2/3 ----- p.151, 160-162, 174, 180, 187-188, 194, 198

HAZARD IDENTIFICATION AND RISK ASSESSMENT MATRIX								
Hazard	Requirement Met? (Y/N)							
	Type	Location	Extent	Previous Occurrences	Probability	Impacts	Vulnerability	Mitigation Actions
		Map: Flood Risk Map, 92						
Hazard	Type	Location	Extent	Previous Occurrences	Probability	Impacts	Vulnerability	Mitigation Actions
Wildfire 2.60 (CPRI Rank)	Wildfire Hazards, 71 Local Conditions, 74	Local Conditions, 74 -- Map: Fire Hazard Severity Zones, 76 -- Table. Vulnerability, Location, Extent and Probability for MSA, 34	Map: Fire Hazard Severity Zones, 76 -- p.76-77	Previous Occurrences of Wildfire, 72 -- Table: County Destructive Fires Since 2000, 73 -- Table. Vulnerability, Location, Extent and Probability for MSA, 34	Table. CPRI Ranking, 33	Table: County Destructive Fires Since 2000, 73 -- Local Conditions, 77 -- Impact of Wildfire, 79 ----- p.77-79	Table. Critical Facilities Vulnerable to Hazards, pg. 38 -- Map: Metro Critical Assets Impacted by Wildfire, 77 -- Map: Current Wildfire Exposure(s), 78	WF: FF-1 General Services: MH-5 MPW: WF-1/2 ----- p.174, 188, 195, 217
Landslide 2.20 (CPRI Rank)	Landslide Hazards, 80 -- Local Conditions, 83 ----- p.67, 80, 83	Table. Vulnerability, Location, Extent and Probability for MSA, 34 -- Table: Landslides in LA County since 1928, 82 -- Local Conditions, 83 -- Map: Metro Critical Assets Impacted by Landslide, 85 ----- p.68, 85	Map: Metro Critical Assets Impacted by Landslide, 85 ----- ----- p.68, 85	Previous Occurrences of Landslides, 81 -- Table: Landslides in LA County since 1928, 82 -- Table. Vulnerability, Location, Extent and Probability for MSA, 34 p.81-83	Table. CPRI Ranking, 33 -- Local Conditions, 83	Landslide Characteristics, 80 -- Table: Landslides in LA County since 1928, 82 -- Local Conditions, 83 -- Impacts of Landslides, 86	Table. Critical Facilities Vulnerable to Hazards, pg. 38 -- Local Conditions, 83 -- Map: Metro Critical Assets Impacted by Landslide, 85	BFBM: LND-1/2 ESC: LND-1/2/3/4/5 MOW: LND1/2/3 ----- p.151, 152, 162-163, 189, 199
Windstorm 2.45 (CPRI Rank)	Windstorm Hazards, 115 --	Table. Vulnerability, Location, Extent	Table: High Wind, Strong Wind and	Table. Vulnerability, Location, Extent	Table. CPRI Ranking, 33	What is Susceptible to Windstorms? 116	Table. Critical Facilities Vulnerable to Hazards, pg. 38	BFBM: WND-1 MOW: WND-1 p.152, 190

HAZARD IDENTIFICATION AND RISK ASSESSMENT MATRIX								
Hazard	Requirement Met? (Y/N)							
	Type	Location	Extent	Previous Occurrences	Probability	Impacts	Vulnerability	Mitigation Actions
	Local Conditions, 120	and Probability for MSA, 34 -- Table: High Wind, Strong Wind and Tornado Events, 117 ---- p.115-116	Tornado Events, 117	and Probability for MSA, 34 -- Previous Occurrences of Windstorms, 117 -- Table: High Wind, Strong Wind and Tornado Events, 117		-- Table: High Wind, Strong Wind and Tornado Events, 117 ---- p.120-121	-- Local Conditions, 120 ---- p.116	
Tsunami 2.25 (CPRI Rank)	Tsunami Hazards, 98-99 Local Conditions, 101	Table. Vulnerability, Location, Extent and Probability for MSA, 34 -- Map: Metro Critical Assets Impacted by Tsunami, 102 -- Map: Tsunami Inundation Maps, 104-114	Map: Metro Critical Assets Impacted by Tsunami, 102 -- Map: Tsunami Inundation Maps, 104-114	Previous Occurrences of Tsunamis, 100 -- Table. Vulnerability, Location, Extent and Probability for MSA, 34	Table. CPRI Ranking, pg. 33	Impact of Tsunamis, 103	Table. Critical Facilities Vulnerable to Hazards, pg. 38 -- Map: Metro Critical Assets Impacted by Tsunami, 101-102	MOW: TSU-1/2 ---- p.190
Climate Change 2.05 (CPRI Rank) <i>Not Reviewed by Cal OES and FEMA</i>		Table. Vulnerability, Location, Extent and Probability for MSA, 34		Table. Vulnerability, Location, Extent and Probability for MSA, 34	Table. CPRI Ranking, pg. 33		Table. Critical Facilities Vulnerable to Hazards, pg. 38	
Epidemic/ Pandemic/ Vector-borne Diseases 2.05 (CPRI Rank) <i>Not Reviewed by Cal OES and FEMA</i>		Table. Vulnerability, Location, Extent and Probability for MSA, 34		Table. Vulnerability, Location, Extent and Probability for MSA, 34	Table. CPRI Ranking, pg. 33		Table. Critical Facilities Vulnerable to Hazards, pg. 38	



Board Report

File #: 2022-0504, File Type: Program

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 16, 2022

SUBJECT: TRANSIT ORIENTED COMMUNITIES ECONOMIC DEVELOPMENT PROGRAM AND INVESTMENT FUND

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Transit Oriented Communities Economic Development Program (EDP) and \$5 million for the implementation of the Transit Oriented Communities Economic Development Investment Fund ("Fund") with disbursement contingent upon the Metro Board of Directors (Board) approval of the Fund Guidelines; and
- B. AUTHORIZING the Chief Executive Officer or designee to enter into multiple agreements with financial institutions, the State of California, County of Los Angeles, cities, and other eligible entities to contribute to the Fund.

ISSUE

The EDP, including the Fund, was developed in response to direction from the Metro Board of Directors (Board) to support and prevent the displacement of small businesses near transit and in, or adjacent to, Equity Focused Communities (EFCs). The proposed program includes a two-year pilot for businesses within a ½-mile radius along the recently completed K-Line and the Little Tokyo community along the soon-to-be-completed Regional Connector (Attachment A - Pilot Corridor Maps). Board approval is required to implement the EDP and establish the Fund.

BACKGROUND

The Metro Board approved a \$1 million investment in the Small Business Assistance Loan Program in August 2016. There was limited interest in the original assistance program due to some of the lending parameters. The program was in the process of being restructured when the COVID-19 global pandemic occurred. The Board took immediate steps to assist impacted businesses and partnered with the Los Angeles County Development Authority to create the COVID-19 Recovery Loan Program in May 2020, with a directive for staff to return to the Board with revised program guidelines for a longer-term small business assistance program (Attachment B - Board Motions).

Approximately \$853,000 in Small Business Assistance Loan Program funding was reallocated for the Recovery Loan Program, with repayment proceeds reserved for future iterations of the Metro small business assistance program.

In 2021, staff began restructuring the small business assistance program, to ensure that the program met the needs of businesses in the community. Metro sponsored two (2) roundtable discussions with economic development stakeholders, including financial institutions, community development financial institutions (CDFIs), chambers of commerce, community-based organizations, local jurisdictions, and business source centers. Metro has continued outreach meetings and interviews with more than 100 financial institutions-including retail and commercial banks, credit unions, investment banks, and brokerage firms-and other economic development stakeholders, including business associations, business improvement districts, chambers of commerce, community development corporations, economic development corporations, small business development corporations, think tanks, and other public sector entities helping small businesses.

TOC staff reviewed and analyzed comments received from the roundtable discussions and stakeholder interviews and conferred with colleagues from the Offices of Management and Budget, Diversity and Economic Opportunity, Countywide Planning and Development, and the Office of the Chief of Staff regarding other Metro community serving economic development activities. Metro currently offers the Business Solution Center, Business Interruption Fund, and Eat Shop Play programs to support businesses during construction, but currently there is no Metro program to support businesses near transit post-construction.

DISCUSSION

To support Metro's infrastructure and transit investment and maintain community partnerships, Metro proposes the EDP, which includes 1) the Fund and 2) Station Area Activation. The EDP outlines a comprehensive strategy to support, sustain, and grow small businesses and eligible nonprofit organizations near transit consistent with Board directives and Metro's TOC Policy Goal to stabilize and enhance communities. The EDP, including the Fund, provides critical tools to prevent the displacement of small businesses and nonprofits near transit and in or adjacent to an EFC.

The goal of the EDP is to create a safe and pleasant environment to access transit and increase transit ridership by facilitating commercial revitalization, stimulating private investment, preserving and beautifying commercial corridors, and generating commerce with resulting sales tax benefits. The EDP and the Fund are consistent with the U.S. Department of Transportation Justice40 initiatives, and the responsibilities outlined in Metro's enabling statute in the California Public Utilities Code Section 130001 including:

“(h) Transportation planning should recognize that transportation systems have significant effect on the physical and socioeconomic characteristics of the area served, and emphasis should be given to the protection and enhancement of the environment and restoration of blighted neighborhoods near community centers.”

Need

Small businesses are an important component of the economy and a key driver of production, employment, and growth. They employ approximately half of the private workforce in the U.S. There are more than 250,000 local small businesses and nearly 1.1 million sole proprietors in Los Angeles County. These businesses account for 43 percent of the local workforce and make L.A. County the country's largest small business economy. Access to capital has been a longstanding challenge for small businesses particularly those in historically disadvantaged communities. According to the National Bureau of Economic Research, since the start of the pandemic, Black-, Latino(a)-, and Asian-owned businesses have had higher closure rates than White-owned businesses nationwide. JPMorgan Chase Institute reported that over the same period, Black, Indigenous and People of Color (BIPOC) owned firms have faced larger cash balance and revenue declines than non-Latino(a) and White-owned firms, with the impact of the crisis particularly severe among Black- and Asian-owned businesses.

The Los Angeles County Small Business Ecosystem Assessment indicates that there has been a historic unmet demand of \$60 billion in capital for small businesses in L.A. County annually, with pronounced gaps of traditional and alternative lending in BIPOC neighborhoods. This unmet demand has been magnified through the COVID-19 crisis and exacerbated in BIPOC communities surrounding the K Line and Little Tokyo. The K Line opened on October 7, 2022, and the Regional Connector is scheduled to open in the coming months. Inflation is on the rise, and time is of the essence to create a program that positively integrates Metro's goal of transit expansion and the consideration of community impacts, including impacts to small businesses and nonprofits with social enterprises related to economic development.

Pilot Corridor(s)

Staff recommends launching the EDP and establishing the Fund as a two-year pilot program for businesses within a 1/2-mile radius of the K Line alignment and Little Tokyo segment of the Regional Connector (Attachment A) to maximize business preservation after construction of new rail lines. These culturally rich and vibrant communities are recognized as cultural destinations and points of interest that draw visitors. They are comprised of resilient family, women, BIPOC owned businesses and nonprofits that serve their surrounding communities. According to Civic Economics, approximately 68 percent of revenue generated by local businesses stays within the community through employment of community residents, compared to 43 percent of revenue generated by non-local businesses. The two-year pilot Fund will provide ample time to review and assess best practices, challenges, the transit experience, and ridership. It will also provide an opportunity to refine and enhance the program where challenges have been identified. The diversity of business types, sizes, and need along these corridors create an excellent opportunity to creatively address a plethora of financing challenges.

TOC Economic Development Program Components

In response to stakeholder feedback and research, the EDP includes two critical program elements: the Fund and Station Area Activation:

1. The **Fund** will be managed by a Program Administrator and provide financial resources and technical assistance to small businesses and eligible nonprofit organizations along the pilot

corridors. Metro is proposing a one-time \$5 million investment and up to \$816,000 in repayment proceeds anticipated from the COVID-19 Recovery Loan Program to establish the Fund. Metro's contribution will be leveraged with private investment and public partners to maximize the Fund's ability to assist small businesses and nonprofit organizations and transform transit-oriented communities. The Fund is intended to provide access to capital through the following products:

- *Fixed Asset Loans*
 - o Real Estate Acquisition Loans (\$25,000 to \$5 million)
 - o Commercial Façade and Tenant Improvement Loans (\$25,000 to \$250,000)
- *Short-Term and Long-Term Working Capital Loans* (\$500 to \$500,000)

Underwriting should: (1) be commensurate with the loan types and terms offered; (2) consider the nature of the markets where the loans are made; (3) consider the borrower's willingness and ability to repay; (4) establish a credit review process; (5) take adequate account of concentration risk; and (6) be appropriate for the institution's size, nature, and business activity.

Eligibility criteria, funding partners and their respective contributions, metric-based results, and underwriting guidelines ("Fund Guidelines") will be refined in consultation with the Program Administrator and presented to the Board prior to program launch and Metro's \$5 million contribution.

Technical Assistance

Technical assistance is a vital component of the Fund. Business technical assistance efforts develop sustainable and financially stronger businesses. It helps small businesses compete. Lenders require substantial documentation reflecting the borrower's management capacity, business track record and most importantly, showing that the business can generate the income needed to repay the debt. While the existing Metro construction mitigation programs offer general technical assistance to businesses during construction, the technical assistance proposed here is specifically intended to assist businesses in accessing the resources of the proposed Fund going forward, such as application preparation, credit counseling, reporting requirements, etc.

Funding Partnerships

Staff is working with financial institutions, the State of California, County of Los Angeles, cities, and other eligible entities to contribute to the Fund. Metro's seed money establishes the Fund, but more resources are needed to implement the targeted two-year pilot program. A \$5 million commitment will allow Metro to attract additional investment into the Fund and have a measurable impact along the identified corridors. Partnering with existing programs to build on Metro's commitment can considerably increase the participation of financial institutions and

private investment.

The American Rescue Plan Act of 2021 reauthorized and expanded the State Small Business Credit Initiative (SSBCI) Program, providing \$10 billion to expand access to capital for small businesses emerging from the pandemic, build ecosystems of opportunity and entrepreneurship, and create high-quality jobs. California applied for funding and was awarded \$1.81 billion to help small businesses over the next 10 years. The funds have been equally distributed between the California Pollution Control Financing Authority (CPCFA) in the Office of the Treasurer and the *IBANK* in the Governor's Office. The funds will be used for a Collateral Support Program and Loan Guarantee Program that will offer up front assistance to businesses with gaps in collateral during the underwriting process as well as a mechanism for private lenders to capture funds from defaulted loans.

Metro has been in active conversations with the State about the Fund, and its compatibility with State programs. Should the Board approve the EDP and authorize the establishment of the Fund, Metro will seek to formalize partnerships with the State, which will better position the Fund for private investment. Those agreements would be contingent on Board approval of the Fund Guidelines.

Program Administrator

CDFIs will be requested to respond to a Program Administrator Request for Proposal (RFP). As mission-driven lenders, CDFIs are focused on helping communities that are underserved by traditional financial institutions to become participants in the economic mainstream. They inject capital into these communities by financing small businesses, nonprofits, microenterprises, commercial real estate, community facilities, and affordable housing with low-interest loans from public and private sources. The CDFI Fund at the U.S. Department of the Treasury certifies CDFIs and mandates that at least 60 percent of CDFI financing goes into low- and moderate-income (LMI) populations and other underserved communities. Large financial institutions realize the benefits of CDFIs and partner with them to ensure compliance with the Community Reinvestment Act. The SSBCI also identifies CDFIs as lenders for their programs.

Should the Board approve the EDP and establishment of the Fund, staff anticipates issuing an RFP in mid-2023 to secure a Program Administrator. While staff will require one point of contact for the program administration, the scope of work will include significant technical assistance and expert knowledge of several programs. Therefore, applicants will be allowed to submit alone or with entities that can assist in meeting program requirements.

2. The **Station Area Activation** component of the EDP utilizes Metro real estate and plays a crucial role in small business sustainability and growth. Station Area Activation incorporates previous Board actions that stimulate economic activity, including the Small Scale Retail Pilot Program which will be initiated at the Willowbrook/Rosa Parks Station, restructuring of the Plaza Vending Program at the Westlake MacArthur Park Station, and facilitating activation at the Compton Station with consideration for additional sites. Additional opportunities may arise from ground floor commercial space in Metro Joint Development projects and resulting from

Metro's Housing Accelerator initiatives.

DETERMINATION OF SAFETY IMPACT

These recommendations have no adverse impacts on safety, but place, social, individual, and temporal characteristics impact perceived safety in rail-based station environments. Lighting, surveillance, other people's behaviors, time of day and one's gender are among the important characteristics impacting safety perceptions. Open environments and high visibility of and by others is important in several studies. The presence of activities such as cafes, kiosks, or shops to keep these areas busy creates visibility, and natural surveillance increases safety and transit ridership.

FINANCIAL IMPACT

The adopted FY 2023 budget includes \$200,000 in Cost Center 2210, Project 610025 (TOC Small Business) to initiate program administration. The \$5 million dollars requested to establish the pilot Fund represents a one-time investment used to secure additional financial resources, and to create a revolving lending program. Fund disbursement is contingent upon Board approval of the Fund Guidelines. Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years. Although it cannot be directly quantified at this time, helping small businesses thrive will result in additional sales tax dollars.

Impact to Budget

The funding for this program is General Funds. These funds are eligible for Metro bus and rail capital and operating expenditures.

EQUITY PLATFORM

The EDP's Fund has the potential to positively impact over 200 small, legacy and locally owned businesses, and nonprofit organizations with social enterprises that have 1 - 100 employees located within 1/2 mile of the K Line and the Little Tokyo segment of the Regional Connector, the surrounding community, and transit riders. Business ownership reflects several cultural backgrounds including, African American, Asian American, Latinx, and White. Women own 36 percent of the businesses, and only 30 percent of these businesses own the facility in which they operate.

The EDP will provide: 1) technical assistance and access to capital, 2) access to private equity financing to fund startups, early-stage, and emerging companies, and 3) a pipeline to sustainability and growth for small businesses and nonprofits with a social enterprise. A social enterprise is an organization or venture (within an organization) that advances a social mission through market-based strategies. These nonprofit organizations, entrepreneurs, and merchants with microbusinesses, such as those permitted to operate on Metro plazas as part of our station area activation activities will benefit from the EDP and the Fund.

The surrounding community and transit riders also benefit from the EDP with a safe and pleasant environment to access transit by facilitating commercial revitalization, stimulating private investment,

preserving and beautifying commercial corridors, and generating commerce. The EDP offers a comprehensive approach to help prevent displacement of small businesses and cultural displacement.

If the Fund is successful, the program may be expanded to other corridors throughout the county, and thus expand these opportunities to these communities and more as future transit corridors come online. Additionally, Metro's outreach will expand beyond the over 100 economic development stakeholders it has engaged to include local economic development organizations with expertise in these communities. The proposed actions mitigate lingering construction impacts and provide a strategy to address the challenges of small businesses in BIPOC communities facing rising inflation and rents while enhancing the ridership experience and areas surrounding Metro's stations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support Vision 2028 Strategic Plan Goals 3 and 4. The EDP and the Fund are grounded in enhancing communities and lives through mobility and access to opportunity (Strategic Goal 3) by working with economic development stakeholders to leverage the public transportation system to create a safe and pleasant environment to access transit and increase transit ridership by facilitating commercial revitalization, stimulating private investment, and supporting the preservation and growth of small businesses near transit. Additionally, the need for transforming LA County through regional collaboration and national leadership (Strategic Goal 4) is greater than ever with the anticipation of the World Cup and Olympics. Metro is well-positioned to partner with LA County jurisdictions to create a national model for supporting small businesses in underrepresented communities by leveraging transportation assets to spur revitalization, enhance the ridership experience, and address safety concerns.

ALTERNATIVES CONSIDERED

The Board could choose to not approve the EDP and the establishment of the Fund. Staff does not recommend this. Gentrification and displacement are contrary to Metro's Equity Platform and Strategic Goals. With rising inflation, increasing rents, and the lack of access to capital, the consequences of non-action include the potential displacement of small, BIPOC, legacy businesses renting along the proposed corridors, and disinvestment in the communities surrounding Metro's multibillion-dollar transit investment.

NEXT STEPS

Should the Board approve these recommendations, staff will develop the RFP for a Program Administrator and finalize agreements with financial institutions, the State of California, County of Los Angeles, cities, and other eligible entities in early 2023. It is anticipated that the RFP will be issued in mid-2023 concluding with the launch of the Fund at the end of the year. Staff will return to the Board with the selected Program Administrator, and Fund Guidelines. Board approval of the Fund Guidelines will be required prior to launching the Fund and depositing Metro's Fund contribution.

ATTACHMENTS

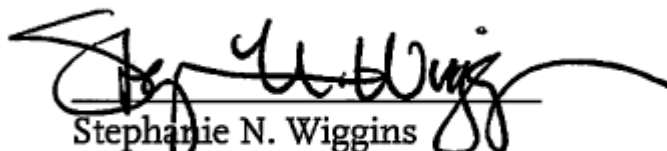
Attachment A - Pilot Corridor Maps

Attachment B - Metro Board Motions

- September 2015 Board Motion (File Number 2015-1479)
- April 2020 Board Motion (File Number 2020-0307)
- January 2021 Board Motion (File Number 2020-0910)

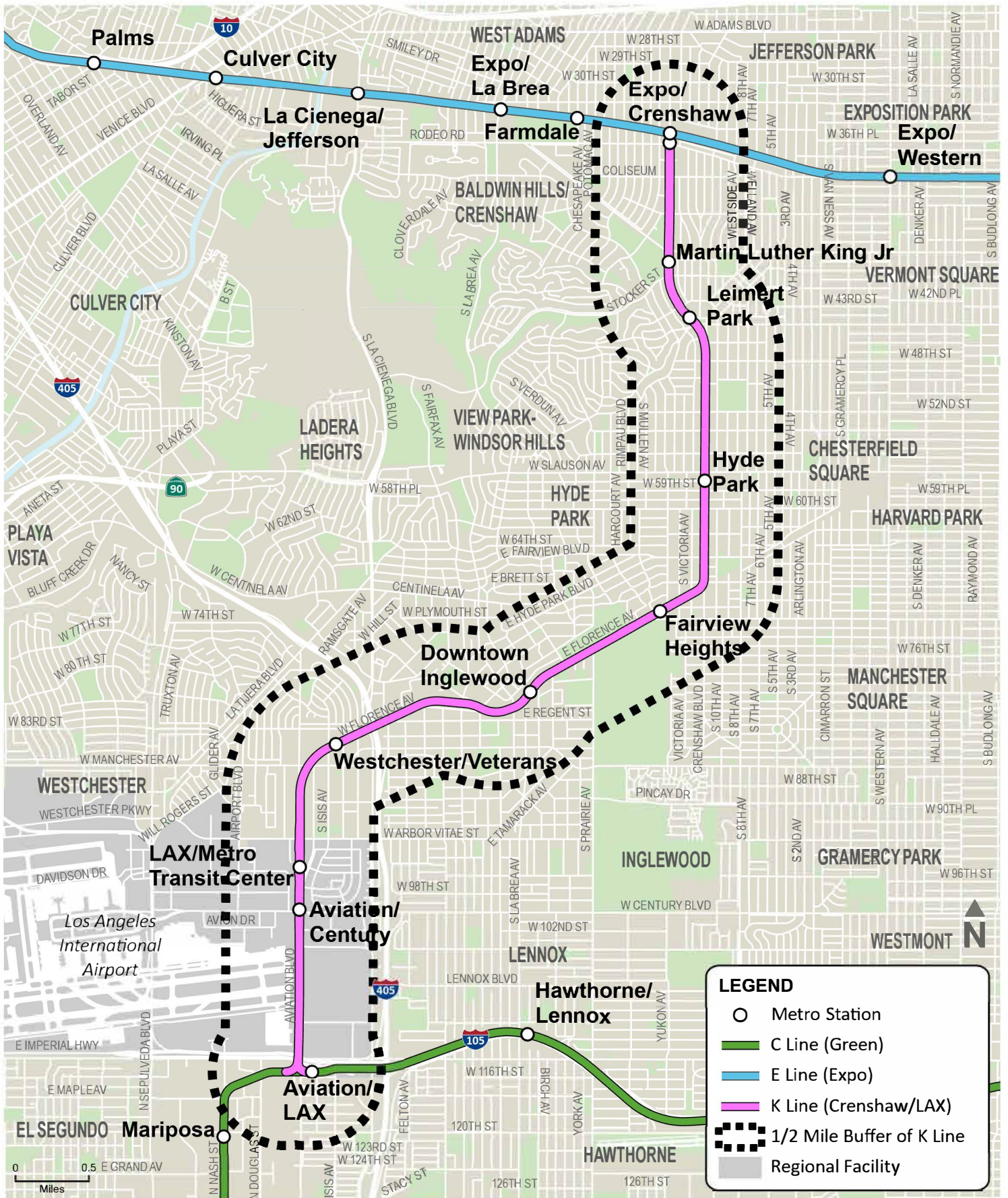
Prepared by: Michelle Banks-Ordone, Senior Manager, Countywide Planning and Development, (213) 547-4375
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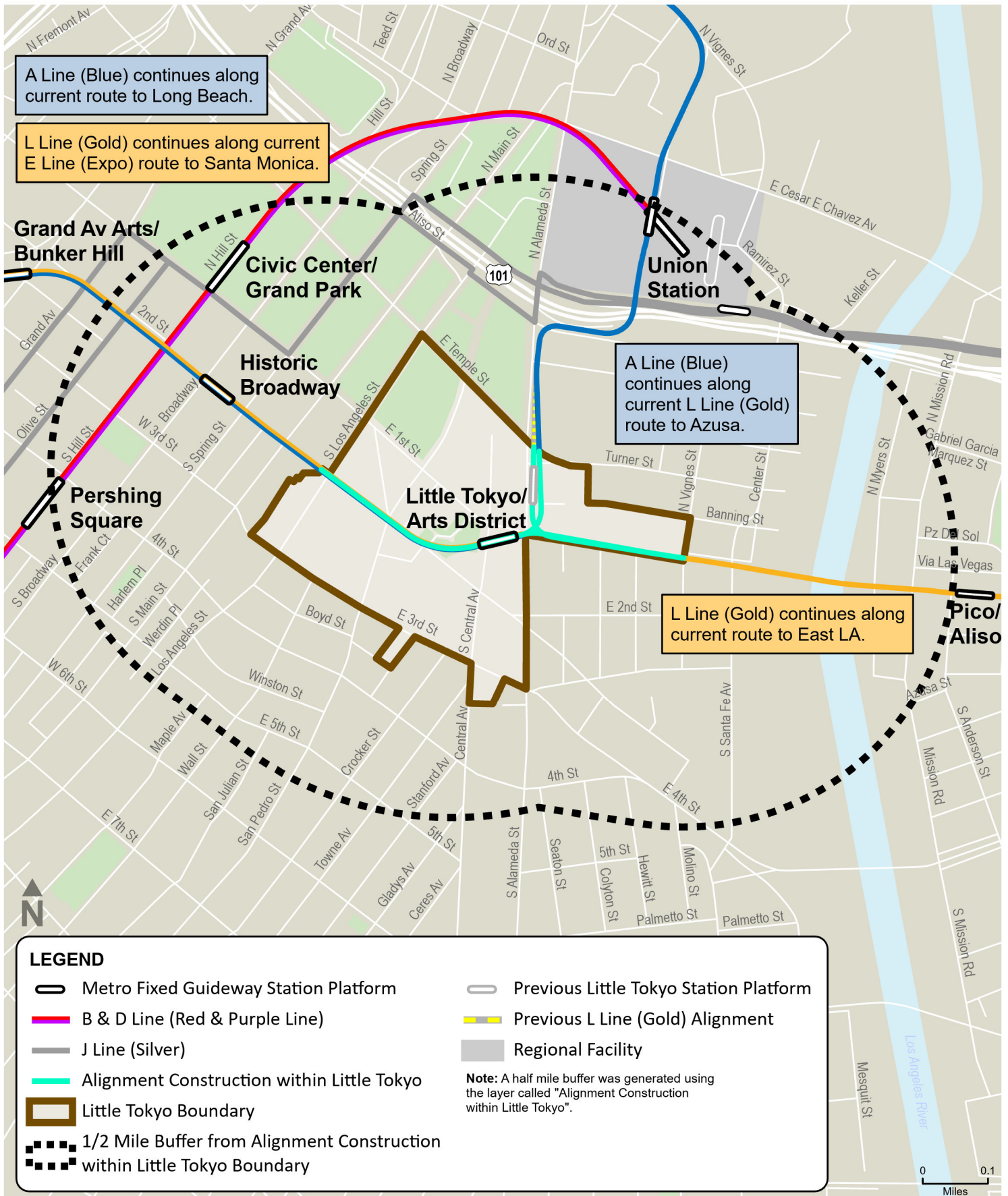


Stephanie N. Wiggins
Chief Executive Officer

K Line (Crenshaw/LAX)



Little Tokyo Station



Metro**Board Report**

File #: 2015-1479, **File Type:** Motion / Motion Response**Agenda Number:** 58.

**REGULAR BOARD MEETING
SEPTEMBER 27, 2015****Motion by:****Ridley-Thomas, Garcetti, Dupont-Walker and Kuehl**

September 27, 2015

**Relating to Item 58, File ID 2015-1088;
IMPLEMENTATION OF AFFORDABLE HOUSING AND BUSINESS LOAN FUNDS**

In March 2015, the Metropolitan Transportation Authority (Metro) Board of Directors (Board) directed the Chief Executive Officer to negotiate the terms and conditions for Metro's participation in a multi-partner Countywide Transit-Oriented Affordable Housing and Business Loan Fund (Proposed Fund). The purpose of the Proposed Fund was to promote development and preservation of affordable housing and small businesses within a half-mile of Metro rail stations, bus rapid transit or rapid bus stops.

Staff has engaged members of the community development and finance communities in exploring potential formats for the Proposed Fund with an emphasis on transit oriented communities. While the residential and commercial purposes of the Proposed Fund are synergistic, their administration, approach and objectives are materially different, therefore necessitating two separate funding frameworks.

With regard to the Affordable Housing Loan Fund, staff has identified a consortium led by the California Community Foundation and Low Income Investment Fund that has the local experience, depth of potential investor interest and deep experience in creating and implementing housing investment funds to meet the Board's objectives for this investment. The consortium has committed to securing over \$60 million to match Metro's \$10 million commitment in order to meaningfully capitalize the loan fund.

With regard to the Business Loan Fund, staff has reached out to a number of impacted stakeholders, and has indicators that a potential comprehensive package of loan products requires additional consideration. However, staff has identified an immediate and critical gap in available funding for commercial tenant improvements both as a component of mixed-use affordable housing projects and in small, free standing commercial properties in close proximity to transit facilities, but the challenge extends to community-based retail tenants within one and one-half mile of transit corridors. With

regard to ground floor retail in mixed-use affordable housing projects, a study by the City of Los Angeles indicated that nearly 20% of the City of LA's funded affordable housing projects have vacancies, with most of these vacancies concentrated in underserved neighborhoods. In addition, Metro affordable housing joint developments have chronic vacancies at Hollywood and Western, Westlake MacArthur Park, 1st and Boyle, and Del Mar Stations. Providing grants to support the establishment of local, small businesses within projects such as these can support local economic development initiatives and promote job creation while lowering the risks of displacement and contributing to the revitalization of transit-oriented communities.

MOTION by Ridley-Thomas, Garcetti, Dupont-Walker and Kuehl directing the Chief Executive Officer to move forward with implementation of Affordable Housing and Business Loan Funds as follows:

- A. Engage the consortium led by California Community Foundation and Low Income Investment Fund to negotiate terms and conditions, in a multi-partner Countywide Transit-Oriented Affordable Housing Loan Fund to support the production and preservation of transit-oriented affordable housing (including mixed use projects) that leverages Metro's financial contribution, as previously approved by the Board in March 2015, and return to the Board for approval of the final terms and conditions;
- B. Design a pilot Countywide Transit-Oriented Small Business Loan Fund program to provide financing under favorable terms for commercial tenant improvements within transit adjacent, mixed use (including affordable housing) or commercial projects with particular emphasis on tenant improvements for local small businesses, with priority for ones that have been operating in the community for at least 5 years. Should Metro be unable to administer the loan fund internally, the agency should contract with an external administrator with relevant expertise (e.g. community development financial institutions, banks, the Community Development Commission, or small business centers);
- C. Continue research and engagement with community development financial institutions, municipalities, private sector banks, regional economic development corporations, and other interested parties on the potential expansion of the Countywide Transit-Oriented Small Business Loan Fund program to include a variety of financial products and report back within 120 days;
- D. For purposes of furthering the above described objectives, amend the budget to initially allocate \$500,000 of the previously-committed funding for the Affordable Housing and Business Loan Fund to the pilot Countywide Transit-Oriented Small Business Loan Fund, to be dispersed over the next two fiscal years, and be administered by the Office of Management and Budget and the Diversity & Economic Opportunity Department, in coordination with the Office of Countywide Planning and Development; and
- E. Provide a quarterly written update to the Board on the status, implementation and impacts of both Loan Fund programs.

Metro



Board Report

File #: 2020-0307, **File Type:** Motion / Motion Response

Agenda Number: 43.

**REGULAR BOARD MEETING
APRIL 23, 2020**

Motion by:

**DIRECTORS RIDLEY-THOMAS, KUEHL, BUTTS, GARCETTI, and
DUPONT-WALKER**

Assistance to Transit-Oriented Businesses in Response to COVID-19

On August 25, 2016, Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors approved the Transit-Oriented Communities (TOC) Small Business Program, allocating \$1,000,000 in loan funding for tenant improvements to ground floor retail spaces in affordable housing projects near High Quality Transit Nodes.

The purpose of the TOC Small Business Program was to provide low-interest, flexible loans to support small businesses that are located close to public transit. The TOC Small Business Program funding has been allocated to the Los Angeles County Development Authority (LACDA), to administer the program on behalf of Metro. However, to date, there has been limited interest in the fund, with \$853,000 still available.

In response to the COVID-19 pandemic and resulting economic impacts locally, the LACDA has established a Business Recovery Loan Program (Loan Program) to provide immediate relief to small businesses. This Loan Program, initially funded with \$3,000,000 from the Economic Development Administration, was created to provide flexible borrowing options for Los Angeles County business owners to enable them to remain viable until the economy reopens. There is significant demand for the Loan Program, with over 800 businesses expressing interest in securing a loan within 24 hours of the launch of the Program.

Repurposing the TOC Small Business Program into a TOC Business Recovery Loan Program could provide a critical and timely tool to sustain small businesses located close to transit, which are struggling to survive the COVID-19 economic crisis. The repurposing of these funds also advances Metro's continued partnership with other governmental entities and community-based organizations to support LA County residents and business owners facing hardships due to the COVID-19 pandemic.

SUBJECT: ASSISTANCE TO TRANSIT-ORIENTED BUSINESSES IN RESPONSE TO COVID-19**RECOMMENDATION**

APPROVE Motion by Directors Ridley-Thomas, Kuehl, Butts, Garcetti, and Dupont-Walker:

Directing the Chief Executive Officer to negotiate and execute amendments to the agreement with the Los Angeles County Development Authority (LACDA) to reallocate up to \$853,000 of the TOC Small Business Program funds to implement a TOC COVID-19 Business Recovery Loan Program with the following components:

1. Restrict the funds to businesses within Los Angeles County that are within 1/4 mile of a Major Transit Stop as defined by California Public Resources Code Section 21064.3, which may be amended from time to time;
2. Require the loans funded with Metro funds be subject to the following requirements:
 - a. Each below-market interest loan will not exceed \$20,000 and will cover operating expenses for a qualifying small business with up to 25 full time employees;
 - b. Each loan will have a 5-year term with repayment of principal and interest deferred for the first 12 months;
 - c. There will be no loan origination fee and no collateral required; and
 - d. Each recipient must have been in continuous operation for not less than 24 months prior to the COVID-19 crisis and have demonstrated a negative financial impact due to the COVID-19 crisis.
3. Limit LACDA's administrative costs to no more than \$37,000; and
4. Metro staff will provide an update to the Board of Directors in writing within 6 months of Board Approval regarding the impact of the TOC COVID-19 Business Recovery Loan Program.

AMENDMENT

Board Meeting

April 22, 2020

**Item 43: Assistance to Transit-Oriented Businesses in
Response to COVID-19**

WE FURTHER MOVE that the Board direct the CEO to:

1. Ensure that any Metro funding added to the LA County Business Recovery Loan Program will be repaid back to Metro and retained for the Transit Oriented Communities Small Business Program;
2. Work with LACDA to ensure geographic distribution of Metro funds across subregions; and
3. Report back to the Planning & Programming Committee in 120 days with recommendations for improvements to the Transit Oriented Communities Small Business Program, including but not limited to guideline revisions to make funding easier for small businesses to access.

###



Metro

Board Report

File #: 2020-0910, **File Type:** Motion / Motion Response

Agenda Number: 49.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 21, 2021

Motion by:

DIRECTORS GARCETTI, KUEHL, SOLIS, AND KREKORIAN

Metro Small-Scale Retail

Services and retail offered at transportation hubs support a robust and attractive system. Retail activity as part of the transportation experience can increase safety, support communities, and directly create economic opportunities. Metro staff presented the Concessions Study Report to the Board in 2014 which found that Metro could realize more than \$800,000 per year in net revenue with a system-wide concession program. With the ongoing financial crisis from COVID-19, Metro needs to evaluate all options for increasing revenue.

Since 2014, Metro's portfolio of projects has expanded, including Active Transportation and Bus Rapid Transit Corridors. These types of projects have more interfaces with local rights-of-way than traditional bus stops or rail stations, resulting in more complex relationships between Metro and local jurisdictions. Metro's potential opportunities for concessions may be broader now than several years ago and could include equity-informed community partnerships or business cases started through Unsolicited Proposals.

SUBJECT: METRO SMALL-SCALE RETAIL

RECOMMENDATION

APPROVE Motion by Directors Garcetti, Kuehl, Solis, and Krekorian as amended that the Board direct the CEO to:

- A. Revisit the findings of the Jones Lang LaSalle Concessions Program Concept for Metro Owned Facilities report dated June 28, 2013 and develop an assessment of needs to establish a small-scale retail program that supports small and disadvantaged businesses, and microentrepreneurs, including context-sensitive community partnerships, in Metro's current portfolio of projects.

File #: 2020-0910, File Type: Motion / Motion Response

Agenda Number: 49.

Amendment by Dupont-Walker: Include opportunities to complement and partner with the Transit-Oriented Communities Small Business Program, which is currently being updated by Countywide Planning.

B. Form a working group to determine opportunities and next steps for advancing this work.

C. Report back to EMC with an update in 90 days.



**Transit Oriented Communities Economic Development
Program and Investment Fund**
Planning and Programming Committee
November 16, 2022

Item: 2022-0504

M

Recommendations

APPROVE the Transit Oriented Communities Economic Development Program (EDP) and \$5 million for the implementation of the Transit Oriented Communities Economic Development Investment Fund (Fund) with disbursement contingent upon the Metro Board of Directors (Board) approval of the Fund Guidelines; and

AUTHORIZE the Chief Executive Officer or designee to enter into multiple agreements with financial institutions, the State of California, County of Los Angeles, cities, and other eligible entities to contribute to the Fund.



Background

Board Directives

- **2015/2016** – Establishment of Small Business Assistance Loan Program
- **2020** – COVID-19 Recovery Loan Program
- **2021** – Small Scale Retail Motion

Process

- Convened two Roundtable discussions with small business stakeholders
- Conducted outreach to more than 100 financial institutions (private banks, CDFIs), business associations, BIDs/Chambers, Community Development Corporations (CDCs), foundations, think tanks, public sector entities

GOALS

- **Build** upon prior Metro programs (BSC/BIF, ESP)
- **Prevent** displacement
- **Promote** commercial stabilization
- **Provide** access to capital



Program Overview and Investment Fund

TOC Economic Development Program (EDP)

1) The Fund

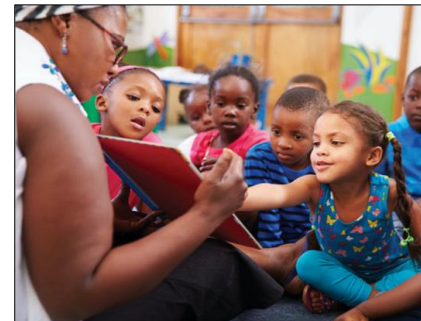
- Program Administrator
- Access to Capital
- Technical Assistance

2) Station Area Activation

- Metro Real Estate
- Small Scale Retail
- Plaza Vending Program
- Joint Development and Housing Accelerator Initiatives

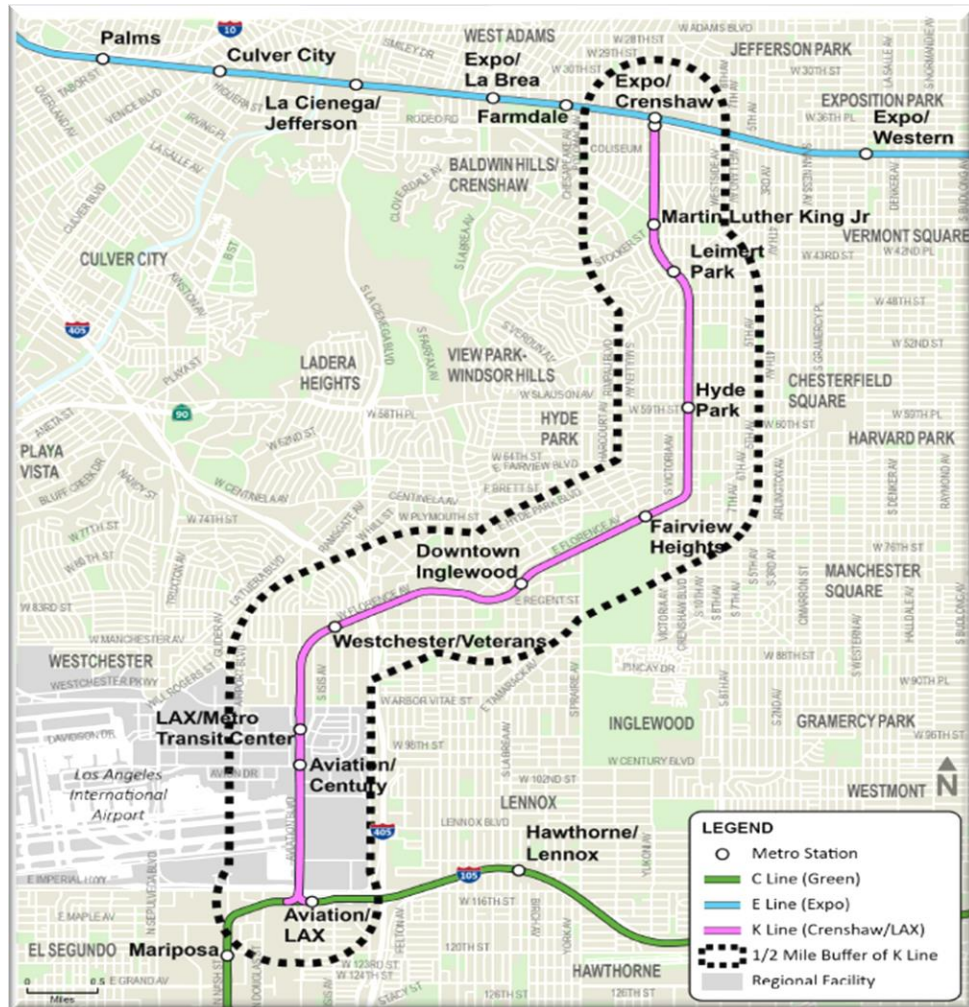
The Fund

- Fixed Asset Loans
 - Real Estate Acquisition (\$250k - \$5M)
 - Commercial Façade & Tenant Improvements (\$25k - \$250k)
- Short- and Long-Term Working Capital Loans (\$500 - \$500k)
- Technical Assistance

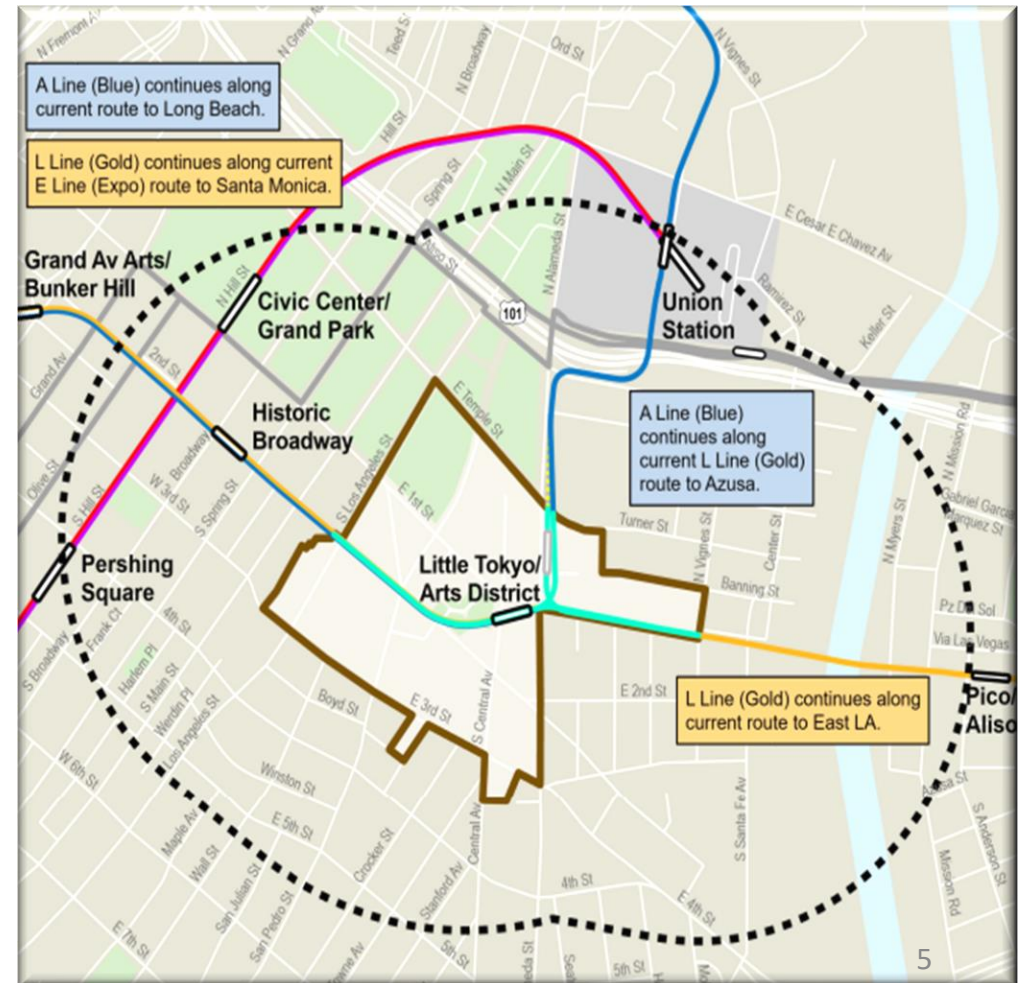


Pilot Locations

K Line (Crenshaw/Inglewood/LAX)



Regional Connector (Little Tokyo Segment)



Next Steps

- **Late 2022 Early 2023** – Leverage Metro \$5 million commitment to secure additional investment in the Fund

Goals for Funding Partnerships:

- Mitigate challenges to accessing capital
- Address perceived risks for lending in equity Focused Communities
- Enter into partnership agreements

- **Early 2023** - Develop the Program Administrator RFP and finalize partnership agreements
- **Mid 2023** - Issue the Program Administrator RFP
- **Late 2023** - Launch of the Fund

*Staff will return to the Board with the selected Program Administrator, program guidelines with metric-based performance indicators, and an update of contributions to the Fund.





Board Report

File #: 2022-0578, File Type: Project

Agenda Number: 16.

PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 16, 2022

SUBJECT: NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING:

1. The North San Fernando Valley (NSFV) Transit Corridor environmental study findings per Senate Bill 288 Statutory Exemption requirements; and
2. The outreach summary report for community meetings and stakeholder briefings conducted throughout spring to fall 2022;

B. APPROVING the Proposed Measure M NSFV Bus Rapid Transit (BRT) Network Improvements Project for implementation;

C. APPROVING the finding that the Proposed Project is statutorily exempt from CEQA under Sections 21080.19 and 21080.25(b); and

D. AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk.

ISSUE

The Measure M Expenditure Plan has the NSFV BRT Improvements Project scheduled to begin operations between FY2023 and 2025. To meet the Measure M schedule for implementation, a Proposed Project for the corridor needs to be identified and environmentally cleared.

BACKGROUND

The North San Fernando Valley (NSFV) BRT Improvements Project is a Measure M project with an allocation of \$180 million in Measure M funds. The goal of the project, as stated in the Measure M

ordinance, is to increase east-west connectivity throughout the North San Fernando Valley and the Metro Transit System.

Metro originally planned this project as a new single line Bus Rapid Transit (BRT) system extending from North Hollywood to Chatsworth. The Metro Board approved to initiate a technical study preceding environmental review for this project in March 2017. This technical study, the NSFV BRT Improvements Environmental Framework Report, was completed in September 2017, which established a study area and preliminary BRT concepts for further study.

In May 2018, an Alternatives Analysis (AA) was conducted as part of the Planning and Environmental Study for the North SFV BRT Corridor. Work on the AA included identifying initial BRT concepts, conducting stakeholder briefings and public participation meetings to solicit input, and further developing the alignment options for the project. The AA was completed and received by Planning & Programming Committee in June 2019. It identified a recommended project with design variations for environmental review. The item was forwarded by the Committee to a future Board meeting for consideration and directed staff to conduct additional public outreach in summer 2019.

In October 2019, the Metro Board received the Alternatives Analysis (AA) Study Report (Legistar File #: 2019-0525) and approved additional consideration of the Proposed Project. The Board directed staff to include further evaluation of the Roscoe Blvd alternative as part of the environmental review phase. The Board also noted that additional route options using Roscoe Blvd could also be considered on condition that they provided a connection to California State University, Northridge (CSUN). Additionally, the Board directed staff to coordinate with the agency's NextGen Bus Study on the core goals of enhancing existing bus service, increasing system connectivity in the SFV, and meeting the growing demand for transit in underserved communities.

Since that time, Metro staff has advanced the analysis and screening of the proposed NSFV BRT routes, and ongoing coordination with the NextGen Bus Plan led to the identification of a new project alternative focused on applying BRT network improvements to existing transit lines in the SFV to meet the Measure M goal.

DISCUSSION

Since October 2019, staff has conducted further evaluation of the Proposed Project, including refinements as the project moved towards a different level of environmental review with the new Senate Bill 288 (SB 288), signed into law in September 2020.

In October 2020, the Board approved the NextGen Bus Plan, which included new service plans in SFV. The NextGen Bus Plan was implemented by the end of 2021. Coordination of the Proposed Project with the NextGen Bus Plan led to the concept of incorporating key BRT features to the NextGen Bus Plan key transit lines in the SFV rather than creating a single new BRT project. This project approach is referred to as the NSFV BRT Network Improvements project and is outlined in more detail below.

Project Description

The North San Fernando Valley Transit Corridor Project, as designed in the NSFV BRT Network Improvements Project (Attachment A), is a proposed enhanced bus network that would increase connectivity and provide high-quality bus service and transit infrastructure in North San Fernando Valley communities from Northridge in the northwestern SFV to North Hollywood. The primary corridors to be improved through the BRT Network Improvements include Roscoe Boulevard, Nordhoff Street, and Lankershim Boulevard, with additional improvements planned for Reseda Boulevard, Sherman Way, Vanowen Street and Victory Boulevard.

The BRT Network Improvements is the result of input from extensive community and stakeholder outreach and Metro Board direction following prior studies and completion of an Alternatives Analysis for a single-line BRT project.

The BRT Network Improvements include the following project elements based on key BRT attributes to be funded through Measure M:

BRT Style Service and amenity improvements:

- Improved service frequency daytime weekdays every 10 minutes for the Roscoe Boulevard Line 152 and Nordhoff Street Line 166 (funded through Metro Annual Operating Budget by rearranging service levels on various SFV lines, not Measure M funded)
- New bus shelters at nearly 400 locations throughout the SFV
- Significant bus stop amenities, including larger shelters, more seating, new real time and wayfinding information, and better lighting at five connection points
- New zero emission electric buses for Lines 152 (Roscoe BI), 162 (Sherman Way), 166 (Nordhoff St) and 240 (Ventura BI/Reseda BI)

BRT Style Bus Speed and Reliability Improvements:

- New peak hour only (7-10am, 3-7pm) bus lanes on 11 miles of Roscoe Boulevard between the SR-170 freeway and Topanga Canyon Boulevard
- Transit Signal Priority added for up to seven SFV bus lines (Lines 152 (Roscoe BI), 162 (Sherman Way), 164 (Victory BI), 165 (Vanowen St), 166 (Nordhoff St), 224 (Lankershim BI/San Fernando Rd), and 240 (Ventura BI/Reseda BI)
- New bus stop design (bus bulbs) to avoid delays for buses merging in and out of traffic proposed at over 80 stops
- All-door boarding on all bus lines in the San Fernando Valley

The design elements, including the proposed bus lanes and bus bulbs are not expected to cause adverse traffic changes. Traffic analysis was conducted along Roscoe Boulevard where peak-hour bus lanes are being proposed. The analysis showed minimal increases in automobile travel time. Locations where bus bulbs are proposed should see little to no change in traffic operations.

Based on technical analysis and prior community feedback, the BRT Network Improvements is recommended for implementation. The project elements are based on a quick-build approach that can be rolled out quickly within the Measure M budget for the project, with minimal construction impacts. This approach is capable of delivering as much new ridership to the Metro transit network as

a single new BRT line but spreads the benefits much more widely.

Environmental Analysis and Findings

SB 288 provides a new California Environmental Quality Act (CEQA) statutory exemption (SE) for transit prioritization projects which may include transit signal priority, conversion of general-purpose lanes to peak-hour bus-only lanes, and bus stop enhancements on existing public rights-of-way (ROW).

Metro has identified that the proposed project qualifies for exemption under SB 288. Since the BRT Network Improvements project is valued at over \$100 million, preparation of a business case and racial equity analysis and conducting public outreach meetings are required to file for an SE under SB 288.

A project business case was completed to provide the rationale for why the BRT Network Improvements is the best option for investment in the San Fernando Valley as compared to the single BRT line. The business case evaluated the project through four cases to understand the project benefits, feasibility, and costs and impacts of the investment. Specifically, the strategic case demonstrated how the project aligns with Metro's long-range goals. The economic case assessed the project's benefits and costs to individuals and society as a whole. The financial case analyzed the impacts of the investment including the project's capital and resource requirements. The delivery and operations case provided evidence on the feasibility and constructability of the project. The results of the analysis determined that the BRT Network Improvements would achieve more of Metro's strategic goals and maximize Measure M funds by providing improvements to multiple corridors throughout the NSFV and reaching a larger demographic in a shorter timeframe. Therefore, the BRT Network Improvements was determined to be the best option for future investment under all four cases.

A racial equity analysis was completed for the project which analyzed the racial equity impacts of the project and identified communities who would benefit and be burdened by the project. The analysis identified that the project would be implemented in areas that include large populations that identify as Hispanic/Latino, Asian, and Black or African American. Communities of color and low-income communities are also the majority of transit riders, and transit-dependent riders, in the NSFV service area. Metro has identified the NSFV area as an Equity-Focus Community (EFC), based on the recently updated EFC designations. Therefore, these communities will benefit from and be affected by implementation of the project.

Overall, the project is intended to:

- Address equity gaps to communities dependent on transit for day-to-day life
- Provide reliable high-quality bus services; and
- Provide improved connections to the NSFV service area

The project business case and racial equity analyses reports can be found on the Metro website at: [North San Fernando Valley Transit Corridor - LA Metro <https://www.metro.net/projects/north-sfv-brt/>](https://www.metro.net/projects/north-sfv-brt/)

CEQA Determination

The California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et sec.) (Senate Bill [SB] 288 Exemption - added January 1, 2021) establishes statutory exemptions (SE) from its provisions for certain types of projects. Projects that qualify for a statutory exemption are not subject to the requirement to prepare a CEQA document or other project-specific environmental analysis.

The project improvements fall within the exemptions described in Section 21080.25(b) as noted (Attachment B):

- New peak-period bus lanes in segments of Roscoe Boulevard where parking is already restricted-built within the existing public ROW (Section 21080.25(b)(5)).
- An increase in weekday daytime service headway from 15 to 10 minutes for the Roscoe Boulevard and Nordhoff Street corridors-bus lines 152 and 166, respectively (Section 21080.25(b)(5)).
- The installation of transit signal priority on seven NSFV corridors (Section 21080.25(b)(3)).
- The implementation of all-door boarding across the NSFV (Section 21080.25(b)(5)).
- The addition of bus bulbs at key high-usage bus stops - proposed at over 80 locations across the NSFV on corridors such as Lankershim Boulevard, Nordhoff Street, and Reseda Boulevard where bus lanes are not being considered-to reduce bus stop delay and increase space available for bus stop amenities (Section 21080.25(b)(5)).
- The addition of a bus shelter at approximately 400 high-ridership stops on multiple corridors (Section 21080.25(b)(5)).
- The enhancement of bus stops at five key transfer locations in the NSFV, with features such as higher-capacity shelters and static and real-time information signs. Proposed locations are CSUN Transit Center, Reseda/Roscoe, Nordhoff/Lindley, Roscoe/Van Nuys, and Nordhoff/Van Nuys (Section 21080.25(b)(2) and (5)).
- The accelerated implementation of new electric buses on multiple NSFV corridors through the funding of new buses and charging infrastructure (Section 21080.25(b)(5) and (6)).

Given the above, the proposed project meets the definition of a statutorily exempt project and is consistent with the intent of SB288 to accelerate sustainable transportation projects by providing an exemption from CEQA for a targeted set of sustainable transit projects, “active transportation” (walking and biking) projects and projects that expand sustainable mobility.

While the proposed project qualifies for an SE, it does not exempt the project from complying with other laws, such as the California Endangered Species Act. Metro is committed to introducing “Good Neighbor” measures to reduce the impacts of construction, but these measures would not be related to CEQA.

Consistency with Measure M

The BRT Network Improvements will increase system connectivity in the North San Fernando Valley and the Metro Transit System, consistent with the Measure M Ordinance. In addition, the Measure M ordinance identifies this transit capital project as “North San Fernando Valley BRT Improvements”

with a groundbreaking date of FY2019 and an opening date of FY2023-25. The Ordinance does not specify a route for BRT improvements in the North SFV; rather, it includes a footnote (“s”) which state that, “This project will increase system connectivity in the North San Fernando Valley and the Metro Transit System.” The Proposed Project applies BRT attributes such as dedicated bus lanes, transit signal priority, bus bulbs, and all door boarding to existing transit lines to provide a faster, more frequent, and more reliable transit network for the NSFV. The project also addresses customer experience attributes through the purchase of 75 new battery electric buses and approximately 400 new bus shelters plus additional passenger amenities at five key transfer locations. These benefits are larger and more widely spread than those of a single new BRT line.

Stakeholder and Community Outreach

In Summer and Fall 2022, stakeholder and community engagement activities were conducted to gather feedback on the new BRT Network Improvements (Attachment C). Briefings were conducted with elected officials/staff and key stakeholders to provide an overview of the project and the new option, as well as answer questions and gather feedback. Stakeholder roundtable meetings and presentations were conducted with neighborhood councils, community-based organizations, businesses and business groups, and CSUN groups and organizations. Door-to-door outreach to businesses took place along Roscoe, Lankershim, and Reseda to further inform business owners and employees in the project area about the updated project and gather feedback on the BRT Network Improvements. Information on the project and community meetings was distributed via e-blasts, door-to-door flyer distributions, car cards on Metro buses, a post on The Source, and through Metro’s social media accounts (Facebook and Twitter). Two separate mailings were conducted in multiple languages (English, Spanish, and Armenian) to residential and commercial properties (including both owners and tenants) within equity-focused communities in the project area. A dial-in hotline was also provided to ensure those with limited internet availability can be involved. Outreach materials such as the online StoryMap and flyers were also available in all three languages. A total of 96,000 flyers were distributed along the project corridors leading up to the community meetings.

Outreach to existing transit riders was conducted via transit rider intercept interviews at key bus stops with high ridership along Roscoe, Nordhoff, Reseda, and the North Hollywood B Line (Red)/G Line (Orange) station. A questionnaire was also distributed to transit riders within the project area via the Transit App. The questionnaire, available from June 1, 2022 to June 14, 2022, targeted the geographic area within the North Valley and was sent to approximately 12,011 unique devices. A total of 506 completed questionnaires were received (391 in English and 115 in Spanish).

Three community meetings were held (one virtually and two in-person) to provide an update on the project and introduce the BRT Network Improvements to the broader public. The first community meeting was held virtually on Wednesday, June 15, 2022, and project background information and key details regarding the new option was presented, followed by a facilitated question and answer session. The remaining two community meetings were held on Saturday, June 18, 2022, at Panorama High School in Panorama City and Tuesday, June 21, 2022 at the Orchard Conference Center on the CSUN campus in Northridge. These two meetings were conducted in an open house setting with meeting boards and a formal presentation, followed by a facilitated question and answer session. All meetings included Spanish and Armenian interpretation, and materials were made

available in those languages.

As part of the SB 288 statutory exemption process, a virtual community meeting was held on Thursday, September 29, 2022, to present the project business case and racial equity analysis, and to respond to questions and comments received. The same notification process used for the June community meetings was used to publicize this meeting. An overview of the project and the BRT Network Improvements was included in the formal presentation, which was followed by a facilitated question and answer session.

Metro staff coordinated closely with CSUN leadership throughout this process and worked to ensure that students within the project area were aware of project updates and the new BRT Network Improvements and had opportunities to provide feedback. Outreach efforts to CSUN students included staffing a booth at an Associated Students Welcome Week event on Tuesday, August 30, 2022, and distributing a CSUN Transit Questionnaire to understand which elements of the BRT Network Improvements they deemed most important. The questionnaire was provided in both English and Spanish, with a total of 136 questionnaires completed (all were completed in English). Metro staff presented project information at the CSUN Associated Students Leadership in-person meeting on Monday, October 3, 2022, and members of the outreach team will staff an information booth at the CSUN Bikefest event to be held on Sunday, October 23, 2022, to distribute project information and gather feedback.

Questions and comments received throughout this process included: concerns about bus lanes on Nordhoff and the impacts they would have on the surrounding area; whether the new option meets the initial goals of BRT and serves the needs of transit riders; support for increasing service hours and frequency of buses, as well as other project elements; connections to other destinations and transit lines including Metrolink, as well as future Metro projects in the area; and concerns about safety on buses and at bus stops.

EQUITY PLATFORM

The adoption of the BRT Network Improvements approach will allow for increased mobility options, better connections, and improved transit service to benefit Black, Indigenous, and People of Color (BIPOC), lower income, and Equity Focus Communities across the project area in the North San Fernando Valley. The project may result in slight increases in general vehicle traffic but will improve transit customer experience and access to faster, more frequent, and reliable, high-quality transit service. Continued equity-oriented outreach will ensure such tradeoffs are considered by the community; and the ultimate project design will be reflective of and based on community feedback.

Additionally, throughout the project planning and development, community meetings and communications have been targeted to low-income communities along the project corridor, many of which rely on existing bus lines to be improved by this project.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees as implementation of the proposed project will enhance safety with bus lanes and bus bulbs, typically reducing problems

with traffic weaving in and out of curb lanes, while bus bulbs typically enhance pedestrian safety through larger space and narrowed crossing distance at key intersections.

FINANCIAL IMPACT

Funding of \$2.3 million is included in the FY23 budget in Cost Center 4360, Project 471403 (North SFV BRT Corridor) for planning and environmental studies and community outreach. Since this is a multiyear project, the Cost Center Manager and Chief Operations Officer will be responsible for budgeting in future years.

The Adoption of the NSFV BRT Network Improvements as the Proposed Project is based on a project scope matched to the available Measure M dollars allocated for the project (\$180 Million).

Impact to Budget

The funding source for the North San Fernando Valley BRT Corridor project is Measure M 35% Transit Construction. These funds are earmarked for the North San Fernando Valley BRT project and are not eligible for Metro bus and rail operating expenditures.

The bus service frequency improvements would be within Metro's annual allocation of 7 million revenue service hours (as defined in the NextGen Bus Plan) with increased operating speeds from proposed bus lanes, transit signal priority and bus bulbs, as well as adjusted service levels on various lines to accommodate the increased service levels proposed for two bus lines as part of the Proposed Project.

Based on the above plan, the Proposed Project is considered fully funded.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project proposes transit improvements that support the following goals outlined in Metro's Vision 2028 Strategic Plan:

- Provide high-quality mobility options that enable people to spend less time traveling.

Improved service frequency daytime weekdays every 10 minutes for the Roscoe Line 152 and Nordhoff Line 166 will provide faster, more frequent and reliable bus service and better connections to the regional transit network.

- Deliver outstanding trip experiences for all users of the transportation system. Planned enhanced stations and amenities will offer protection from the elements and improve trip experiences for Metro customers.
- Enhance communities and lives through mobility and access to opportunity.
- Serve key destinations and improve travel times through transit priority improvements and enhance communities and lives through mobility and access to opportunity.
- Expand transit access to key educational, employment and healthcare destinations and provide improved service to Metro's larger transit network for EFC.

The proposed project will provide improvements including peak hour bus lanes, transit signal priority,

bus bulbs, new bus shelters, new zero emission buses, improved service frequency, together resulting in a more comfortable, faster, more frequent, and reliability, bus service experience.

ALTERNATIVES CONSIDERED

The Board may decide not to approve the proposed BRT Network Improvements. This is not recommended as this project is included and funded in Measure M. Delaying the approval of the proposed project and environmental clearance would jeopardize the ability to meet the Measure M schedule.

NEXT STEPS

Following approval, staff would begin project implementation activities such as preparing to launch peak period dedicated bus lanes, and higher frequency service on Roscoe Boulevard and preparing partner agreement with City of LA to roll out new bus shelters. Advanced planning for new bus bulbs, signal priority, as well as battery electric buses, associated charging infrastructure, and all door boarding equipment would also quickly commence. These activities will lead to final roll out of the NSFV BRT Network Improvements by Winter 2025.

ATTACHMENTS

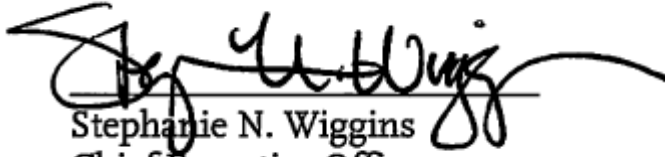
Attachment A - NSFV BRT Network Improvements Project Map

Attachment B - CEQA Statutory Exemption Notice of Exemption

Attachment C - Spring-Fall 2022 Outreach Summary

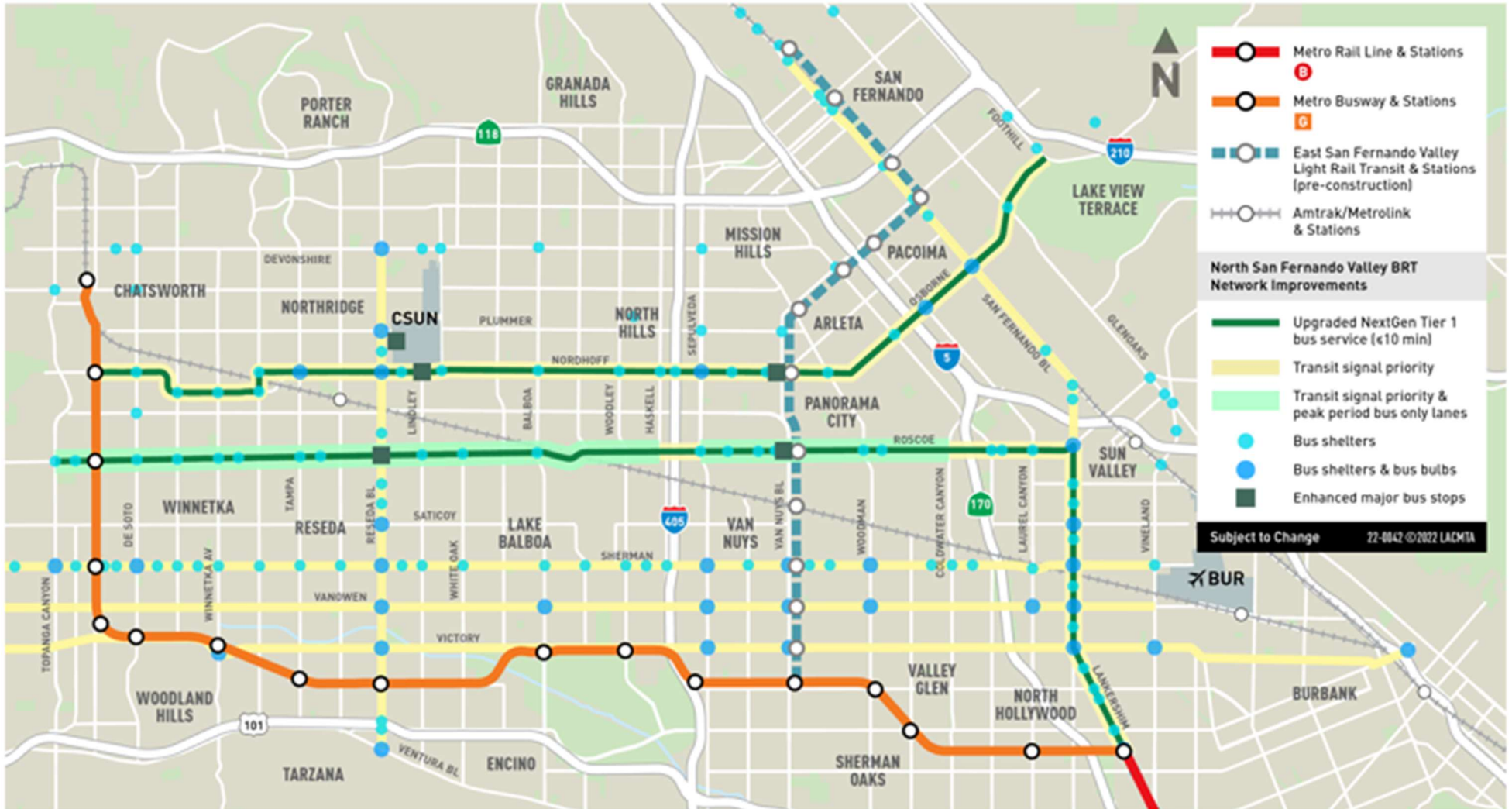
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Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

North San Fernando Valley Transit Corridor BRT Network Improvements



Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Los Angeles
12400 Imperial Highway
Norwalk, CA 90650

From: (Public Agency): Los Angeles County Metropolitan
Transportation Authority, One Gateway Plaza, Los Angeles
CA 90012
Contact: Tom Kefalas (213) 418-3370

Project Title: North San Fernando Valley Transit Corridor Project

Project Applicant: Los Angeles County Metropolitan Transportation Authority (Metro)

Project Location - Specific: Various streets within the City of Los Angeles, San
Fernando Valley (See Figures 1 and 2 attached)

Project Location - City: Los Angeles Project Location - County: Los Angeles

Description of Nature, Purpose and Beneficiaries of Project:

The North San Fernando Valley (NSFV) BRT Network Improvements is a Measure M project, with a projected opening date between FY2023 and FY2025. Currently \$180 million in Measure M funds is allocated for this project. The proposed NSFV BRT Network Improvements would enhance existing bus service and increase transit system connectivity in the San Fernando Valley (SFV) by implementing peak period bus lanes in segments of Roscoe Boulevard where parking is already restricted and would be built within existing public right-of-way (ROW), increasing weekday daytime service frequency from 15 to 10 minutes for the Roscoe and Nordhoff corridors (bus lines 152 and 166 respectively), installing transit signal priority on 7 SFV corridors, implementing All-Door Boarding across SFV, adding bus bulbs at key, high usage bus stops at up to 82 locations across SFV on corridors such as Lankershim Boulevard, Nordhoff Street, and Reseda Boulevard where bus lanes are not being considered, to reduce bus stop delay, adding bus shelters at approximately 400 high-ridership stops on multiple corridors, enhancing five key bus stops with features such as higher capacity shelters, and static and real time information, at major boarding locations such as CSUN Transit Center, Reseda/Roscoe, Nordhoff/Lindley, Roscoe/Van Nuys, and Nordhoff/Van Nuys, and accelerating implementation of new electric buses on multiple SFV corridors through funding of new buses and charging infrastructure.

Name of Public Agency Approving Project: Los Angeles County Metropolitan Transportation Authority

Name of Person or Agency Carrying Out Project: Los Angeles County Metropolitan Transportation Authority

Exempt Status: (check one):

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: _____
- Statutory Exemptions. State code number: PRC Section 21080.19, Section 21080.25(b)

Reasons why project is exempt:

PRC Section 21080.25(b) exempts from CEQA: (1) Transit lanes (i.e., street design that delineates space within the roadbed as exclusive to transit use); (2) Transit prioritization projects, including signal coordination, timing and phasing modifications, and installation of dedicated transit lanes; (3) Improving wayfinding for transit riders within the public ROW; (4) Designating and converting general-purpose lanes to bus-only lanes during peak congestion hours; (5) Instituting or increasing new BRT, bus, or light rail service on existing public ROWs, including the construction of stations; (7) Constructing or maintaining infrastructure to charge or refuel zero-emissions transit buses (subject to the requirements of subsection (b)6))

Lead Agency Contact Person: Tom Kefalas Area Code/Telephone/Extension: (213) 418-3370

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: _____ Date: _____ Title: Executive Officer

Signed by Lead Agency Signed by Applicant

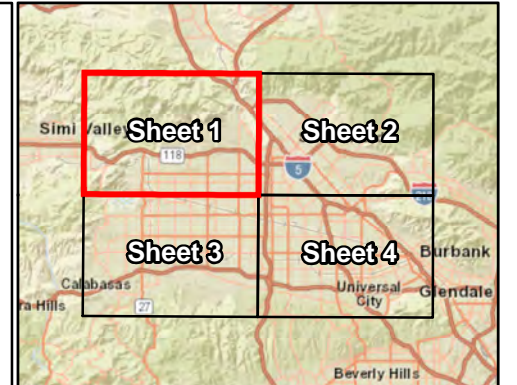
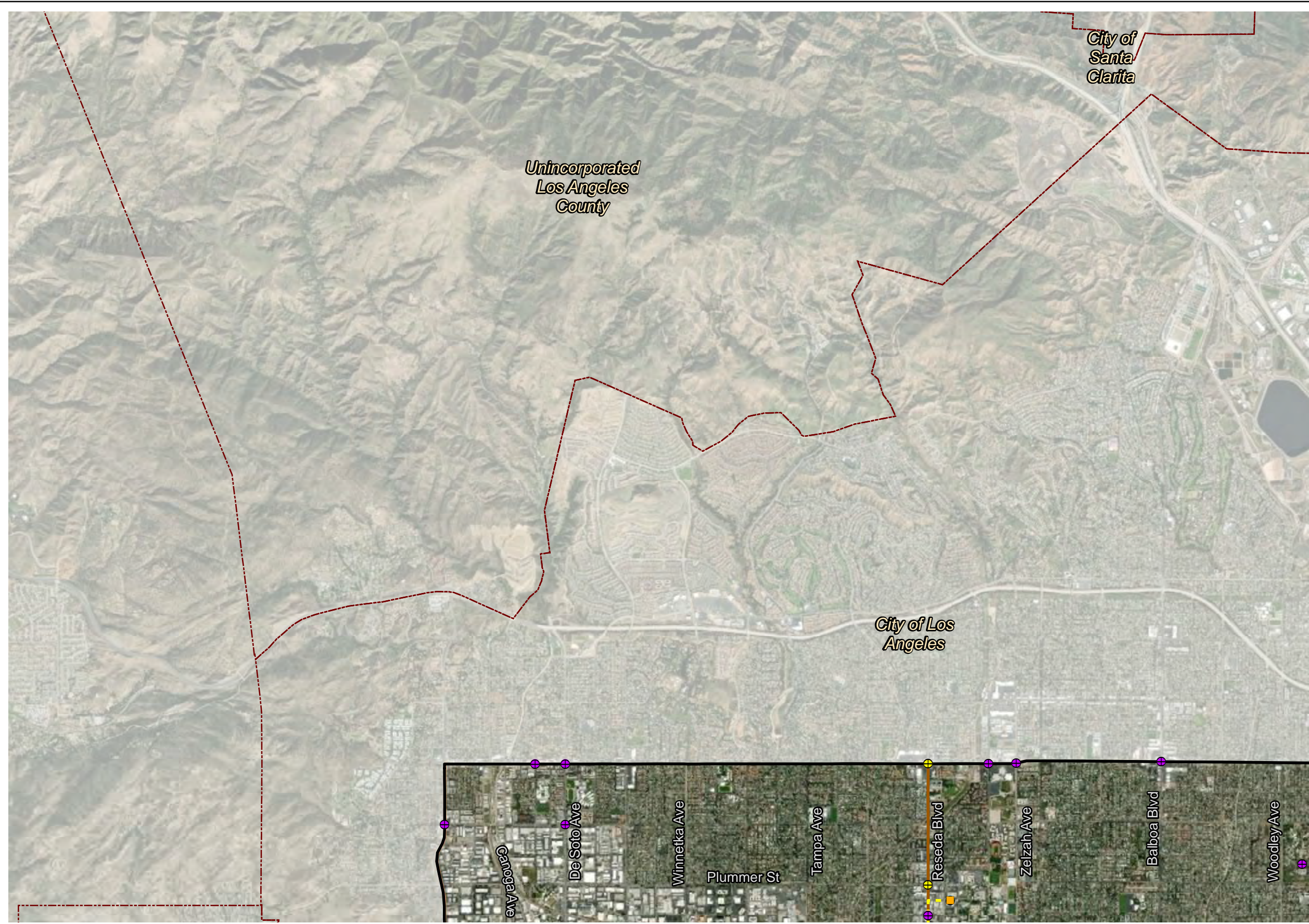
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Figure 1
Regional Map

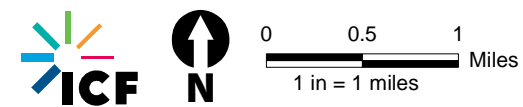


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Legend

- Study_Area
- City Boudary
- Single Line Alt3
- Bus Bulbs
- Network Enhanced Major Bus Stops
- Network Bus Shelters
- Single Line
- Network Tier1 Service
- Network Bus Lanes
- Network Signal Priority

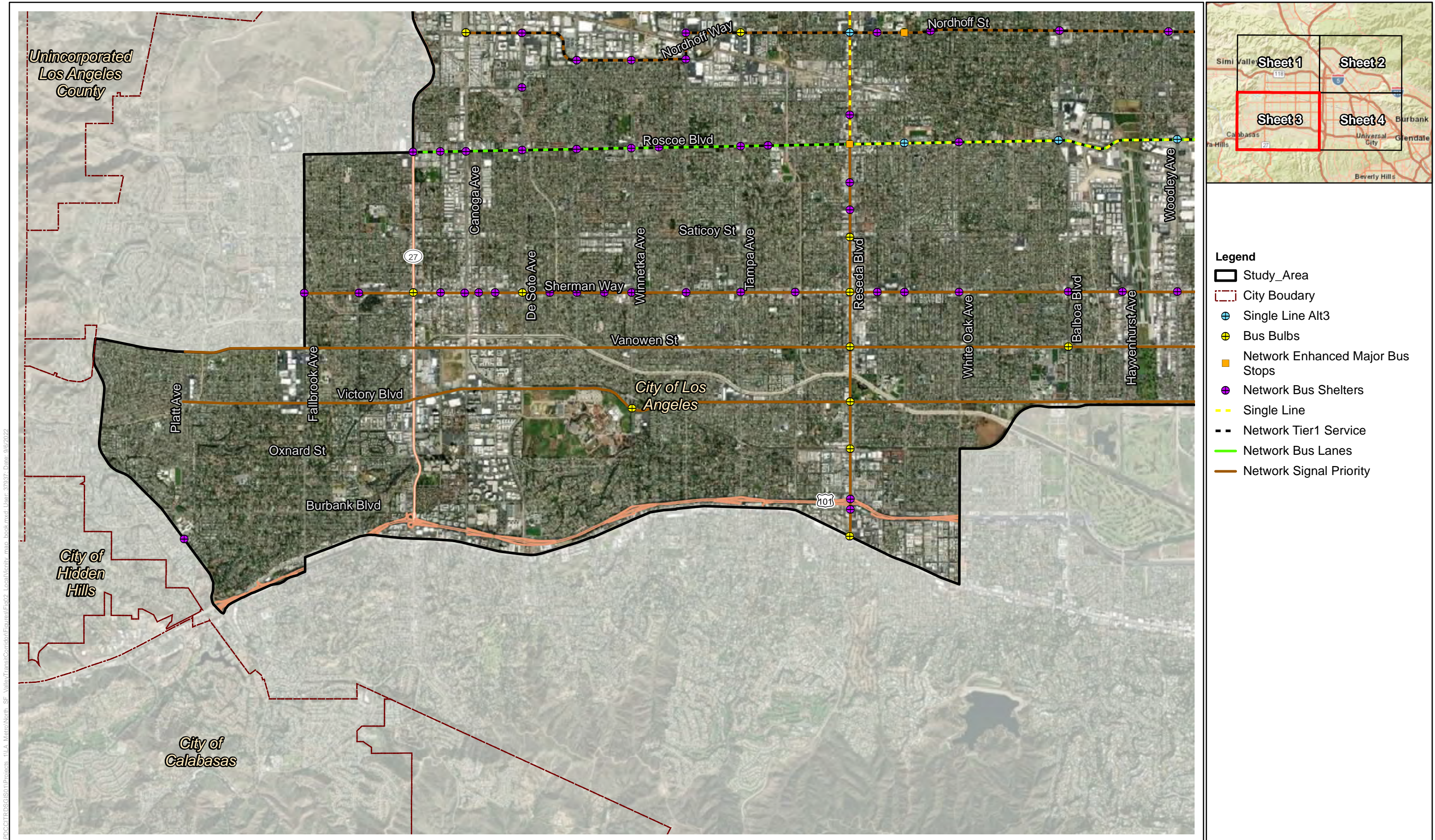


**Figure 2, Sheet 1 of 4
Local Vicinity**



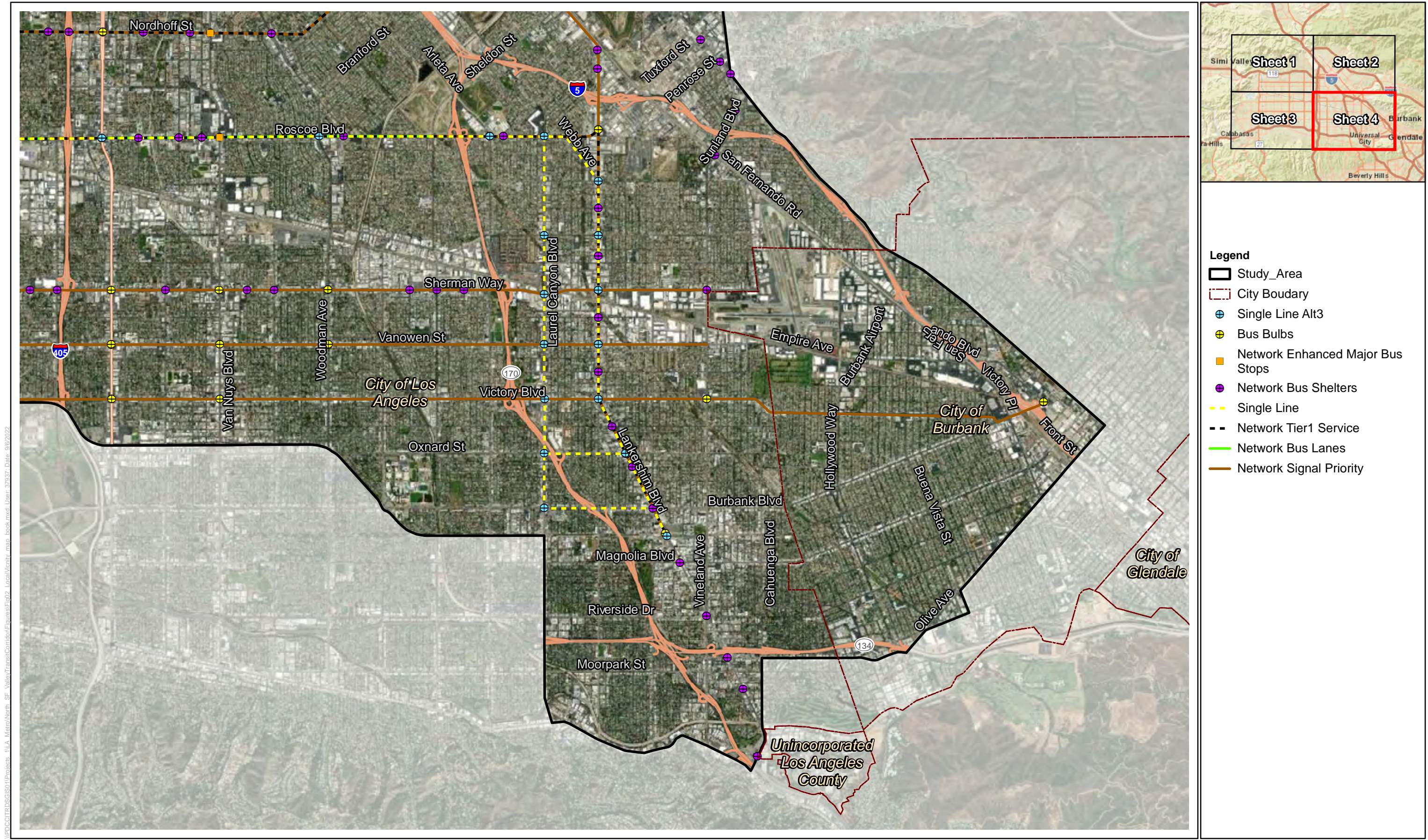
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**Figure 2, Sheet 2 of 4
Local Vicinity**



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**Figure 2, Sheet 3 of 4
Local Vicinity**



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**Figure 2, Sheet 4 of 4
Local Vicinity**

COMMUNITY ENGAGEMENT

In May 2022, Metro began introducing a new option for the North San Fernando Valley Transit Corridor project, the BRT (Bus Rapid Transit) Network Improvements, which differs from the single line BRT option originally proposed and later studied during the Alternatives Analysis (AA) in 2019. Metro conducted an additional round of public outreach to update the communities within the study area on revisions made to the project and the new BRT Network Improvements approach. These revisions were made in response to the over 4,500 comments received during the prior public engagement period from 2018 to 2020 and Metro Board direction to include a Roscoe Bl option, incorporate the NextGen Bus Plan, and further outreach to diverse communities. In order to present the BRT Network Improvements to the community and solicit feedback, the project team conducted several briefings and presentations with elected officials representing the project area, administration officials representing California State University, Northridge (CSUN), attended coordination meetings with Metro Board Deputies and City staff, and conducted key stakeholder meetings, as well as virtual and in-person community meetings.

This report documents the outreach activities conducted to engage with diverse and seldomly-engaged populations, including conducting transit rider intercept interviews at high ridership locations, engaging transit riders via anonymous questionnaires through the Transit App, and conducting door-to-door business outreach along key corridors including Roscoe Boulevard, Reseda Boulevard and Lankershim Boulevard. Additionally, an online engagement tool was made available using Esri StoryMaps to allow the community to learn more about the project and the BRT Network Improvements through interactive maps and graphics. A project update video was made available to provide background information on the history of the project leading up to the current period.

Additionally, this report documents the outreach activities conducted in coordination with the Senate Bill 288 (SB 288) statutory exemption process, which includes four community meetings from June 2022 through September 2022, at which time the project business case and racial equity analysis were presented at the SB 288 virtual community meeting held on September 29, 2022. The two reports were made available prior to the virtual community meeting and after the meeting for public review. This report documents the notification efforts leading up to the four community meetings and the feedback received throughout the outreach process from June 2022 through October 2022.

Throughout the public engagement effort, the project team gathered overall feedback on the BRT Network Improvements, SB 288 exemption process and any potential revisions to technical aspects. This effort provided multiple opportunities for key stakeholder groups, CSUN students and staff, transit riders, and communities within the North San Fernando Valley to provide feedback on the new approach and environmental review process. Public engagement opportunities were designed to be equitable, transparent, and inclusive, and provided community members with optional virtual and in-person meetings. Meetings occasionally extended beyond their scheduled times to ensure community questions and comments were adequately responded to. Due to the ongoing COVID-19 pandemic and to

ensure that vulnerable populations had adequate opportunities to participate in the community meetings, the first meeting in June and last meeting in September were held virtually to allow the public to attend from the safety of their homes. In addition, both meetings were recorded and made available on the project website along with the meeting presentation materials. Two in-person community meetings were held in settings that allowed for everyone to socially distance both inside and outside, and all attendees were encouraged to wear face coverings.

ENGAGEMENT ACTIVITIES: SPRING 2022 (MAY – AUGUST)

Elected Official and Key Stakeholder Briefings and Presentations

The project team attended several one-on-one meetings with key stakeholders to provide an overview of the project, the new BRT Network Improvements option, project timeline, outreach and engagement, and next steps in the process, as well as gather their feedback. Additionally, the project team briefed Metro Board staff, City staff, and other key elected offices regularly throughout the duration of the Spring 2022 outreach process.

As shown in Table 1, the briefings and presentations included the following key stakeholders:

Table 1. Elected Official and Key Stakeholder Briefings and Presentations

Meeting Date	Organizations
April 7, 2022	CSUN Leadership
May 4, 2022	Metro San Fernando Valley Service Council
May 6, 2022	Metro Board Staff
May 9, 2022	State and Federal Elected Offices
May 10, 2022	Los Angeles City Council Briefing (Council Districts 3, 4, & 12)
May 10, 2022	Valley Industry Commerce Association (VICA) Transportation Committee
May 16, 2022	Los Angeles City Council Briefing (Council District 6)
May 19, 2022	San Fernando Valley Council of Governments (COG) Transportation Committee
June 2, 2022	LADOT Vision Zero Staff
June 16, 2022	Los Angeles City Council Briefing (Council District 7)
June 24, 2022	Galpin Ford Motors
June 27, 2022	New Horizons
July 21, 2022	San Fernando Valley COG Board of Directors
July 22, 2022	Anheuser Busch
August 11, 2022	Valley Alliance of Neighborhood Councils
August 15, 2022	CD 12 “Conversations with Councils” Event

Key Stakeholder Roundtable Meetings

The stakeholder meetings included neighborhood councils, community-based organizations, businesses and business groups, and CSUN groups and organizations.

Roundtable Meetings

Two virtual roundtable meetings were conducted for mobility advocacy groups and neighborhood council leaders. These two meetings were held on weekdays and two meeting times were offered in order to accommodate their schedules. At each meeting, the project team provided an update on the project, timeline, outreach and engagement, and next steps, followed by an opportunity for dialogue and discussion with project staff. Each of the meetings allowed attendees to ask questions and provide feedback on the project and the BRT Network Improvements.

Neighborhood council leaders were notified by email leading up to the scheduled roundtable meetings with a total of six email notices (e-blasts), with an email open rate of approximately 46%. Table 2 provides a list of these meetings.

Table 2. Key Stakeholder Roundtable Meetings

Meeting Date	# of Attendees
Thursday, June 9, 9 AM - 10:00 AM	2
Wednesday, June 22, 11:30 AM - 12:30 PM	3
Total	5

The following key takeaways were received from the roundtable meetings:

- Questions about community and leadership feedback regarding direction to study the BRT Network Improvements.
- Concerns and questions regarding bus bulbs on Nordhoff Street and how vehicles and bicycles would interact with these new features.
- Questions regarding bus shelter design and coordination with the City of Los Angeles.
- Questions regarding outreach and organizations involved in the process.

Community Feedback During Spring Outreach

During the community outreach process leading up to the community meetings in June, additional comments were received via the project email and voicemail. The majority of comments received during that timeframe did not reference support for the project, but generally raised potential concerns and questions regarding the project update.

Key takeaways and individual comments received included:

- Comments expressed the need to increase hours of service and frequency of buses, and add bus priority lanes, queue jumpers, bus shelters and zero emission buses as part of the project.
- Concerns about bus only lanes on Nordhoff St.
- Comments and questions regarding how to learn more about the project and attend the community meetings.
- Concerns that the project no longer meets the initial goals of BRT and doesn't meet the needs of transit riders in the North Valley.
- Questions and comments regarding some of the proposed improvements, including locations of bus bulbs.
- Comments and questions about connections to destinations and other transit lines, including Metrolink, as well as future Metro projects, including Sepulveda Transit Corridor and the East San Fernando Valley Light Rail.
- Concerns about safety on buses and at bus stops.

Transit Rider App Questionnaire and In-person Intercept Interviews

Outreach efforts to existing transit riders were conducted to help ensure that those taking transit within the project area were aware of the updated project and the BRT Network Improvements, and had opportunities to provide feedback. In order to accomplish this, in-person transit rider intercept interviews were conducted at key bus stops with high ridership along Roscoe Boulevard, Nordhoff Street, Reseda Boulevard and the North Hollywood B Line (Red)/G Line (Orange) station.

Additionally, a questionnaire was sent out to transit riders within the project area via the Transit App. The questionnaire was designed to better understand the characteristics of transit riders in the project area and which elements of the BRT Network Improvements they deemed most important. The questionnaire was targeted to the geographic area within the North San Fernando Valley and was sent to approximately 12,011 unique devices. The questionnaire was available from June 1, 2022 – June 14, 2022 in both English and Spanish.

Table 3. Transit Rider Intercepts

Meeting Date/Time	Bus Stop Location
Tuesday, May 31, 2022, 7:00 - 9:00 AM	Nordhoff St and Van Nuys Bl
Wednesday, June 1, 2022, 7:00 - 9:00 AM	Reseda G Line (Orange) Station
Thursday, June 2, 2022, 7:00 - 9:00 AM	Roscoe Bl and Van Nuys Bl
Friday, June 3, 2022, 7:00 - 9:00 AM	Nordhoff St and Lindley Av
Monday, June 6, 2022, 7:00 - 9:00 AM	Roscoe Bl and Reseda Bl
Tuesday, June 7, 2022, 7:00 - 9:00 AM	NoHo B Line (Red)/G Line (Orange) Station

The following key takeaways were received from the transit rider intercept interviews:

- Majority of transit riders interviewed did not know about the project, but were generally supportive.
- Questions raised about the possibility of introducing light rail.
- Questions raised regarding frequency of service and additional hours of service.

Figure 1. Transit Rider Intercepts



Reseda G Line (Orange) Station

Roscoe Bl and Van Nuys Bl



Roscoe Bl and Reseda Bl



Roscoe Bl and Van Nuys Bl

Table 4. Transit App Questionnaire

Transit App Questionnaire Targeted Audience	# of Completed Surveys
English Questionnaire	391
Spanish Questionnaire	115
Total Completed Questionnaires	506

The following key takeaways were received from the Transit App surveys:

- The top bus improvement benefits ranked by transit riders were: increased frequency of service; more reliable on-time buses; and shorter travel times from bus lanes and transit signal priority.
- The majority of respondents indicated they often experience delays due to traffic congestion.
- The majority of respondents indicated having a faster, more reliable trip time would encourage them to use the bus more.
- The majority of respondents ride Metro five or more days per week.
- Over half of respondents earn less than \$25,000 annually.

Door-to-Door Outreach to Businesses

Outreach to businesses along Roscoe Boulevard, Lankershim Boulevard and Reseda Boulevard was conducted to further inform business owners and employees in the project area about the updated project and capture their feedback on the BRT Network Improvements. Door-to-door outreach was conducted along Roscoe Boulevard between Haskell Avenue and Lennox Avenue, Lankershim Boulevard between Tuxford Street and Chandler Boulevard, and Reseda Boulevard between Nordhoff Street and Oxnard Street. Flyers providing project background information, the BRT Network Improvements, and contact information for the project were distributed to these businesses.

Table 5. Door-to-Door Outreach to Businesses

Date/Time	Location	# of Businesses Contacted*
Monday, June 6, 2022, 9:00 AM – 2:00 PM	Roscoe Boulevard	103
Tuesday, June 7, 2022, 9:00 AM – 3:00 PM	Lankershim Boulevard	121
Wednesday, June 8, 2022, 9:00 AM – 12:00 PM	Reseda Boulevard	56
Total Businesses Contacted		280

*Open businesses that were contacted by project team members and provided with project information.

The following key takeaways were received from the door-to-door business outreach conducted:

- Majority of businesses contacted did not know about the project, but were generally supportive of the project overall.
- Many employees identified themselves as transit riders and expressed excitement about an increase in frequency and reliable service.
- Some businesses expressed concern about increased bus shelters and potential loitering outside of businesses.

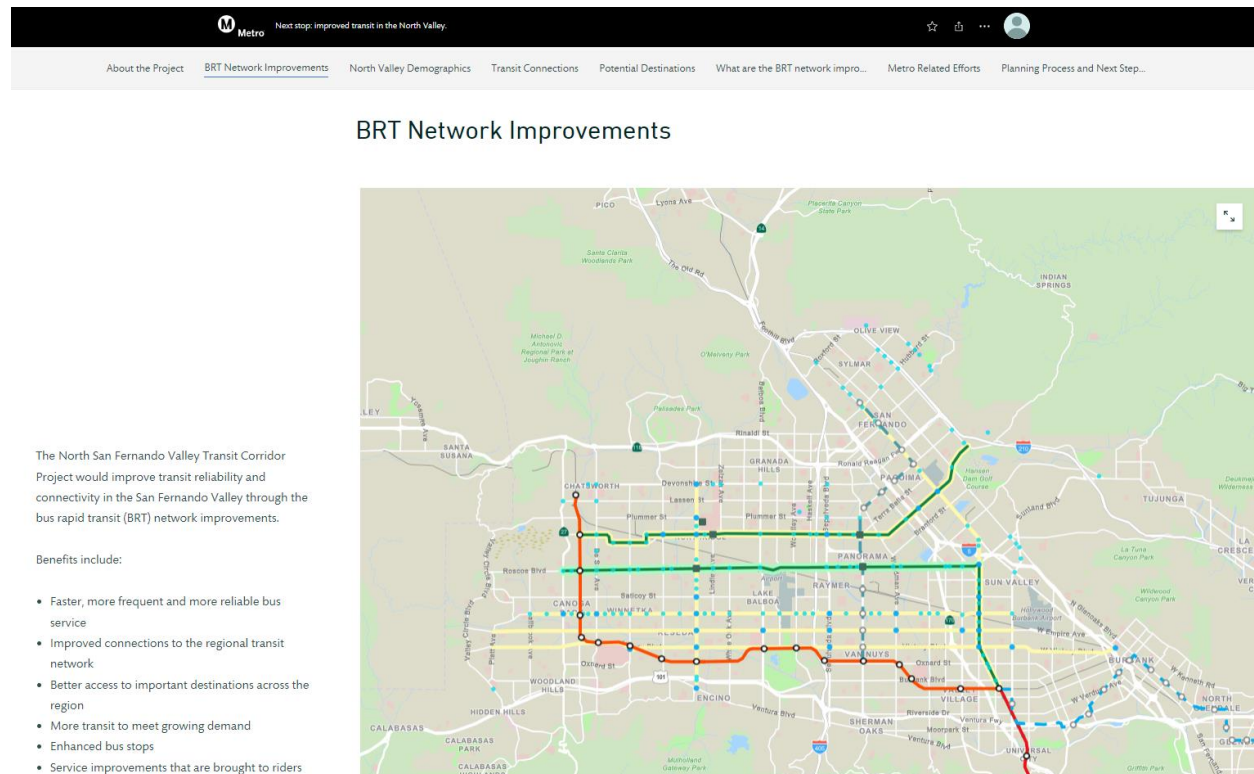
June 2022 Community Meetings

A total of three community meetings were held (one virtually and two in-person) to provide an update on the project and introduce the BRT Network Improvements. The first community meeting was held virtually on Wednesday, June 15, 2022 and presented background information on the project and key details regarding the BRT Network Improvements, before facilitating a question and answer (Q&A) session responding to

questions and comments received during the meeting. The other two community meetings were held on Saturday, June 18, 2022 at Panorama High School in Panorama City and on Tuesday, June 21, 2022 at the Orchard Conference Center on the CSUN campus, and provided an open house setting with meeting boards and a formal presentation about the project, followed by a facilitated Q&A session, where project team members responded to questions and comments received. The intent of these meetings was not only to provide updates to the community on the project and the BRT Network Improvements, but to solicit public feedback and respond to any questions and/or concerns. All meeting dates were chosen to provide opportunities for the public to attend at different times of the day during the week and on the weekend to accommodate the community's various schedules. All meetings included Spanish and Armenian interpretation, and all materials were made available in Spanish and Armenian.

An online StoryMap was developed and made available as part of the notification process for the community meetings. The StoryMap provided background information on the project, details on the BRT Network Improvements, and interactive maps highlighting the improvements and connections to local and regional transit and destinations in the North San Fernando Valley. The online StoryMap was made available in English, Spanish and Armenian. Figure 2 provides a screenshot of the StoryMap, which launched on May 27, 2022 and was included as a dedicated virtual link in notices to the public. This format continued to support Metro's goal of providing a safe and equitable environment for all participants during the ongoing COVID-19 pandemic.

Figure 2. Online StoryMap Presentation

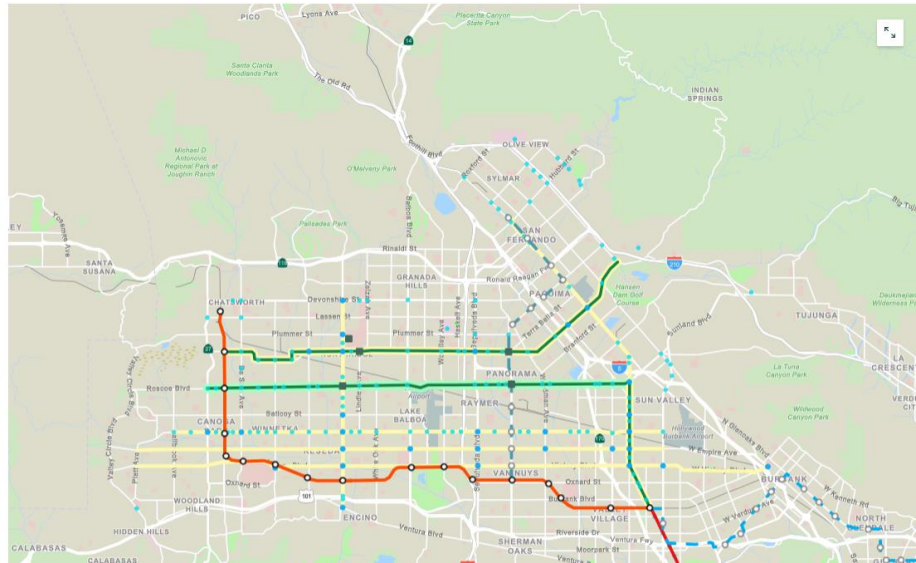


Mejoras de la red de autobuses de tránsito rápido

El proyecto del corredor de transporte público del norte del Valle de San Fernando mejorará la fiabilidad y la conectividad del transporte público en el Valle de San Fernando a través de las mejoras de la red de autobuses de tránsito rápido

Los beneficios incluyen:

- Un servicio de autobús más rápido, más frecuente y más confiable
- Mejores conexiones con la red de transporte público regional
- Más acceso a destinos importantes en toda la región

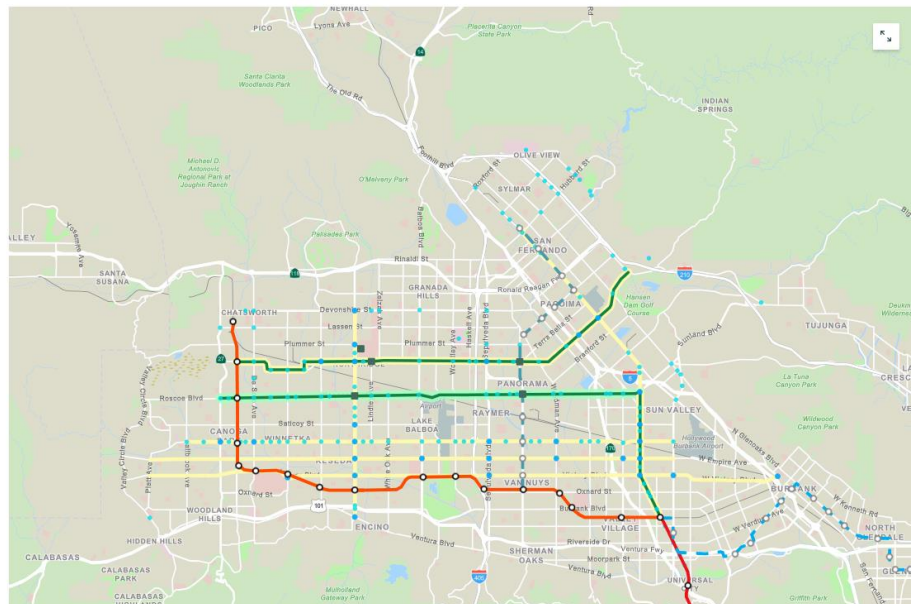


BRT Ցանցի բարելավումները

North San Fernando Valley-ի Փոխադրումների միջանցքի Նախագիծը կբարելավի փոխադրման հուսալիությունը և կապակցումը San Fernando Valley-ում՝ ավտոբուսային արագ փոխադրման (bus rapid transit, BRT) ցանցի բարելավումների միջոցով:

Նպատակները ներառում են՝

- Ավելի արագ, ավելի հաճախակի և ավելի վստահելի ավտոբուսային ծառայություն
- Ավելի շատ կապակցում շրջնային փոխադրումների ցանցի հետ
- Ավելի լավ հասանելիություն ղեպի տարածաշրջանի կարևորագույն նպատակակետեր



Community Meeting Notices

Noticing of the community meetings to project stakeholders was accomplished via emails (e-blasts), direct mailing to targeted equity-focused corridors, door-to-door flyer distributions, car cards on Metro buses, a notification on Metro’s “The Source” and through Metro’s social media accounts (Facebook and Twitter). A total of five e-blasts were sent notifying the public about the community meetings to a total of 2,851 individual email addresses, with an average email open rate of approximately 36%. Additionally, an e-blast was sent following the conclusion of the community meeting series thanking those who participated, and providing guidance on where to find the meeting materials presented, how to access the project StoryMap and the meeting recording, and a discussion on next steps. All e-blast notifications were distributed in English, Spanish and Armenian. A total of 96,000 flyers in English, Spanish and Armenian were distributed along the BRT Network Improvement corridors leading up to the community meetings (see Figure 3). Additionally, a direct mailing in English, Spanish and Armenian was distributed to 37,366 residential and commercial properties (including both owners and tenants) located in the project area’s equity-focused communities (see Figure 4).

Figure 3. Door-to-Door Flyer Distribution Map

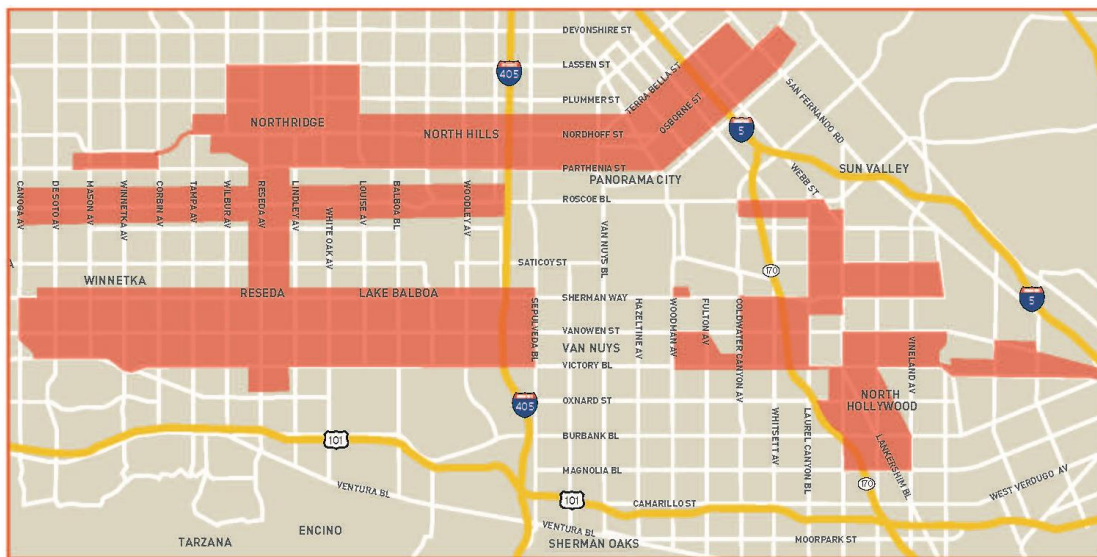


Figure 4. Direct Mailing Distribution Map

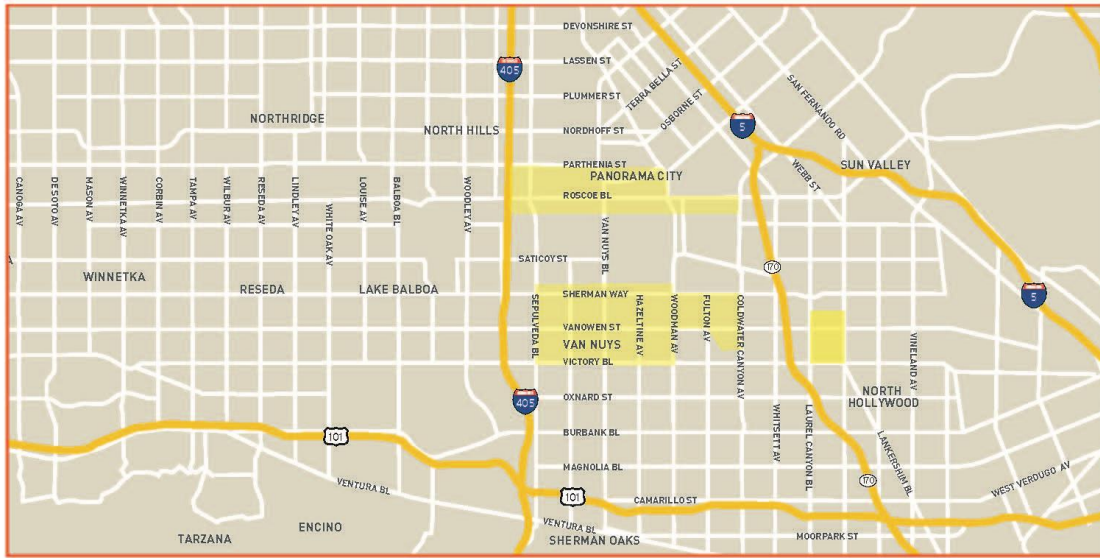


Table 6. Community Meetings

Meeting Date/Time	Location	# of Attendees	# of Comment Cards	# Written Questions/Comments
June 15, 2022, 11:00 AM – 1:00 PM*	Virtual via Zoom	67	N/A	77
June 18, 2022, 10:00 – 11:30 AM	Panorama High School	11	2	5
June 21, 2022, 6:00 – 7:30 PM	Orchard Conference Center, CSUN	41	3	19
Total Comments			5	101

*The virtual meeting time was extended 30 minutes to accommodate responding to questions received.

Community Meeting Format and Materials

The format of the virtual community consisted of a PowerPoint presentation given by the project team followed by a facilitated question and answer session directly after the presentation. To allow for sufficient time to respond to questions and concerns, attendees were asked to submit them via the Zoom Q&A function or via a dedicated text message line. All comments and questions were documented during the meeting, but only responded to following the presentation.

The format of the two in-person community meetings began with meeting boards displayed in an open house setting with project team members available at each station to respond directly to questions and comments from attendees. Following the brief open house, the same PowerPoint presentation used at the virtual meeting was given by the project team followed by a facilitated question and answer session. Attendees were directed to write their questions on speaker cards provided at the sign-in station, as well as before and after the presentation. Upon conclusion of the question and answer session, the open house resumed and attendees were able to discuss their questions and comments directly with project team members.

The PowerPoint presentation provided information on the project background, details of the BRT Network Improvements, outreach conducted to-date, and next steps in the process. In addition to simultaneous Spanish and Armenian interpretation during all three meetings, a copy of all meeting materials was made available in Spanish and Armenian.

Meeting Comments

The majority of the comments and questions received at the community meetings were supportive of the project overall, but expressed concerns or questions regarding specific aspects of the BRT Network Improvements. The community meetings were designed to respond to clarifying questions and many of the questions and comments received were regarding individual aspects of the project.

The following key takeaways and individual comments were received from the community meetings:

- Questions raised regarding ridership projections and daily ridership numbers on the project corridors after BRT Network Improvements implementation.
- Questions raised about potential loss of travel and parking lanes on Nordhoff St.
- Questions raised about including bus only lanes on Nordhoff St and Roscoe Bl.
- Questions and concerns regarding bus bulbs, how they will be implemented, the dimensions of the bus bulbs and how they will interact with vehicles and cyclists.
- Questions and concerns regarding current safety on buses and at bus stops, and how safety will be addressed with implementation of this project.
- Questions regarding inclusion of bicycle infrastructure and bicycle lanes with this project.
- Questions regarding funding for the project compared to the single line BRT, and opportunities for additional improvements.
- Concerns regarding traffic from implementation of this project and how traffic congestion may be mitigated.
- Questions regarding outreach conducted and inclusion of CSUN students during the process.

- Questions regarding specific bus stops, which bus stops will receive amenity improvements, and how the proposed bus shelters will be implemented.
- Questions regarding transit signal priority and how vehicles and buses will interact.
- Questions regarding the proposed zero emission buses and how they will be charged and implemented.
- Questions and concerns about bus frequency and increased service in the North San Fernando Valley. Comments to consider increases to overall frequency, reliability and hours of service.

ENGAGEMENT ACTIVITIES (FALL 2022)

Table

Key Stakeholder Briefings and Presentations

The project team attended one-on-one meetings with key stakeholders to provide an overview of the project, the BRT Network Improvements option, SB 288 process, outreach and engagement, and next steps, as well as gather their feedback.

As shown in Table 7, the briefings and presentations included the following key stakeholders:

Table 7. Key Stakeholder Briefings and Presentations

Meeting Date	Organizations
October 3, 2022	CSUN Leadership
October 17, 2022	Joaquin Miller High School Site Visit
October 20, 2022	Roscoe Boulevard and Nordhoff Street Schools
October 20, 2022	San Fernando Valley Council of Governments
October 25, 2022	Cleveland High School Site Visit
October 26, 2022	Winnetka Elementary School Site Visit
October 26, 2022	Vista Middle School Site Visit

Outreach to CSUN Students

Outreach efforts to CSUN students were conducted at the Associated Students Welcome Week on August 30, 2022 to help ensure that students within the project area were aware of the project and the BRT Network Improvements, and had opportunities to provide feedback. In order to accomplish this, a booth was set up at the event with project boards and materials to showcase the improvements in the North San Fernando Valley. Students were asked to complete a survey by scanning a QR code from a project flyer.

The questionnaire was designed to better understand the characteristics of students in the project area and which elements of the BRT Network Improvements they deemed most important. One questionnaire in both English and Spanish was made available.

Table 8. CSUN Transit Questionnaire

CSUN Transit Questionnaire to Targeted Audience	# of Completed Surveys
English Questionnaire	136
Spanish Questionnaire	0
Total Completed Questionnaires	136

The following key takeaways were received from CSUN transit questionnaires:

- The top bus improvement benefits ranked by CSUN transit riders were: (1) more reliable on-time buses; (2) shorter travel times from bus lanes and transit signal priority; and (3) increased frequency of service. Over half of the respondents indicated they always or usually experience delays due to traffic congestion.
- The majority of respondents indicated having a faster, more reliable trip time would encourage them to use the bus more.
- The majority of respondents ride Metro less than 1 day per week, and about 25% of respondents indicated riding the bus 3-4 days per week or 5 or more days per week.
- Over half indicated their preferred mode of transportation was by car and over half either own or had access to a car.
- The most frequently used bus lines were the 166, 240 and the G line (Orange).
- One third of respondents indicated they had mobility difficulties.

Additionally, the project team presented to the CSUN Associated Students Leadership on October 3, 2022 to provide an update on the project, the SB 288 process and understand additional opportunities to engage with CSUN students during Fall 2022. The project team also plans on attending CSUN's Bikefest on Sunday, October 23, 2022 with a booth and project information to further engage with CSUN students and the community.

Community Feedback During Fall Outreach

During the community outreach process leading up to the SB 288 virtual community meeting in September, additional comments were received via the project email and voicemail. Some comments received during that timeframe did reference support for the project, but generally raised potential concerns and questions regarding the project update.

Key takeaways and individual comments received included:

- Concerns about bus only lanes on Nordhoff St.
- Comments and questions regarding how to learn more about the project and attend the community meetings.
- Comments regarding how the proposed project does not meet the initial goals of the original BRT single line or the needs of transit riders in the North San Fernando Valley.
- Comments and questions regarding the proposed bus only lanes on Roscoe Bl and how that might affect current travel lanes.
- Questions about inclusion of bike lanes or bike infrastructure as part of the project.
- Questions and comments regarding some of the proposed improvements, including where bus bulbs would be located.
- Comments and questions about connections to destinations and other transit opportunities, such as light rail and extending the Roscoe Bl bus line.

September 2022 SB 288 Virtual Community Meeting

A virtual community meeting was held to provide information on the SB 288 exemption process, findings from the project business case and racial equity analysis and information on the BRT Network Improvements. The community meeting was held virtually via Zoom on Thursday, September 29, 2022 and presented background information on the project, the SB 288 exemption process and key details regarding the performance of the BRT Network Improvements under the project business case and racial equity analysis. A question and answer (Q&A) session followed the presentation. The meeting included Spanish interpretation, and all materials were made available in Spanish.

The online StoryMap developed in May 2022 was updated to include information on the SB 288 process, access to the reports and updated maps to reflect the latest version of the BRT Network Improvements. The online StoryMap was made available as part of the notification process for the community meeting. The StoryMap provided background information on the project, SB 288 exemption process and reports, details on the BRT Network Improvements, and interactive maps highlighting the improvements and connections to local and regional transit and destinations in the North San Fernando Valley. The online StoryMap was made available in English, Spanish and Armenian. This format continued to support Metro’s goal of providing a safe and equitable environment for all participants during the ongoing COVID-19 pandemic.

Community Meeting Notices

Noticing of the community meeting to project stakeholders was accomplished via emails (e-blasts), direct mailing to targeted equity-focused corridors, door-to-door flyer distributions, a notification on Metro’s “The Source” and through Metro’s Facebook account. A total of four e-blasts were sent notifying the public about the community

meetings to a total of 2,865 individual email addresses, with an average email open rate of approximately 33%. Additionally, an e-blast was sent following the conclusion of the community meeting thanking those who participated, and providing guidance on where to find the meeting materials presented, how to access the project StoryMap, SB 288 reports and the meeting recording, and information on next steps. All e-blast notifications were distributed in English, Spanish and Armenian. A total of 96,000 flyers in English, Spanish and Armenian were distributed along the BRT Network Improvement corridors leading up to the community meeting (see Figure 5). A direct mailing in English, Spanish and Armenian was distributed to 37,366 residential and commercial properties (including both owners and tenants) within the equity-focused communities in the project area (see Figure 6). Additionally, flyers were dropped off at 38 locations within the corridor targeting locations that are open to the public or familiar within the community, including schools, community centers, libraries and recreation centers.

Figure 5. Door-to-Door Flyer Distribution Map

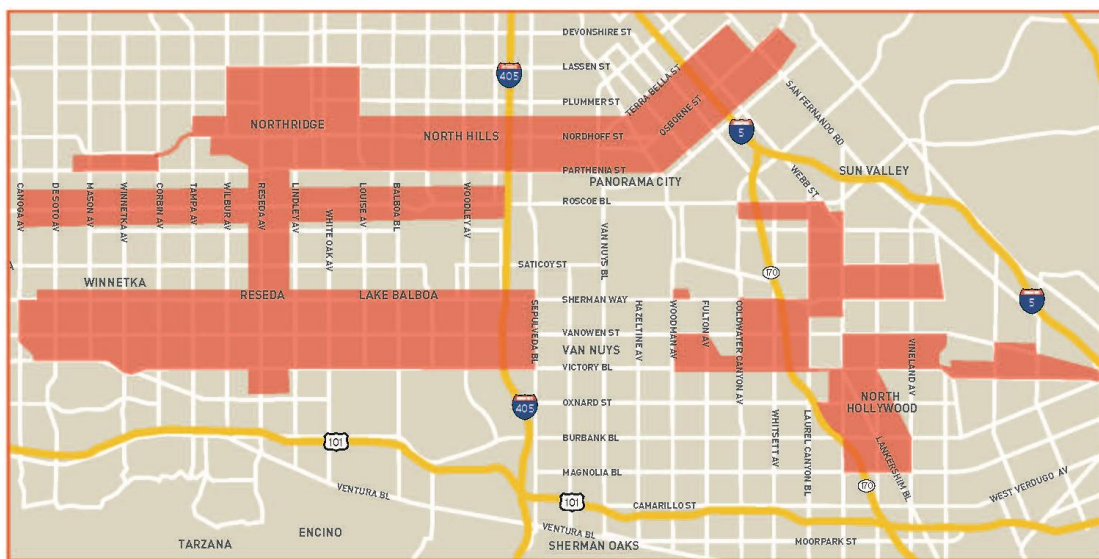


Figure 6. Direct Mailing Distribution Map

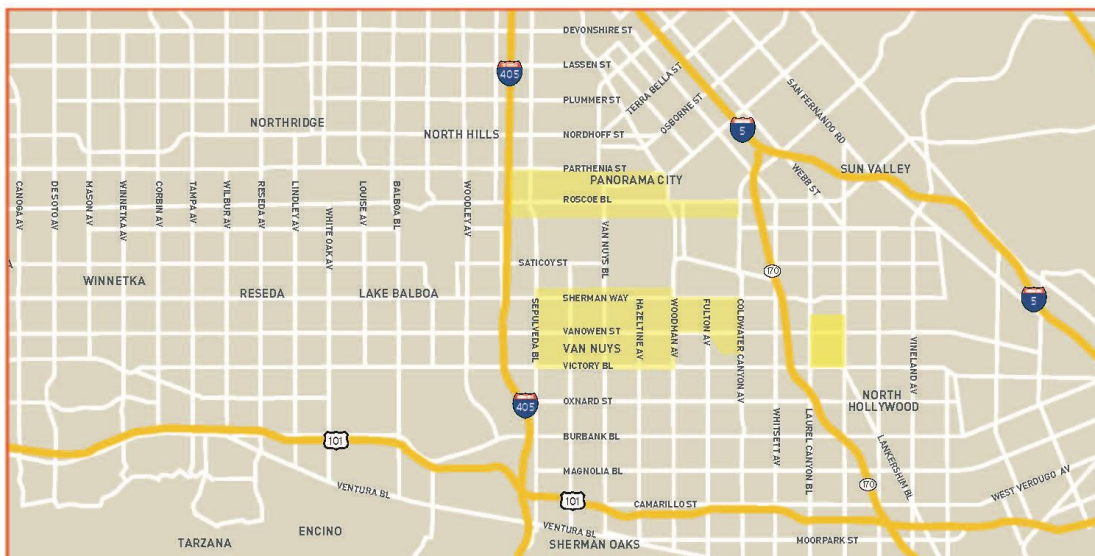


Table 9. September Community Meeting

Meeting Date/Time	Location	# of Attendees	# Written Questions/Comments
September 29, 2022, 6:00 – 8:00 PM	Virtual via Zoom	71	84

Community Meeting Format and Materials

The format of the virtual community meeting consisted of a PowerPoint presentation given by the project team followed by a facilitated question and answer session directly after the presentation. To allow for sufficient time to respond to questions and concerns, attendees were asked to submit questions via the Zoom Q&A function or via a dedicated text message line. All comments and questions were documented during the meeting, but only questions were responded to following the presentation.

During the PowerPoint presentation, information was provided on the project background, the SB 288 exemption process, how the BRT Network Improvements performed in the project business case and racial equity analysis reports, outreach conducted to-date, and

next steps in the process. In addition to simultaneous Spanish interpretation during the community meeting, a copy of all meeting materials was made available in Spanish.

Meeting Comments

The majority of the comments and questions received at the community meeting were supportive of the project overall, but expressed concerns or questions regarding specific aspects of the BRT Network Improvements. The community meeting was designed to respond to clarifying questions and many of the questions and comments received were regarding individual aspects of the project.

The following key takeaways and individual comments were received from this meeting:

- Questions raised regarding ridership projections and daily ridership numbers on project corridors after BRT Network Improvements implementation.
- Questions and comments raised about potential loss of travel or parking lanes on Nordhoff St.
- Questions and comments raised about the project increasing traffic congestion on Nordhoff St.
- Clarifying questions raised about bus only lanes on Nordhoff St.
- Questions and concerns regarding bus bulbs, how they will be implemented, the dimensions of the bus bulbs, and how they will interact with existing lanes, vehicles and cyclists.
- Questions and concerns regarding current safety on buses and at bus stops, bus operator safety, and how safety will be addressed with implementation of this project.
- Questions and concerns regarding unhoused individuals and how the project may help address concerns during implementation.
- Questions regarding inclusion of bicycle infrastructure and bicycle lanes with this project.
- Concerns regarding traffic from implementation of this project and how traffic congestion may be mitigated.
- Questions regarding outreach conducted and inclusion of schools on Nordhoff St and Roscoe Bl during the process.
- Questions regarding bus stops, which bus stops will receive amenity improvements, and how the proposed bus shelters will be implemented.
- Questions regarding specific bus lines, access to bus lines and their current status of service.
- Questions regarding transit signal priority and how vehicles and buses will interact.
- Questions regarding funding for continued operations and maintenance after the project is implemented.
- General questions regarding bus fares and bus rider information.

Next stop: a new way to travel in the North Valley.

NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR

North SFV Transit Corridor Project
Legistar file #: 2022-0578

November 16, 2022



Metro



Recommended Board Actions

Consider:

- > RECEIVING 1) the North San Fernando Valley (NSFV) Transit Corridor environmental study findings per Senate Bill 288 Statutory Exemption requirements; and 2) the outreach summary report for community and stakeholder engagement conducted throughout summer and fall 2022
- > APPROVING the Proposed Measure M NSFV Bus Rapid Transit (BRT) Network Improvements Option for implementation
- > APPROVING the finding that the Proposed Project is statutorily exempt from CEQA under Sections 21080.19 and 21080.25(b); and
- > AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk

Project Background

- > 2016 – Measure M Project
 - Description: North San Fernando Valley BRT Improvements
 - \$180 million in Measure M Funds and opening in 2025
- > 2019 – Completed Alternatives Analysis (AA)
 - Include Roscoe Bl & NextGen in the study of alternatives
 - Nearly 4,400 comments received
 - Based on comments received on AA and coordination with NextGen, a new proposed BRT Network Improvements option identified
- > 2019-2022 – Environmental Review and Community Outreach
 - Additional technical analysis and community outreach of proposed project
 - Overall support for BRT Network Improvements
 - Explanation of key project elements needed (e.g. bus bulbs, zero-emission buses, bus priority lanes)
 - Completed Project Business Case and Racial Equity Analysis for Senate Bill 288 CEQA Statutory Exemption

Proposed BRT Project Elements



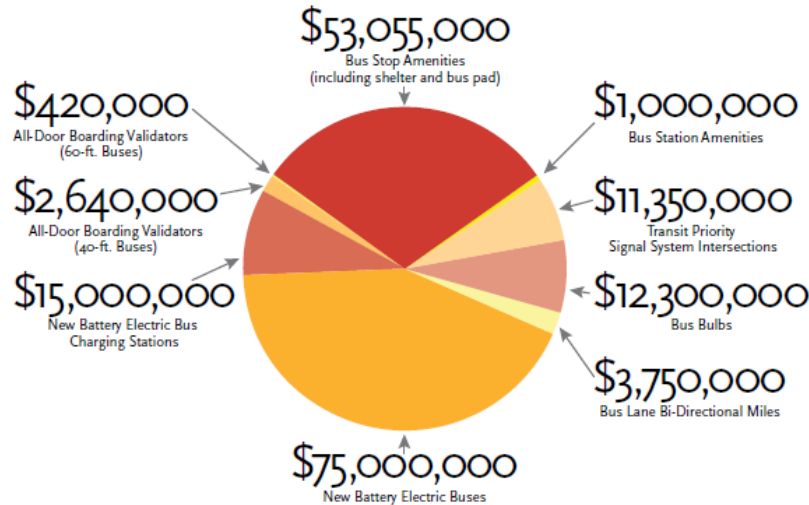
Transit Signal Priority



Enhanced Stops with Branding



Electric Buses with All-Door Boarding



Bus Shelters

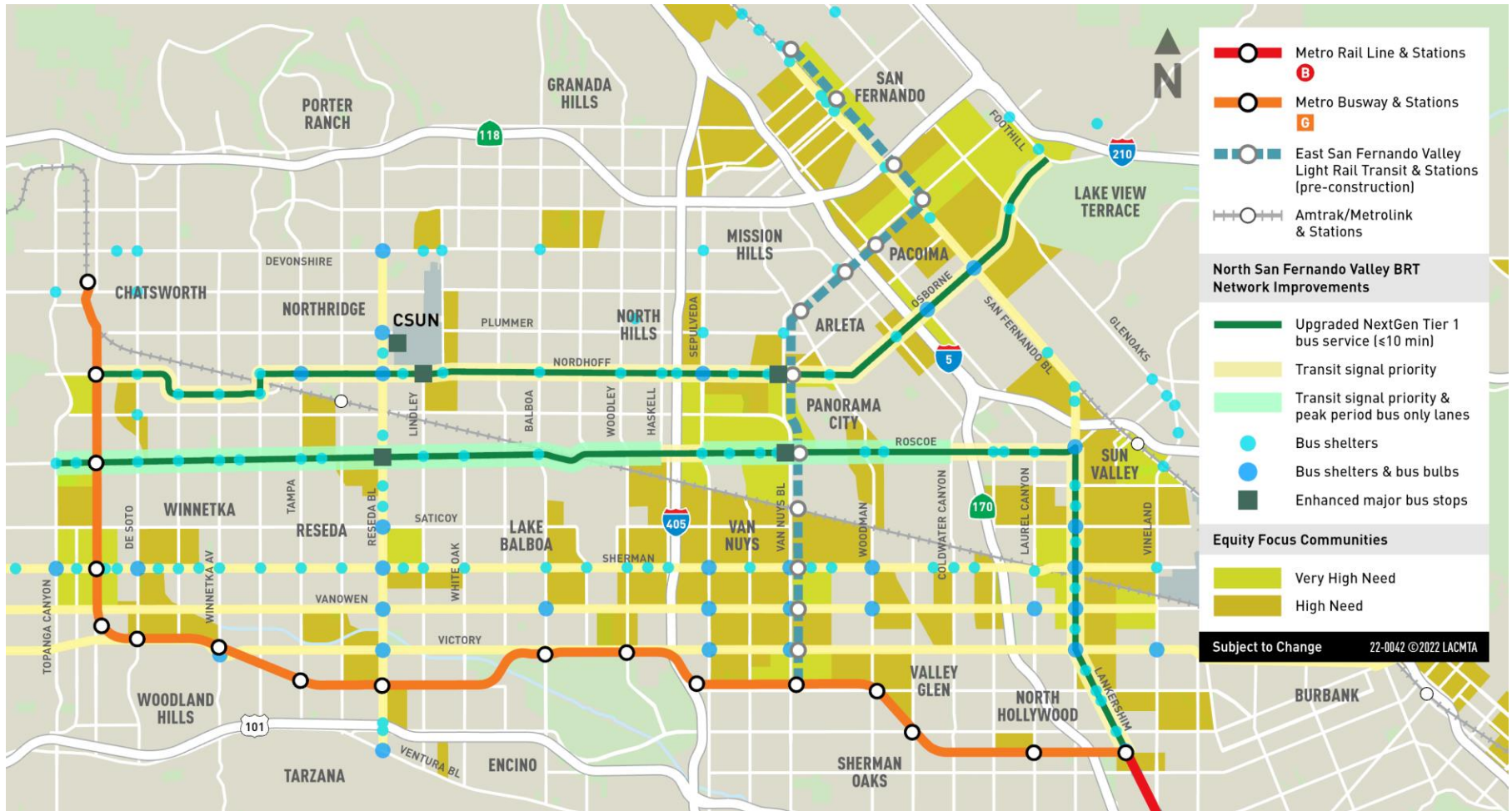


More Frequent Service



Peak-Hour Bus Only Lanes

Proposed Project Overview



Next Steps

- > Ongoing community and stakeholder engagement
- > Summer/Fall 2023 – begin implementation of Roscoe Blvd bus priority lanes, 10-min weekday service on Roscoe & Nordhoff, and bus shelters
- > Winter 2023 - begin implementation of bus bulbs, zero-emission buses, and transit signal priority
- > 2025 – opening year per Measure M



Board Report

File #: 2022-0684, File Type: Contract

Agenda Number: 17.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
NOVEMBER 16, 2022

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Lambert Station in the City of Whittier the terminus for the 9 miles Eastside Transit Corridor Phase 2 project and authorizing the preparation of the final Environmental Impact Report (EIR) for the full project through California Environmental Quality Act (CEQA);
- B. APPROVING the Locally Preferred Alternative (LPA) as Alternative 3: IOS Greenwood, between the existing terminus of Metro L (Gold) Line to Greenwood Station; with design options for Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) and a Maintenance and Storage Facility (at-grade) located in the city of Montebello; and
- C. APPROVING the results of the Title VI Equity Analysis: Siting and Location of Maintenance and Storage Facility Sites for the Eastside Transit Corridor Phase 2 project;
- D. AUTHORIZING the Chief Executive Officer to execute Modification No. 22 to Contract No. PS4320-2003 with CDM Smith/AECOM Joint Venture (JV) Technical and Outreach Services to reinitiate the National Environmental Policy Act (NEPA) environmental clearance process in the amount of \$4,748,305, increasing the total current contract value from \$27,585,479 to \$32,333,784 and extend the period of performance from December 30, 2022, to December 31, 2024.

ISSUE

Metro is the lead agency for the Reinitiated California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for the Eastside Transit Corridor Phase 2 project. The Reinitiated Draft EIR was released on June 30, 2022. Pursuant to the California Environmental Quality Act (CEQA), a Locally Preferred Alternative (LPA) would need to be selected by the Board to prepare the Final EIR. As the lead agency for CEQA, the agency can environmentally clear the full alignment to Whittier and the LPA.

A Title VI Service Equity Analysis was developed for the Maintenance Storage Facility site options pursuant to Metro's Title VI Program. A record of the Board action on the Title VI findings, if approved, will be forwarded to the FTA.

Per a Board request at the February 2022 meeting, staff was directed to reinitiate National Environmental Policy Act (NEPA) environmental process. To accomplish this, Board approval is needed for Contract Modification No. 22, PS4320-2003 with CDM Smith/AECOM Joint Venture (JV).

BACKGROUND

Eastside Transit Corridor Phase 2 is an approximately 9-mile light rail transit extension proposed from the existing Metro L (Gold) Line terminus station at Atlantic/ Pomona, traveling east in an underground configuration to Citadel Outlets in Commerce. The route then proceeds east along Washington Boulevard via aerial and at-grade configurations ending at Lambert Road in Whittier. Proposed stations considered along this route 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

In addition to the full project alignment, Initial operating segments (IOS) were introduced to the Board at their February 2022 meeting (Item #2020-0010).

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.

A summary of the build alternatives is listed and summarized in subsequent sections.

The Measure M Ordinance identifies \$3 billion (2015\$) in funding; with escalation (to year of expenditure or 2029), this funding is estimated at \$4.4 billion from Measure M and other local and state sources. Because the project is comprised of state and local funding only, the Board approved discontinuing the NEPA analysis from the project's environmental process at their February 2020 meeting to align the project to the Board's acceleration goals. With the recent passage of the Infrastructure Investment and Jobs Act (IIJA), these federal funding opportunities were not available pre-pandemic, before the Board discontinued NEPA. At the February 2022 meeting, the Board requested that staff reinitiate NEPA to seek federal funding opportunities. Metro is committed to the

build out of the full project. The Federal Transit Administration (FTA) supports projects with known timelines and with local funding commitments. Therefore, the LPA should align with FTA's processes to streamline the project, making it shovel ready for construction and the best candidate for federal funding. Alternative 3 IOS Greenwood is the best option for meeting the federal requirements of local commitment based on identified local funding sources and a more certain timeline due to the limited number of regulatory agencies requiring extensive coordination, such as Caltrans and US Army Corps of Engineers on the full alignment. Additionally, the Board requested that staff pursue engineering activities to streamline the project, identify alternative project delivery, and reduce project risks. Meanwhile, the CEQA-only environmental clearance process continues for the full alignment and LPA with the Reinitiated Draft EIR released on June 30, 2022, with a 60-day public review period through August 29, 2022.

DISCUSSION

Alternatives Evaluated in the Draft EIR

The Draft EIR evaluates the No Project Alternative and three Build Alternatives, design options, and two maintenance and storage facility (MSF) site options. Descriptions of these project elements are in the attached Draft EIR Executive Summary (Attachment A) and on the project website metro.net/eastside2022 <https://storymaps.arcgis.com/stories/f609c050ef0e405e995c195d3cb8449d>. The following provides a list of each alternative and design options, and MSF options evaluated in the Draft EIR.

- **Alternative 1 Washington:** Existing Atlantic/Pomona terminus to Lambert station
 - Design Option 1: Atlantic/Pomona station open underground station
 - Design Option 2: At-Grade Greenwood station
 - Design Option 3: At-Grade Montebello MSF
- **Alternative 2 IOS Commerce:** Existing Atlantic/Pomona terminus to Citadel/Commerce station with Commerce MSF site option only
 - Design Option 1: Atlantic/Pomona station open underground station
 - Design Option 2: At-Grade Greenwood station
 - Design Option 3: At-Grade Montebello MSF
- **Alternative 3 IOS Greenwood:** Existing Atlantic/Pomona terminus to Greenwood Station in the City of Montebello
 - Design Option 1: Atlantic/Pomona station open underground station
 - Design Option 2: At-Grade Greenwood station
 - Design Option 3: At-Grade Montebello MSF
- **Commerce MSF site option**
- **Montebello MSF site option**

Alternative 1 Washington begins at the existing Atlantic/Pomona terminus station and ends at the Lambert station in the City of Whittier. Alternative 1 is the longest alignment at approximately nine miles, with seven stations and two maintenance and storage facility site options. The alignment includes design options at the Atlantic/Pomona station, Montebello alignment, Montebello MSF lead tracks, and the Greenwood station.

Alternative 2 IOS Commerce begins at the Atlantic/Pomona terminus station and ends at the

Commerce/Citadel station. Alternative 2 is the shortest alignment at approximately 3.2 miles with three stations and only allows connection to the Commerce MSF. The alignment includes design options at the Atlantic/Pomona station.

Alternative 3 IOS Greenwood begins at the Atlantic/Pomona terminus station and ends at the Greenwood station. Alternative 3 is approximately 4.6 miles with four stations and two maintenance and storage facility site options. This alignment includes design options at the Atlantic/Pomona station, Montebello alignment, Montebello MSF site option, and the Greenwood station.

The **Commerce MSF** site option is located in the City of Commerce, and this site supports any of the three build alternatives. The site is located west of Washington Boulevard and north of Gayhart Street. The site is bounded by Davie Avenue to the east, Fleet Street to the north, Saybrook Avenue to the west, and an unnamed street to the south. The site is approximately 24 acres. The facility would accommodate storage of approximately 100 light rail vehicles.

The **Montebello MSF** site option is located in the City of Montebello. The site can support Alternative 1 and Alternative 3. The site is north of Washington Boulevard and south of Flotilla Street between Yates Avenue and S. Vail Avenue. The site is approximately 30 acres. The facility would accommodate storage of approximately 120 light rail vehicles. Only one of the two MSF site options would be constructed under the Project.

Table 1 illustrates the project components for each alternative and design option listed in the sections above.

Components	Build Alternatives		
	Alternative 1 Washington	Alternative 2 Commerce/Citadel IOS	Alternative 3 Greenwood IOS
Alignment length	9 miles	3.2 miles	4.6 miles
Length of underground, aerial, and at-grade	Base Alternative		
	3 miles underground; 1.5 miles aerial; 4.5 miles at-grade	3 miles underground 0.1 miles aerial; 0.1 miles at-grade	3 miles underground; 1.5 miles aerial; 0.1 miles at-grade
	Atlantic/Pomona Station Option		
	Approximately 50 feet of additional underground alignment	Approximately 50 feet of additional underground alignment	Approximately 50 feet of additional underground alignment
	Montebello At-Grade Option		
	3 miles underground; 0.5 miles aerial; 5.5 miles at-grade	NA	3 miles underground; 0.5 miles aerial; 1.1 miles at-grade
Station configuration	Base Alternative		
	7 stations: 3 underground (1 relocated/reconfigured); 1 aerial; 3 at-grade	3 stations: 3 underground (1 relocated/reconfigured)	4 stations: 3 underground (1 relocated/reconfigured); 1 aerial
	Montebello At-Grade Option		
	4 at-grade; 0 aerial	NA	1 at-grade; 0 aerial
MSF site options	2	1	2

Notes:

MSF = Maintenance and Storage Facility

The Base Alternative is the Build Alternative without implementing any design options (Atlantic/Pomona Station Option and/or Montebello At-Grade Option). Design Options are listed in the table if they differ from the Base Alternative.

Total lengths do not include MSF lead track.

The at-grade length includes 0.05-mile of transition from at-grade to underground.

Environmentally Superior Alternative

Under Section 15126.6(a)(b) of the CEQA guidelines, an environmentally superior alternative must be identified to determine which alternative possesses an overall environmental advantage when compared to all other alternatives and alternatives with the potential for avoiding or substantially lessening significant impacts. The Environmentally Superior Alternative is not always the same as the Locally Preferred Alternative because it is primarily an enumeration of the number of impacts. Other measures are used to recommend the Locally Preferred Alternative, including fiscal and performance measures. A summary of the Draft EIR findings related to the environmentally superior alternative is outlined below.

The No Project Alternative would have the greatest number of significant and unavoidable impacts to environmental resources as this alternative would be inconsistent and conflict with regional and local programs, plans, ordinances, and policies related to air quality, GHG, Land Use, and transportation. The No Project Alternative would also be inconsistent with the State's long-term climate strategies. The No Project Alternative's incremental contribution to climate change would also be significant and unavoidable concerning GHG emission reduction plans. The No Project Alternative would also not achieve or address any of the Project objectives since it would not include a new rail service in the project area. Given the conflicts with adopted state, regional and local plans and its inability to meet Project objectives, the No Project Alternative would not be the environmentally superior alternative.

Alternatives 1, 2, and 3 with the Commerce MSF site option, with or without the design option(s), would result in significant and unavoidable impacts to cultural resources related to the demolition of the historic Pacific Metals Company Building and removal of properties within the potential Vail Field Industrial Addition historic district at the Commerce MSF site. Therefore, Alternatives 1, 2, and 3 with the Commerce MSF site option would result in additional significant unavoidable impacts to cultural resources and would not be considered the environmentally superior alternative. Since Alternative 2 only includes the Commerce MSF site option, it would be unfeasible to pursue this alternative because it does not continue east to connect to the environmentally superior MSF option, which is the Montebello MSF.

Alternatives 1 and 3 with the Montebello MSF site option, with or without the design options, would have similar findings of environmental impacts and mitigation measures. While many of the same mitigation measures apply to Alternative 1 and 3 and reduce impacts to less than significant, there is a greater number of properties and public rights-of-way with impacts that must be mitigated under Alternative 1. Additionally, Alternative 1 would require regulatory agency coordination with the United States Army Corps of Engineers and Caltrans with long lead times for review and agreements for the river crossing and I-605 underpass, respectively. The construction duration for Alternative 1 is longer than Alternative 3 due to its length. Because Alternative 1 is a longer alignment compared to Alternative 3 with less impacts such as traffic, noise, and property acquisition, Alternative 3 has been identified as the environmentally superior alternative.

Public Comments Summary

A robust outreach program was developed for the project that included partnering with local Community-Based Organizations (CBO). The CBO Roundtable served as local experts that advised the project team on best outreach practices for enhancing notification and simplifying meeting materials. Several rounds of community meetings were conducted prior to the release of the Draft EIR. At each round of meetings, the project team provided project and design updates, including the approximate timeframe the Draft EIR would be released. These meetings were held in November 2021, March 2022, and June 2022. The June 2022 meetings further highlighted how the community and stakeholders could navigate and comment on the Draft EIR. All meetings were held virtually, however, to provide technical assistance and resources, tech booths/vans were available concurrently with each virtual meeting. The tech booth/vans were located near public facilities with accessibility to transit. In total, 9 tech booths were available over the course of three rounds of outreach, and 14 participants utilized the tech booths.

The Draft EIR was released for public review and comment for 60-days from June 30, 2022, through August 29, 2022. Noticing of its release was done in accordance with CEQA regulations that also extended notification process and included three coordinated rounds of notification that included information on the June meetings, details about the Public Hearings, the official release date of the Draft EIR, and comment methods on the Draft EIR. Public notification incorporated a combination of 53,000 direct mail notices, 92,000 door-to-door drop-offs, required legal notices on local newspapers, social media posts and ads, E-blasts, 676 SMS text messages, podcast, press releases, notices on the project website, information booths at local events, pop-up events, and other methods. The Notice of Availability (NOA) was filed with the California State Clearinghouse and mailed to public and responsible agencies, organizations, elected officials, and other interested parties. The NOA was distributed at the start of the comment period to announce the availability of the Draft EIR and to promote the public hearings.

Table 2 details the four (4) public hearings held as part of the Draft EIR release.

#	Date and Time	In-Person Location/Address
1.	Thursday, July 21, 2022 6-8pm	Kaiser Permanente Medical Offices 5119 Pomona Bl Los Angeles, CA 90022
2.	Saturday, July 30, 2022 10am-12pm	Applied Technology Center High School 1200 W Mines Av Montebello, CA 90640
3.	Thursday, August 11, 2022 6-8pm	Virtual via Zoom In-person livestreaming site: City of Pico Rivera - Council Chamber 6615 Passons Bl, Pico Rivera, CA 90660
4.	Wednesday, August 17, 2022 6-8pm	Whittier Community Center - Gymnasium 7630 Washington Av Whittier, CA 90602

Table 3 provides an overview of the total official submissions and total official comments received by method.

Source	Qty
Website	198
Public Hearings (oral comments)	33
Email	20
Events	7
Post Mail (Letters)	4
Public Hearings	5
Total Official Submissions	268
Total Official Comments	~900

Over the 60-day public comment period, 268 submissions were received, which encompassed approximately 900 comments. The comments were categorized into the following main topics:

- Alternatives - 12%
- Engineering/Design - 24%
- Environmental Topics (18 topics) - 50%
- Planning - 56%

From the comments received regarding the alternatives, 33% supported Alternative 1 Washington, 7% supported Alternative 2 IOS to Commerce, and 11% supported Alternative 3 IOS to Greenwood. The engineering/design comments were related to grade separation, station design, and parking facilities. Comments on environmental topics were in regard to transportation, noise, hazardous materials, public safety (emergency services), and mitigation measures. The planning issues included comments such as costs and funding, public safety at crossings, and impact to businesses.

The Washington Coalition, comprised of the five (5) incorporated cities along the corridor, collectively submitted a letter of support for the project. Letters were also received from key stakeholders such as Presbyterian Intercommunity Hospital (PIH), Caltrans, State Department of Fish and Wildlife, Los Angeles County (LAC) Department of Parks and Recreation, LAC Library, LAC Sanitation Districts, Los Angeles Unified School District (LAUSD) and California Public Utilities Commission (CPUC). The Environmental Protection Agency and US Army Corps of Engineers provided no comment at this time.

As a part of the public participation process, a petition was submitted with approximately 1600 (unverified) signatures endorsing the Transportation System Management Alternative (TSM). The TSM Alternative, which analyzes other transportation modes such as bus improvements and Intelligence Systems Management (ITS), was not studied in the Draft EIR because it is not required by CEQA and the Federal Transit Administration (FTA). As such, the Draft EIR is compliant with CEQA Guidelines Section 15126.6(a), describing a range of reasonable alternatives to the project. Further, the No Project Alternative includes Next Gen bus improvements as the baseline evaluation.

Letters from community groups in East Los Angeles submitted letters expressing concerns about the 60-day public comment period and Metro’s actions to expedite the Draft EIR release. During the ongoing outreach efforts beginning in November 2021 and leading up to the release of the Draft EIR, the project team indicated the approximate timeframe the Draft EIR would be released. Section 15105 of CEQA Guidelines requires a Draft EIR to be available for public review no less than 30 days and no longer than 60 days except in unusual circumstances. Typically, Metro provides a 45-day comment period; however, due to the release of the draft EIR in the summer, staff proceeded with a 60-day comment period. In this case, there were no unusual circumstances that have not been experienced during the pandemic. Additionally, the project staff provided several methods for public participation and submission of public comments.

Early Intervention Team (EIT) Engagement

The project team is conducting review sessions with the EIT to engage leadership across the agency as this project reaches a critical stage (i.e., selection of the LPA). The EIT was established in July 2022 to identify and implement strategies to improve successful delivery of projects with a focus on cost control and cost containment that addresses full lifecycle needs. The EIT review engages the full Metro team in identifying specific project risks and mitigation opportunities relevant to this phase of the project, including assessment of project delivery method options for future project phases.

Cost Estimates

At the February Board meeting, the project cost estimates for conceptual design were presented as follows:

Preliminary Cost Estimates (15% design)	Range (\$2021)
Alternative 1 Washington	\$6.1B - \$6.5B
Alternative 2 Commerce (Commerce MSF)	\$4.5 - \$5B
Alternative 3 Greenwood (Commerce MSF or Montebello MSF)	\$5.1B - \$5.3B
(2021\$)	

These estimates were based on a conceptual level of design using a parametric model that stems from prices similar to other projects. For the planning phase, this high level of cost estimating is appropriate for screening alternatives. As the project continues to advance, the project team has been working closely with Program Management’s Cost Estimating staff to complete an Independent Cost Estimate (ICE) update. This updated ICE includes several cost factors that were not included in the February estimate, including (1)the mid-point of construction , (2) design and MSF options that were yet to be determined in February, and (3) specifics of the advanced conceptual engineering plans. This exercise produces a cost estimate with greater detail and accuracy for the purposes of establishing budgets, mitigating risks, and supporting the procurement process in the next phases of the project. Critical cost considerations included in the ICE include the following:

- **Contingencies:**
 - **Allocated contingency** (design contingency): Risk based cost estimates associated with further refinement of design since details are not complete. As the level of design increases, contingency decreases. Allocated contingency was recalculated consistent with calculations on other new projects, and taking into consideration FTA

requirements.

- **Unallocated contingency** (construction contingency): Estimate of costs associated with unforeseen conditions during the construction phase such as unknown site conditions, schedule delays, trade coordination.
- **Escalation** - reflects uncertain changes in technical, economic, and market conditions over time, such as cost of labor, equipment, and material due to continuing price changes over time. Escalation was estimated at 3.5% per year, calculated to the mid-point of construction.

The table below summarizes the results of the ICE, specifically incorporating added contingencies, escalation, and the application of an accuracy range.

Independent Cost Estimate Breakdown - 15% design Alternative 1 Washington Alternative	Alternative 1 Washington	Alternative 3 IOS Greenwood
Base Alternative (Guideway/tracks, stations, support facilities, systems)	\$4.951B	\$4.000B
Allocated Contingency	\$1.672B	\$1.359B
Unallocated Contingency	\$662M	\$537M
Sub Total (2022\$)	\$7.285B	\$5.896B
Escalation	\$2.884B (2032\$)	\$2.006B (2031\$)
Total Cost Estimate	\$10.169B	\$7.902B

(Estimate as of November 10, 2022)

Although cost contingency percentages are standardized by cost category, there are differences between Alternative 1 and Alternative 3 based upon the project scope for each alternative. Allocated contingencies are percentages applied to standard cost categories for professional services, construction, real estate, vehicles, etc. Depending on the high-risk project element, the percentages can range from 16% to 50%. Alternative 1 considers project elements such as the bridge crossings at Rio Hondo and San Gabriel and the under-crossing at the I-605. These items are not present under Alternative 3. Therefore, contingencies for Alternative 1 are higher. Escalation is also higher for Alternative 1 because it has a longer construction duration compared to Alternative 3, which is a shorter alignment that assumes a shorter construction duration.

Due to the potential volatility of project costs that are unknown in the early phases of design, the team has applied an accuracy estimation with an upper bound (+30%) in accordance with industry best practices developed by the Association for Advancement of Cost Engineering (AACE). This is also consistent with the Board directive to provide cost forecasts in ranges for planning phase projects to reflect uncertainty in earlier project delivery phases. These factors result in an updated project forecast range of \$7.9B to \$10.3B for the Alternative 3 IOS Greenwood, inclusive of the current construction market escalation costs.

Funding Plan

Due to existing funding shortfalls, the full project approved under CEQA will be developed in segments. A funding plan for the Greenwood segment is presented in the following table and is

comprised of local sales tax and state and federal grant funding that is yet-to-be secured. Funding for the project may be available from new state and federal sources that have become available over recent years, as well as existing sources that may become available to Metro in the future. Local tradeoffs (i.e., transfer of funds) from other projects and programs are also included.

New federal funding related to the Infrastructure Investment and Jobs Act and new state funding from the state budget surplus that is designated for rail and transit may be available, and Metro will seek funding from these sources to fund the LPA. Metro will also seek funding from existing state grant programs created by Senate Bill 1 (SB-1) for a significant portion of the funding need. The transfer of existing local sales tax funds may also be required, given the risk that the amount of funding needed cannot be met with federal and state grants. This can happen if grant awards are not successful or are less than requested.

Funding Plan for IOS-3

Uses	IOS Greenwood
Total, Uses	\$7.9
Sources - Secured	
Other Local (Sales Tax, 3% Contribution)	\$0.5
Measure R	\$1.3
Measure M	\$1.6
Sources - Yet-To-Be-Secured	
Local (Sales Tax, 3% Contribution)	0.4
State (Cap/Trade, SB-1 Surplus)	1.8
Federal (IIJA/BIL)	2.4
Total, Sources	\$7.9

Costs in year of expenditure dollars, in billions.

The funding plan for the remaining project to Whittier includes additional yet-to-be-secured federal, state, and local funding. The plan to Whittier assumes the existing federal Capital Investment Grants and state SB-1 grant programs will be functioning and potential funding sources for the completion of the project when additional funding is available from these programs over time after funding the LPA. We will target moving forward with the Whittier segment in 2035 after completing the LPA when additional yet-to-be secured funding is expected to be available. The exact timing will depend on the success in getting needed local, state, and federal funding. The local funding requires prioritizing this segment of the Project. Our success in obtaining state and federal funding will depend on the availability of these funds and the relative competitiveness of the project.

LPA Selection and Recommendation

Per CEQA, a LPA needs to be selected by the Board to advance the selected alternative into the Final EIR. Should the Board approve the staff recommendation, the selected LPA and full alignment will be environmentally cleared through CEQA, making the project shovel ready and competitive for funding. All build alternatives have been studied extensively through the Draft EIR, engineering

design, and technical studies. Metro has also conducted ongoing communications with stakeholders, corridor cities, and unincorporated Los Angeles County to provide updates on significant milestones of the project. The project team also held meetings in November 2021 to introduce to the public the design options: the Atlantic/Pomona open-air station concept and the at-grade section in Montebello. June 2022 meetings introduced the specific locations of the MSF locations. Most recently, staff hosted a meeting on November 9, 2022, to introduce the draft LPA and updated cost estimates.

Understanding that Metro would need to build the project in phases because of funding shortfalls, it is recommended that Alternative 3 IOS to Greenwood (Atlantic/Pomona Station to Greenwood Station) be selected as the LPA with the open underground station at the Atlantic/Pomona station, at-grade guideway in Montebello including the at-grade Greenwood station and the Montebello MSF site option. Furthermore, Alternative 3 IOS to Greenwood is identified as the environmentally superior alternative.

Additionally, the FTA prefers a project with a known timeline and with local funding commitment. Although the Board may select LPA at any time; however, a committed funding plan is important for FTA Full Funding Grant for the initial segment. ~~Based on the funding available in 2029 for the project per Measure M of \$4.4 billion (2029\$), there is a funding short fall of \$3.5 billion for the recommended LPA compared to the full alignment of \$5.7B.~~ Based on the secured funding for the project, there is yet-to-be-secured funding of \$4.6 billion for the recommended LPA compared to the full alignment of \$6.8 billion. Therefore, it is recommended that LPA proceed into the NEPA process to seek federal funding for the highest cost project elements, such as the underground segment and MSF.

The Metro Board's approval of environmentally clearing through CEQA the full project alignment to Whittier with a terminus Lambert Station represents the commitment of the eventual buildout of this Project. This project will address regional mobility, equity, and environmental and economic benefits for the communities along the corridor.

Title VI Maintenance Storage Facilities Analysis

The Title VI Service Equity Analysis is to ensure that the proposed MSF locations are selected per Metro's Title VI Program and in compliance with Title VI of the Civil Rights Act of 1964. The analysis determined whether the introduction of the Eastside Transit Corridor Phase 2 project will have a disparate impact on the minority population or a disproportionate burden on the low-income population. A record of the Board's action on the Title VI findings will be forwarded to the FTA. The findings concluded that neither the Commerce MSF nor the Montebello MSF has a disparate impact, with the absolute and relative differences both being negative numbers that are below the thresholds of the absolute and relative difference. The Commerce MSF and Montebello MSF sites would both have a disparate impact on Limited English Proficiency populations. The Commerce site has the larger absolute difference at 60.3% and the Montebello site at 53.4%

Contract Modification

Per a Board request (File #2022-0274) at the February 2022 meeting, staff was directed to reinstate the NEPA process because of the recent influx of federal opportunities the project can compete for nationally. Additionally, the Board requested to advance engineering activities to streamline the project into the most efficient project delivery method. To reinstate the NEPA process, a contract

modification is needed to the existing contract for professional environmental services, which is Contract Modification No. 22, Contract No. PS4320-2003, with CDM Smith/AECOM Joint Venture (JV). The contract modification for engineering services is anticipated to be presented at the January Board meeting.

Risks

Delaying the selection of an LPA will delay the start of the Final EIR and impact the overall Project schedule. This would also delay the NEPA process, leading to a loss of opportunities to seek federal funding. Moreover, not pursuing engineering activities could increase risks for the project as it advances to project delivery.

Equity Platform

The Project will benefit communities along the eastern portion of Los Angeles County with a high-quality, reliable light rail system. The full project alignment traverses six (6) Equity-Focused Communities (EFC), and there are 2,281 transit-dependent households along the project alignment and 1,828 households along the LPA. When the eventual build-out of the project occurs, communities along the corridor will have access to the Metro regional network and to activity centers and job opportunities along the corridor that include but are not limited to Whittier College, East Los Angeles College, Citadel Outlets, the Historic Whittier Boulevard Shopping, and Presbyterian Intercommunity Hospital. The Project and LPA will fulfill a gap in high-quality transit services that currently exist in the eastern portion of Los Angeles County. The LPA recommendation, should the Metro Board approve Alternative 3 IOS Greenwood, would serve the highest concentration of EFCs in East Los Angeles and the cities of Commerce and Montebello.

Upon the selection of the LPA, several planning activities will be initiated, including First Last Mile (FLM) planning and TOC Implementation Plans. The project team anticipates re-engaging the CBO Roundtable for these activities and possibly including more CBOs to conduct FLM planning, walk audits, outreach, and other activities. The TOC Corridor Baseline Assessment process will also begin, which supports corridor communities by providing TOC Grant Writing, Baseline Assessments, and Technical Assistance Program around affordable housing production and community stabilization. The Baseline will be prepared in collaboration with jurisdictions along the corridor and with deep stakeholder engagement throughout the process. The Baseline Assessments will be a resource of information for municipalities and community members that will highlight positive opportunities to leverage the transit infrastructure investments for equitable TOCs and identify potential risks and vulnerabilities. The Baseline Assessment is critical at this stage to begin station planning efforts early to ensure equitable development and prevent unintended consequences such as displacement and gentrification. Several cities along the corridor are updating their long-range plans; by including these resources and tools, vulnerable communities along the corridor could experience a positive outcome.

Extensive outreach efforts will continue along the corridor to engage project stakeholders through various outreach methods through the Final EIR and upcoming activities. The project team will

continue collaborating with the CBO Roundtable to discuss project milestones and enhance outreach methods.

DETERMINATION OF SAFETY IMPACT

Approval of the Draft EIR and selection of an LPA will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The FY 2022-23 budget contains approximately \$8M in Cost Center 4310 (Mobility Corridors), Project 460232 for professional services. Since this is a multi-year contract modification, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

Funding for this action comes from Measure R 35% Transit Capital. These funds are not eligible for bus or rail operating expenses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028: Goal 1: Provide high-quality mobility options that enable people to spend less time traveling, Goal 3: Enhance communities and lives through mobility and access to opportunity, and Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board may decide not to approve the recommended LPA described in this report. This is not recommended as it may delay the project delivery and would risk the ability to meet the Measure M Expenditure Plan schedule, including both the Project groundbreaking and opening dates.

NEXT STEPS

Should the Board select the LPA, staff will initiate work on the Project's Final EIR. The full project alignment to Whittier will also be included in the Final EIR. After completion of the Final EIR, staff anticipates returning to the Board in Summer/Fall 2023 for certification of the Final EIR.

Upon Board approval, staff will execute Modification No. 22 to Contract No. PS4320-2003 with CDM Smith/AECOM, a Joint Venture, to initiate the NEPA process for the project.

ATTACHMENTS

Attachment A - Draft Environmental Impact Report Executive Summary

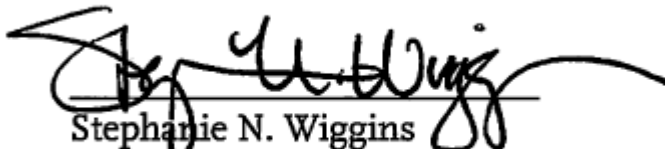
Attachment B - Eastside Transit Corridor Phase 2 Project Map

Attachment C - Eastside Transit Corridor Phase 2 Title VI Equity Analysis: Siting and Location of

Maintenance and Storage Facility Sites
Attachment D - Procurement Summary
Attachment E - Contract Modification/Change Order Log
Attachment F - DEOD Summary

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Chief Executive Officer

Executive Summary

GOLD LINE EASTSIDE TRANSIT CORRIDOR PHASE 2



Metro

Prepared for
Los Angeles Metropolitan
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June 2022

Executive Summary

June 2022

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Executive Summary

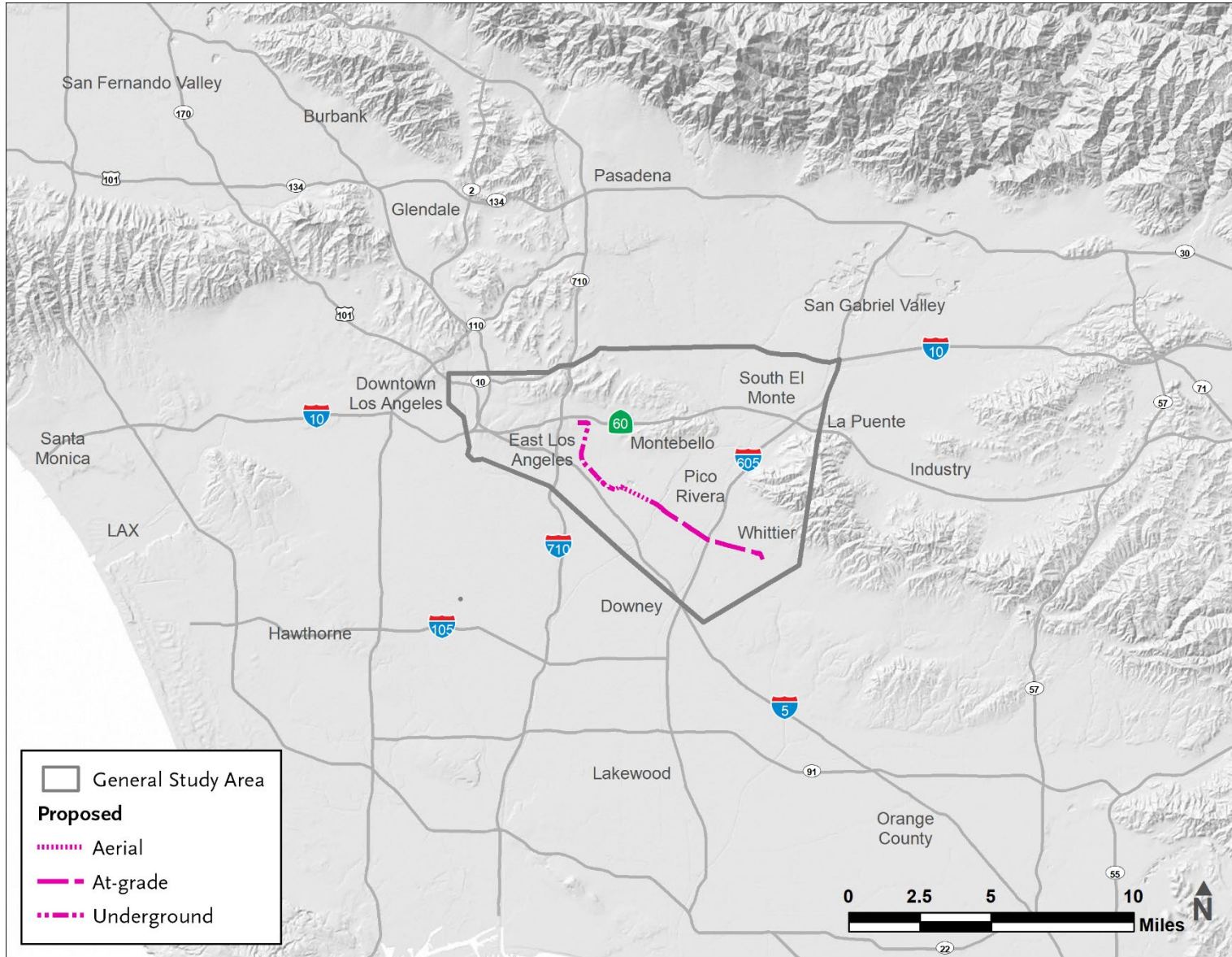
ES.1 Introduction

The intent of this Executive Summary is to provide a synopsis of the Los Angeles County Metropolitan Transportation Authority (Metro) Eastside Transit Corridor Phase 2 Project (Project) and its potential effects on the environment. The Executive Summary is an overview of the main elements of the document, including: purpose and process of the Recirculated Draft Environmental Impact Report (Draft EIR); project history, public review, and project objectives; descriptions of the alternatives considered; summary of the environmental analysis and comparison of alternatives; and areas of controversy and issues to be resolved. More detailed discussion, analysis, and information is contained within the Recirculated Draft EIR and the Appendices.

The Project would extend the Metro L (Gold) Line, a light rail transit (LRT) line, from its current terminus at the Atlantic Station in the unincorporated community of East Los Angeles to the city of Whittier within the Gateway Cities subregion of Los Angeles County. It would extend the existing Metro L (Gold) Line approximately 3.2 to 9.0 miles and include maintenance and storage facility (MSF) site options and design options, depending on the Build Alternative. A diverse mix of land uses are located along the alignment, including single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational, health and medical uses, educational institutions, and vacant land. The Project would traverse densely populated, low-income, and heavily transit-dependent communities with major activity centers.

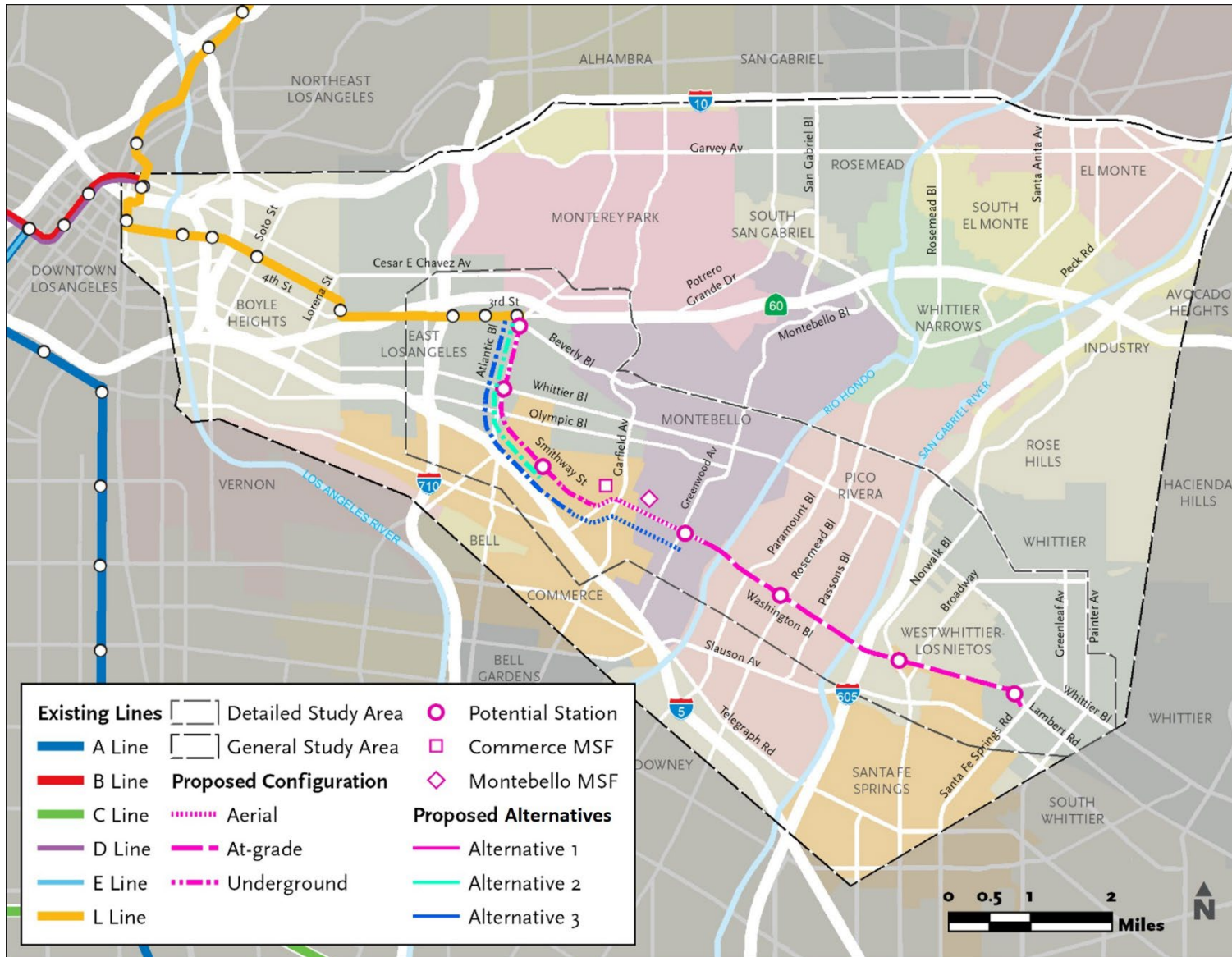
For purposes of describing the Project, two study areas have been defined. The general study area (GSA) is regional in scope and scale and consists of a wider area that is expected to be served by the Project. The GSA currently has limited transportation options, which contributes to long travel delays connecting to and from downtown Los Angeles and would be served by improved access to LRT. The detailed study area (DSA) encompasses the local area within approximately two miles from the Project alignment. **Figure ES.1** shows the Project's regional location and **Figure ES.2** shows the Project's GSA and DSA.

Below is a summary of the Recirculated Draft EIR, highlighting the Project alternatives considered and their impact findings and conclusions.



Source: Metro; CDM Smith/AECOM JV, 2022.

Figure ES.1. Regional Location Map



Source: Metro; CDM Smith/AECOM JV, 2022.

Figure ES.2. General Study Area and Detailed Study Area

ES.2 Purpose of the Recirculated Draft Environmental Impact Report

This Recirculated Draft EIR satisfies the requirements of the California Environmental Quality Act (CEQA)¹ and CEQA Guidelines² to inform decision-makers and the public about the potential significant environmental impacts of the Project; ways to avoid significant effects through a review of Build Alternatives, MSF site options, and design options; required mitigation measures that would minimize or reduce impacts to less than significant levels; and impacts that would be significant and avoidable. As the lead public agency, Metro has the principal responsibility for approving the Project and will use this Recirculated Draft EIR to consider the environmental consequences of the Project. Lead public agencies are charged with the duty to avoid or substantially lessen significant environmental impacts of a project, where feasible. In approving the Project, Metro will balance the Project's environmental, economic, social, and transportation benefits compared to its significant and unavoidable impact on the environment. As such, this Recirculated Draft EIR is an informational public document to be used to analyze the significant environmental effects of the Project, identify alternatives, and disclose potential ways to reduce or avoid the possible change to the environment. Significant effects on the environment are defined as a substantial adverse change in the physical conditions which exist in the area affected by the Project.³

ES.2.1 Environmental Review Process

This document is a recirculation of an earlier Draft EIR/Environmental Impact Statement (EIS) that was issued for public review on August 22, 2014. Per CEQA Guidelines,⁴ Metro is required to recirculate when significant new information is added to the EIR after the public review notice was given, such as changes to either the Project or environmental setting. Since August 2014, the project definition has been refined; as such, on May 31, 2019, a Notice of Preparation (NOP) and Notice of Intent (NOI) of a Recirculated Draft EIR/EIS was issued.

The Project's environmental review process began in January 2009, when the Metro Board of Directors (Metro Board) approved the Project's Alternatives Analysis (AA) which identified two build alternatives for environmental review. The Project was identified in Metro's 2009 and 2020 Long Range Transportation Plan (LRTP) and is a transit project funded by local tax Measure R (approved by voters in November 2008) and Measure M (approved by voters in November 2016).

A NOP and NOI to prepare a Draft EIR/EIRS was originally issued in 2010 with two build alternatives – State Route 60 (SR 60) and Washington Boulevard, as well as a No Build and Transportation Systems Management (TSM) Alternative. To address initial environmental concerns, outreach efforts to agencies affiliated with the Project were conducted, including agency scoping meetings, participation in a Technical Advisory Committee, and 37 individual agency coordination meetings. As part of the outreach program during the AA and Draft EIS/EIR phases, Metro also held over 300 meetings with a wide array of stakeholder groups.

¹ Per Public Resources Code Section 21000, et seq.

² California Code of Regulations, Title 14, Chapter 3, Section 15000, et seq. (CEQA Guidelines).

³ California Code of Regulations, Title 14, Chapter 3, Section 15002(g).

⁴ California Code of Regulations, Title 14, Chapter 3, Section 15088.5(a).

The Draft EIR/EIS was released on August 22, 2014, for a public comment period of 60 days. Based on the volume and scope of comments received on the Draft EIR/EIS, in November 2014, the Metro Board determined that additional technical investigation would be needed to address major areas of concern raised on both build alternatives. As a result, three north-south connection options for the Washington Boulevard Alternative were developed and shared at community meetings held in March 2016, June 2016, and February 2017 and extensive community feedback was collected and assessed. Based on the technical analysis, design refinements and feedback received from the community and key stakeholders, the Atlantic Boulevard below-grade option was recommended for Metro Board approval as part of a refined Washington Boulevard Alternative.

In May 2017, the Metro Board advanced the No Build Alternative and three refined build alternatives for environmental review: SR 60 Alternative, Washington Boulevard Alternative, and a Combined Alternative (defined as full build out of both the SR 60 and Washington Boulevard Alternatives). The Federal Transit Administration (FTA) published a Notice of Intent (NOI) in the Federal Register to initiate the EIS process (pursuant to the National Environmental Policy Act (NEPA)), and Metro issued NOP (pursuant to CEQA) on May 31, 2019. The NOI/NOP informed the public of the Build Alternatives, provided notice of a 45-day scoping period, and issued a notice of intent to release a Supplemental/Recirculated Draft EIS/EIR. The NOI/NOP also described consideration of adopting a Locally Preferred Alternative (LPA) by the Metro Board based on the findings of the Supplemental/Recirculated Draft EIS/EIR.

Issues and constraints within or along the SR 60 Alternative became more evident as further technical environmental analysis, additional engineering design, and Metro policy and program updates were completed. Conflicts with future improvements along the SR 60 freeway and environmental challenges associated with running parallel or in an aerial configuration along the SR 60 corridor created engineering and environmental challenges. The Combined Alternative compounded these technical challenges as it required the addition of an underground wye junction at the current terminus of the Metro L (Gold) Line.

In February 2020, the Metro Board approved withdrawal of the SR 60 and Combined Alternatives and the discontinuation of the NEPA analysis. Following this Metro Board action, FTA and cooperating agencies were notified of the decision to discontinue the NEPA environmental study (Supplemental Draft EIS) and advance a Recirculated Draft EIR pursuant to CEQA.

Consistent with CEQA Guidelines,⁵ Metro requests public and agency reviewers submit comments on this Recirculated Draft EIR during a 60-day public comment period. This comment period includes public hearings throughout the DSA to present findings of the Draft EIR and solicit public comments on the document. Opportunities for the public to provide comments and participate in public hearings are identified in Chapter 6, Public Outreach.

After circulation of the Recirculated Draft EIR and review of public and agency comments, the Metro Board can consider and select an LPA. Public and agency comments received on the Recirculated Draft EIR will be considered as part of the LPA selection process. If an LPA is selected by the Metro Board, Metro will then prepare a Final EIR including written responses to public and agency comments. The Metro Board may then adopt the findings of the Project's environmental effects after implementation of mitigation measures and statement of overriding considerations, certify the Final EIR, and approve the Project.

⁵ California Code of Regulations, Title 14, Chapter 3, Section 15088.5(f)(1).

ES.2.2 Project Objectives

East Los Angeles County faces an increasing number of mobility challenges due to high population, employment growth, and a constrained transportation network. The existing terminus of Metro L (Gold) Line is located approximately four miles east of Downtown Los Angeles at Atlantic Boulevard and Pomona Boulevard in the unincorporated community of East Los Angeles. There is no rail connection for communities located to the east. By extending the existing Metro L (Gold) Line into eastern Los Angeles County, the Project will enhance access and mobility to communities located further east and provide connectivity to other destinations along Metro's regional transit system. Further, the Project will reduce travel times and the need for transfers within the system. By serving concentrated areas of employment, activity centers and residential communities, the Project will support transit-oriented community goals and address the needs of transit-dependent populations. The Project will provide new and faster transit options which will help lead to equitable development and in-fill growth opportunities throughout eastern Los Angeles County. In support of the goals documented in Metro's 2020 LRTP and Metro's Vision 2028 Strategic Plan, the Project Objectives include the following:

- Enhance regional connectivity and air quality goals by extending the existing Metro L (Gold) Line further east from the East Los Angeles terminus
- Provide mobility options to increase accessibility and convenience to and from eastern Los Angeles County
- Improve transit access to activity centers and employment within eastern Los Angeles County that would be served by the Project
- Accommodate future transportation demand resulting from increased population and employment growth
- Enable jurisdictions in eastern Los Angeles County to address their transit-oriented community goals and provide equitable development opportunities
- Improve accessibility and connectivity to transit-dependent communities

ES.3 Alternatives Considered/Project Description

Metro has identified three Build Alternatives as well as a No Project Alternative that are considered and included in this Recirculated Draft EIR. The Build Alternatives include Alternative 1 Washington (Atlantic Boulevard to Lambert Station), Alternative 2 (Atlantic to Commerce/Citadel Initial Operating Segment [IOS]), and Alternative 3 (Atlantic to Greenwood IOS). The three Build Alternatives have the same guideway alignment east of the existing terminus at Atlantic Station but vary in length. Alternative 1 has the longest alignment at approximately 9.0 miles with seven stations (one relocated/reconfigured and six new), two maintenance and storage facility (MSF) site options and would terminate at Lambert station on Lambert Road in the city of Whittier. Alternative 2 is approximately 3.2 miles in length with three stations, one MSF site option, and would terminate at the Commerce/Citadel station in the city of Commerce, with non-revenue lead tracks extending further

into the city of Commerce to connect to the Commerce MSF site option. Alternative 3 is approximately 4.6 miles in length with four stations, two MSF site options, and would terminate at Greenwood station in the city of Montebello.

There are also design options under consideration for each of the three Build Alternatives that consist of a variation in the design of the relocated/reconfigured Atlantic Station (applicable to Alternatives 1, 2, and 3) and a variation in the station and alignment profile in the city of Montebello (applicable to Alternatives 1 and 3). Construction and operation of one or both design options are considered and evaluated for Alternative 1 and Alternative 3.

To differentiate the impacts evaluation of a Build Alternative with or without the design option(s) incorporated, a Build Alternative without the design option(s) is referred to as the “base Alternative” (i.e., base Alternative 1). A Build Alternative with a design option incorporated is referred to by using the design option name (e.g., Alternative 1 with the Atlantic/Pomona Station Option and/or the Montebello At-Grade Option). A summary of the three Build Alternatives and design options are provided below.

ES.3.1 Build Alternatives

Three Build Alternatives, two design options, and two MSF site options evaluated in this Draft EIR include:

- Alternative 1: Washington (Atlantic Boulevard to Lambert station)
 - Design Option 1: Atlantic/Pomona Station Option
 - Design Option 2: Montebello At-Grade Option
 - Commerce MSF site option
 - Montebello MSF site option
- Alternative 2: Atlantic to Commerce/Citadel IOS
 - Design Option 1: Atlantic/Pomona Station Option
 - Commerce MSF site option
- Alternative 3: Atlantic to Greenwood IOS
 - Design Option 1: Atlantic/Pomona Station Option
 - Design Option 2: Montebello At-Grade Option
 - Commerce MSF site option
 - Montebello MSF site option

Table ES-1 summarizes the components for each Build Alternative.

Table ES-1. Summary of Build Alternatives Components

Components	Build Alternatives		
	Alternative 1 Washington	Alternative 2 Atlantic to Commerce/Citadel IOS	Alternative 3 Atlantic to Greenwood IOS
Alignment length	9 miles	3.2 miles	4.6 miles
Length of underground, aerial, and at-grade ²	Base Alternative¹		
	3 miles underground; 1.5 miles aerial; 4.5 miles at-grade ³	3 miles underground 0.1 miles aerial; 0.1 miles at-grade ³	3 miles underground; 1.5 miles aerial; 0.1 miles at-grade ³
	Atlantic/Pomona Station Option		
	Approximately 50 feet of additional underground alignment	Approximately 50 feet of additional underground alignment	Approximately 50 feet of additional underground alignment
	Montebello At-Grade Option		
	3 miles underground; 0.5 miles aerial; 5.5 miles at-grade	NA	3 miles underground; 0.5 miles aerial; 1.1 miles at-grade
Station configuration	Base Alternative¹		
	7 stations: 3 underground (1 relocated/reconfigured); 1 aerial; 3 at-grade	3 stations: 3 underground (1 relocated/reconfigured)	4 stations: 3 underground (1 relocated/reconfigured); 1 aerial
	Montebello At-Grade Option		
	4 at-grade; 0 aerial	NA	1 at-grade; 0 aerial
Major (signalized) at-grade intersection crossings	Base Alternative¹		
	11	0	0
	Montebello At-Grade Option		
	15	NA	4
Major aerial crossings	Base Alternative¹		
	6	0	6
	Montebello At-Grade Option		
	2	NA	
Freight rail crossings	5	4	5
Freeway crossings	1 undercrossing at I-605	0	0
River crossings ⁵	2	0	0
TPSS facilities ⁶ ,	8	3	4
MSF ⁶ site options	2	1	2

Notes:

1 The Base Alternative is the Build Alternative without the implementation of any design options (Atlantic/Pomona Station Option and/or Montebello At-Grade Option). Design Option are listed in the table if they differ from the Base Alternative.

2 Total lengths do not include MSF lead track

3 The at-grade length includes 0.05-mile of transition from at-grade to underground.

4 Freight rail crossings would be grade separated and would not occur in the at-grade configuration.

5 The Base Alternative with design options would have the same number of river crossings.

6 The Base Alternative with design options would have the same number of TPSS facilities.

Key:

TPSS = Traction Power Substation; MSF = Maintenance and Storage Facility; O&M = Operations and Maintenance; NA = Not Applicable

The Build Alternatives would operate approximately 21.5 hours daily, seven days per week, from 4:00 am to 1:30 am. Construction activities are anticipated to occur over the course of approximately 60 months to 84. Revenue service is anticipated to begin in 2035, but availability and source of funding may change and allow construction to initiate sooner.

Figure ES.3, Figure ES.4, and Figure ES.5 shows the alignments and station locations for the Build Alternatives

ES.3.2 No Project Alternative

Pursuant to CEQA Guidelines,⁶ the No Project Alternative establishes impacts that would reasonably be expected to occur in the foreseeable future if the Project were not approved. The No Project Alternative would maintain existing transit service and include planned regional projects through the year 2042. No new transportation infrastructure would be built within the GSA aside from projects currently under construction or funded for construction and operation by 2042 via Measure R or Measure M sales tax measures that were approved by voters. The No Project Alternative would include highway and transit projects identified for funding in Metro's 2020 LRTP and Southern California Association of Governments (SCAG) *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020 RTP/SCS).

ES.4 Environmental Analysis

The Recirculated Draft EIR identifies the potential environmental impacts of the Project alternatives and discusses design features or mitigation measures that would avoid or substantially reduce these impacts to less than significant levels. Project measures are incorporated as part of the Project and consists of design features, best management practices, or other measures required by law and/or permit approvals. Where relevant, these are included as part of the Project alternatives, MSF site options, and design options. Mitigation measures are the additional actions, not otherwise part of the Project that would be applied to avoid, minimize, or compensate for significant impacts identified. Mitigation measures are required where significant impacts have been identified based on the impact analyses for operation or construction of the Project alternatives, MSF site options, and design options.

Table ES-2 presents a summary of impacts by environmental resources and **Table ES-3** identifies the environmental impacts, required mitigation measures, and impact remaining after mitigation (as applicable) for the Project alternatives.

⁶ California Code of Regulations, Title 14, Chapter 3, Section 15126.6(e)(2).



Source: Metro; CDM Smith/AECOM JV, 2022.

Figure ES.3. Alternative 1 Washington



Source: Metro; CDM Smith/AECOM JV, 2022.

Figure ES.4. Alternative 2 Atlantic to Commerce/Citadel IOS



Source: Metro; CDM Smith/AECOM JV, 2022.

Figure ES.5. Alternative 3 Atlantic to Greenwood IOS

Table ES-2. Summary of Impacts by Environmental Resource

Alternative		Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	Green House Gas Emissions	Hazards and Haz-Materials	Hydrology and Water Quality	Land Use	Noise and Vibration	Population and Housing	Public Services and Recreation	Transportation	Tribal Cultural Resources	Utilities and Service Systems	Growth Inducing Impacts
No Project Alternative		NI	SU	NI	NI	NI	NI	SU	NI	LTS	NI	NI	NI	NI	SU	NI	NI	NI
Alt 1 ^{1,2}	Commerce MSF	LTS	LTS	LTSM	SU	LTS	SU	LTS	LTSM	LTSM	LTS	LTSM	LTS	LTS	LTSM	LTSM	LTS	LTS
	Montebello MSF	LTS	LTS	LTSM	LTSM	LTS	SU	LTS	LTSM	LTSM	LTS	LTSM	LTS	LTS	LTSM	LTSM	LTS	LTS
Alt 2 ¹	Commerce MSF ¹	LTS	LTS	LTSM	SU	LTS	SU	LTS	LTSM	LTSM	LTS	LTSM	LTS	LTS	LTSM	LTSM	LTS	LTS
Alt 3 ^{1,2}	Commerce MSF	LTS	LTS	LTSM	SU	LTS	SU	LTS	LTSM	LTSM	LTS	LTSM	LTS	LTS	LTSM	LTSM	LTS	LTS
	Montebello MSF	LTS	LTS	LTSM	LTSM	LTS	SU	LTS	LTSM	LTSM	LTS	LTSM	LTS	LTS	LTSM	LTSM	LTS	LTS

Source: CDM Smith/AECOM JV, 2022.

Notes:

- 1 The Atlantic/Pomona Station design option would be applied to all three Build Alternatives. In comparison with Base Alternatives, this design option would require less cut-and-cover construction which may reduce the severity of significant geological and cultural resources impacts during construction. However, overall findings of significant and unavoidable impacts for would still apply for all Build Alternatives with this design option.
- 2 The Montebello At-Grade design option would be applied as part of Alternative 1 and Alternative 3. In comparison with the Base Alternatives, this design option includes an at-grade configuration east of Garfield Avenue along Washington Boulevard which would avoid property acquisitions and reduce the severity of significant geological and cultural resources impacts during construction. However, additional transportation mitigation would need to be applied for the at-grade configuration between Garfield Avenue and Montebello Boulevard and the overall findings of significant and unavoidable impacts for Alternative 1 and 3 would still remain with this design option.

Key:

NI = No Impact; LTS = Less Than Significant; LTSM = Less Than Significant with Mitigation; SU = Significant and Unavoidable

Table ES-3. Summary of Impact Evaluation of Recirculated Draft EIR

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
Aesthetics	AES-1	Vistas	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	AES-2	Scenic Highways	Alt 1:	No Impact	None	No Impact
			Alt 2:	No Impact	None	No Impact
			Alt 3:	No Impact	None	No Impact
	AES-3	Visual Character	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	AES-4	Light and Glare	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
Air Quality	AQ-1	Air Quality Plan	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	AQ-2	Regional Criteria Pollutant Emissions	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation	
	AQ-3	Localized Pollutant Concentrations	Alt 3:	Less Than Significant	None	Less Than Significant	
			Alt 1:	Less Than Significant	None	Less Than Significant	
			Alt 2:	Less Than Significant	None	Less Than Significant	
			Alt 3:	Less Than Significant	None	Less Than Significant	
	AQ-4	Other Emissions	Alt 1:	Less Than Significant	None	Less Than Significant	
			Alt 2:	Less Than Significant	None	Less Than Significant	
			Alt 3:	Less Than Significant	None	Less Than Significant	
	HR-1	Human Health Risks	Alt 1:	Less Than Significant	None	Less Than Significant	
			Alt 2:	Less Than Significant	None	Less Than Significant	
			Alt 3:	Less Than Significant	None	Less Than Significant	
	Biological Resources	BIO-1	Protected Species	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> • MM BIO-1 (Bat Emergence Surveys) • MM BIO-2 (Bat Nesting Survey) • MM BIO-3 (Bat Exclusion Plan and Measures) • MM BIO-4 (Bird Nesting Survey) 	Less Than Significant
				Alt 2:	Potentially Significant	• MM BIO-4 (Bird Nesting Survey)	Less Than Significant
Alt 3:				Potentially Significant	• MM BIO-4 (Bird Nesting Survey)	Less Than Significant	
BIO-2		Riparian Habitat/ Sensitive Natural Communities	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> • MM BIO-5 (Equipment Cleaning to reduce spread of Invasive Species) • MM BIO-6 (Tire Cleaning to reduce spread of Invasive Species) 	Less Than Significant	

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> MM BIO-5 (Equipment Cleaning to reduce spread of Invasive Species) MM BIO-6 (Tire Cleaning to reduce spread of Invasive Species) 	Less Than Significant
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> MM BIO-5 (Equipment Cleaning to reduce spread of Invasive Species) MM BIO-6 (Tire Cleaning to reduce spread of Invasive Species) 	Less Than Significant
	BIO-3	Movement of Fish and Wildlife Species	Alt 1:	Less than Significant	None	Less Than Significant
			Alt 2:	No Impact	None	No Impact
			Alt 3:	No Impact	None	No Impact
	BIO-4	Policies/ Ordinances	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	Cultural Resources	CUL-1	Historical Resources	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> MM CUL-1 (Protection Measures for the Golden Gate Theatre) MM CUL-2 (Historical Resource Archival Documentation for the Pacific Metals Company Building) MM CUL-3 (Interpretive Program for the Pacific Metals Company Building) MM CUL-4 (Protection Measures for Dal Rae Restaurant Sign) MM CUL-5 (Historical Resource Archival Documentation for the Vail Field Industrial Addition) MM CUL-6 (Interpretive Program for the Vail Field Industrial Addition)

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> MM CUL-1 (Protection Measures for the Golden Gate Theatre) MM CUL-5 (Historical Resource Archival Documentation for the Vail Field Industrial Addition) MM CUL-6 (Interpretive Program for the Vail Field Industrial Addition) 	Significant Unavoidable (Commerce MSF Site Option would be selected)
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> MM CUL-1 (Protection Measures for the Golden Gate Theatre) MM CUL-2 (Historical Resource Archival Documentation for the Pacific Metals Company Building) MM CUL-3 (Interpretive Program for the Pacific Metals Company Building) MM CUL-5 (Historical Resource Archival Documentation for the Vail Field Industrial Addition) MM CUL-6 (Interpretive Program for the Vail Field Industrial Addition) 	Less Than Significant (If Montebello MSF Site Option is selected) or Significant Unavoidable (If Commerce MSF Site Option is selected)
	CUL-2	Archaeological Resources	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> MM CUL-7 (Site of the Battle of Rio San Gabriel) MM CUL-8 (Unknown Archaeological Resources) 	Less Than Significant
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> MM CUL-8 (Unknown Archaeological Resources) 	Less Than Significant
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> MM CUL-8 (Unknown Archaeological Resources) 	Less Than Significant
	CUL-3	Disturbance of Human Remains	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> MM CUL-9 (Unanticipated Discovery of Human Remains) 	Less Than Significant
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> MM CUL-9 (Unanticipated Discovery of Human Remains) 	Less Than Significant
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> MM CUL-9 (Unanticipated Discovery of Human Remains) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
Energy	ENG-1	Energy Consumption	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	ENG-2	Energy Plans	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
Geology, Soils, Seismicity, and Paleontological Resources	GEO-1	Exposure to Seismic Hazards	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	GEO-2	Soil Erosion	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	GEO-3	Soil Stability	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	GEO-4	Expansive Soils	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			Alt 3:	Less Than Significant		
GEO-5	Paleontological Resources	Alt 3:	Less Than Significant	None	Less Than Significant	
		Alt 1:	Potentially Significant	<ul style="list-style-type: none"> MM GEO-1 (retaining a qualified paleontologist and a qualified paleontological monitor) MM GEO-2 (ability to readily salvage fossils and samples of sediment) MM GEO-3 (ability to identify and permanently preserve specimens) MM GEO-4 (ability to curate specimen to a professional accredited museum repository) 	Significant Unavoidable when tunneling using a TBM; Less Than Significant for all other construction and during operations	
		Alt 2:	Potentially Significant	<ul style="list-style-type: none"> MM GEO-1 (retaining a qualified paleontologist and a qualified paleontological monitor) MM GEO-2 (ability to readily salvage fossils and samples of sediment) MM GEO-3 (ability to identify and permanently preserve specimens) MM GEO-4 (ability to curate specimen to a professional accredited museum repository) 	Significant Unavoidable when tunneling using a TBM; Less Than Significant for all other construction and during operations	
		Alt 3:	Potentially Significant	<ul style="list-style-type: none"> MM GEO-1 (retaining a qualified paleontologist and a qualified paleontological monitor) MM GEO-2 (ability to readily salvage fossils and samples of sediment) MM GEO-3 (ability to identify and permanently preserve specimens) MM GEO-4 (ability to curate specimen to a professional accredited museum repository) 	Significant Unavoidable when tunneling using a TBM; Less Than Significant for all other construction and during operations	

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
Greenhouse Gas Emissions	GHG-1	Emission Generation	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	GHG-2	Conflicts	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
Hazards and Hazardous Materials	HAZ-1	Transport, Storage, Use, or Disposal of Hazardous Materials	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	HAZ-2	Release of Hazardous Materials	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> • MM HAZ-1 (Phase II Environmental Site Investigation) • MM HAZ-2 (Soil and Groundwater Management Plan) • MM HAZ-3 (Contractor Specifications for Hazardous Materials) • MM HAZ-4 (Worker Health and Safety Plan) • MM HAZ-5 (Hazardous Building Survey and Abatement) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> • MM HAZ-1 (Phase II Environmental Site Investigation) • MM HAZ-2 (Soil and Groundwater Management Plan) • MM HAZ-3 (Contractor Specifications for Hazardous Materials) • MM HAZ-4 (Worker Health and Safety Plan) • MM HAZ-5 (Hazardous Building Survey and Abatement) 	Less Than Significant
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> • MM HAZ-1 (Phase II Environmental Site Investigation) • MM HAZ-2 (Soil and Groundwater Management Plan) • MM HAZ-3 (Contractor Specifications for Hazardous Materials) • MM HAZ-4 (Worker Health and Safety Plan) • MM HAZ-5 (Hazardous Building Survey and Abatement) 	Less Than Significant
	HAZ-3	Hazardous Materials Within One-Quarter Mile of a School	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	HAZ-4	Hazardous Materials Sites (Government Code Section 65962.5)	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> • MM HAZ-1 (Phase II Environmental Site Investigation) • MM HAZ-2 (Soil and Groundwater Management Plan) • MM HAZ-3 (Contractor Specifications for Hazardous Materials) • MM HAZ-4 (Worker Health and Safety Plan) • MM HAZ-5 (Hazardous Building Survey and Abatement) 	Less Than Significant
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> • MM HAZ-1 (Phase II Environmental Site Investigation) • MM HAZ-2 (Soil and Groundwater Management Plan) • MM HAZ-3 (Contractor Specifications for Hazardous Materials) • MM HAZ-4 (Worker Health and Safety Plan) • MM HAZ-5 (Hazardous Building Survey and Abatement) 	Less Than Significant
	HAZ-4	Hazardous Materials Sites (Government Code Section 65962.5)	Alt 3:	Potentially Significant	<ul style="list-style-type: none"> • MM HAZ-1 (Phase II Environmental Site Investigation) • MM HAZ-2 (Soil and Groundwater Management Plan) • MM HAZ-3 (Contractor Specifications for Hazardous Materials) • MM HAZ-4 (Worker Health and Safety Plan) • MM HAZ-5 (Hazardous Building Survey and Abatement) 	Less Than Significant
	HAZ-5	Airport Land Use Plans	Alt 1:	No Impact	None	No Impact
			Alt 2:	No Impact	None	No Impact
			Alt 3:	No Impact	None	No Impact

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	HAZ-6	Emergency Response or Emergency Evacuation Plan	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	HAZ-7	Wildland Hazards	Alt 1:	No Impact	None	No Impact
			Alt 2:	No Impact	None	No Impact
			Alt 3:	No Impact	None	No Impact
Hydrology and Water Quality	HWQ-1	Water Quality	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> MM HWQ-1 (Work Area Isolation at Rio Hondo, Rio Hondo Spreading Grounds, or San Gabriel River) MM HAZ-2 (Soil and Groundwater Management Plan) MM HAZ-3 (Contractor Specifications for Hazardous Materials) 	Less Than Significant
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> MM HAZ-2 (Soil and Groundwater Management Plan) MM HAZ-3 (Contractor Specifications for Hazardous Materials) 	Less Than Significant
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> MM HAZ-2 (Soil and Groundwater Management Plan) MM HAZ-3 (Contractor Specifications for Hazardous Materials) 	Less Than Significant
	HWQ-2	Groundwater Supplies and Recharge	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> MM HWQ-2 (Compensatory Mitigation due to LRT Bridge Piers) 	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	HWQ-3(i)	Erosion and Siltation	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> MM HWQ-1 (Work Area Isolation at Rio Hondo, Rio Hondo Spreading Grounds, or San Gabriel River) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation	
			Alt 2:	Less Than Significant	None	Less Than Significant	
			Alt 3:	Less Than Significant	None	Less Than Significant	
	HWQ-3(ii)	Surface Runoff	Alt 1:	Less Than Significant	None	Less Than Significant	
			Alt 2:	Less Than Significant	None	Less Than Significant	
			Alt 3:	Less Than Significant	None	Less Than Significant	
	HWQ-3(iii)	Stormwater Drainage	Alt 1:	Less Than Significant	None	Less Than Significant	
			Alt 2:	Less Than Significant	None	Less Than Significant	
			Alt 3:	Less Than Significant	None	Less Than Significant	
	HWQ-3(iv)	Flood Flows	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> MM HWQ-2 (Compensatory Mitigation due to LRT Bridge Piers) 	Less Than Significant	
			Alt 2:	No Impact		None	No Impact
			Alt 3:	No Impact		None	No Impact
	HWQ-4	Inundation	Alt 1:	Less Than Significant	None	Less Than Significant	
			Alt 2:	No Impact	None	No Impact	
Alt 3:			No Impact	None	No Impact		
HWQ-5	Water Management	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> MM HWQ-1 (Work Area Isolation at Rio Hondo, Rio Hondo Spreading Grounds, or San Gabriel River) MM HAZ-2 (Soil and Groundwater Management Plan) MM HAZ-3 (Contractor Specifications for Hazardous Materials) 	Less Than Significant		

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> • MM HAZ-2 (Soil and Groundwater Management Plan) • MM HAZ-3 (Contractor Specifications for Hazardous Materials) 	Less Than Significant
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> • MM HAZ-2 (Soil and Groundwater Management Plan) • MM HAZ-3 (Contractor Specifications for Hazardous Materials) 	Less Than Significant
Land Use and Planning	LUP-1	Dividing an Established Community	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	LUP-2	Plan, Policy or Regulation	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
Noise and Vibration	NOI-1	Ambient Noise	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> • MM NOI-1 (Construction Noise Plan and Noise Monitoring Plan) • MM NOI-2 (Cast-in-Drilled-Hole Construction Methodology) • MM NOI-3 (Noise Barriers) • MM NOI-4 (Construction Staging Area) • MM NOI-5 (Haul Routes) • MM NOI-6 (Best Available Control Technologies) • MM NOI-7 (Construction Working Hours) • MM NOI-8 (Public Notification of Construction Operations and Schedules) • MM NOI-9 (Tunneling Boring Machine Muck Removal Equipment) • MM NOI-10 (Tunneling Boring Machine Muck Removal Construction Working Hours) • MM NOI-11 (Placement of Tunnel Vent Fans) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	NOI-1	Ambient Noise	Alt 2:	Potentially Significant	<ul style="list-style-type: none"> • MM NOI-1 (Construction Noise Plan and Noise Monitoring Plan) • MM NOI-2 (Cast-in-Drilled-Hole Construction Methodology) • MM NOI-3 (Noise Barriers) • MM NOI-4 (Construction Staging Area) • MM NOI-5 (Haul Routes) • MM NOI-6 (Best Available Control Technologies) • MM NOI-7 (Construction Working Hours) • MM NOI-8 (Public Notification of Construction Operations and Schedules) • MM NOI-9 (Tunneling Boring Machine Muck Removal Equipment) • MM NOI-10 (Tunneling Boring Machine Muck Removal Construction Working Hours) • MM NOI-11 (Placement of Tunnel Vent Fans) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	NOI-1	Ambient Noise	Alt 3:	Potentially Significant	<ul style="list-style-type: none"> • MM NOI-1 (Construction Noise Plan and Noise Monitoring Plan) • MM NOI-2 (Cast-in-Drilled-Hole Construction Methodology) • MM NOI-3 (Noise Barriers) • MM NOI-4 (Construction Staging Area) • MM NOI-5 (Haul Routes) • MM NOI-6 (Best Available Control Technologies) • MM NOI-7 (Construction Working Hours) • MM NOI-8 (Public Notification of Construction Operations and Schedules) • MM NOI-9 (Tunneling Boring Machine Muck Removal Equipment) • MM NOI-10 (Tunneling Boring Machine Muck Removal Construction Working Hours) • MM NOI-11 (Placement of Tunnel Vent Fans) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	NOI-2	Ground Borne Vibration	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> • MM NOI-2 (Cast-in-Drilled-Hole Construction Methodology) • MM NOI-4 (Construction Staging Area) • MM NOI-5 (Haul Routes) • MM NOI-7 (Construction Working Hours) • MM NOI-8 (Public Notification of Construction Operations and Schedules) • MM NOI-9 (Tunneling Boring Machine Muck Removal Equipment) • MM NOI-12 (High Resilience Track Support Systems) • MM NOI-13 (Gapless Switches) • MM NOI-14 (Vibration Pre-Construction Survey) • MM NOI-15 (Construction Vibration Plan and Vibration Monitoring Plan) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	NOI-2	Ground Borne Vibration	Alt 2:	Potentially Significant	<ul style="list-style-type: none"> • MM NOI-2 (Cast-in-Drilled-Hole Construction Methodology) • MM NOI-4 (Construction Staging Area) • MM NOI-5 (Haul Routes) • MM NOI-7 (Construction Working Hours) • MM NOI-8 (Public Notification of Construction Operations and Schedules) • MM NOI-9 (Tunneling Boring Machine Muck Removal Equipment) • MM NOI-12 (High Resilience Track Support Systems) • MM NOI-13 (Gapless Switches) • MM NOI-14 (Vibration Pre-Construction Survey) • MM NOI-15 (Construction Vibration Plan and Vibration Monitoring Plan) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	Impact Evaluated	Impact Before Mitigation	Impact Before Mitigation	Impact Before Mitigation		
	NOI-2	Ground Borne Vibration	Alt 3:	Potentially Significant	<ul style="list-style-type: none"> • MM NOI-2 (Cast-in-Drilled-Hole Construction Methodology) • MM NOI-4 (Construction Staging Area) • MM NOI-5 (Haul Routes) • MM NOI-7 (Construction Working Hours) • MM NOI-8 (Public Notification of Construction Operations and Schedules) • MM NOI-9 (Tunneling Boring Machine Muck Removal Equipment) • MM NOI-12 (High Resilience Track Support Systems) • MM NOI-13 (Gapless Switches) • MM NOI-14 (Vibration Pre-Construction Survey) • MM NOI-15 (Construction Vibration Plan and Vibration Monitoring Plan) 	Less Than Significant
Population and Housing	PPH-1	Unplanned Population Growth	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	PPH-2	Displacement	Alt 1:	No Impact	None	No Impact
			Alt 2:	No Impact	None	No Impact
			Alt 3:	No Impact	None	No Impact
Public Services and Recreation	PSR-1	Public Services	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
	PSR-2	Increased Recreation	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	PSR-3	New Recreation Facilities	Alt 1:	No Impact	None	No Impact
			Alt 2:	No Impact	None	No Impact
			Alt 3:	No Impact	None	No Impact
Transportation and Traffic	TRA-1	Conflict with Programs, Plans, and Policies	Alt 1:	Potentially Significant	• MM TRA-1 (Traffic Management Plan)	Less Than Significant
			Alt 2:	Potentially Significant	• MM TRA-1 (Traffic Management Plan)	Less Than Significant
			Alt 3:	Potentially Significant	• MM TRA-1 (Traffic Management Plan)	Less Than Significant
	TRA-2	Conflict with CEQA Guidelines	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	TRA-3	Design Hazards or Incompatible Uses	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	TRA-4	Inadequate Emergency Access	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
Tribal Cultural Resources	TCR-1	Historical Resources	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> • MM TCR-1 (Tribal Cultural Resources Training) • MM TCR-2 (Retain a Native American Monitor) • MM TCR-3 (Unknown Tribal Cultural Resources) 	Less Than Significant
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> • MM TCR-1 (Tribal Cultural Resources Training) • MM TCR-2 (Retain a Native American Monitor) • MM TCR-3 (Unknown Tribal Cultural Resources) 	Less Than Significant
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> • MM TCR-1 (Tribal Cultural Resources Training) • MM TCR-2 (Retain a Native American Monitor) • MM TCR-3 (Unknown Tribal Cultural Resources) 	Less Than Significant
	TCR-2	Native Tribal Significance	Alt 1:	Potentially Significant	<ul style="list-style-type: none"> • MM TCR-1 (Tribal Cultural Resources Training) • MM TCR-2 (Retain a Native American Monitor) • MM TCR-3 (Unknown Tribal Cultural Resources) 	Less Than Significant
			Alt 2:	Potentially Significant	<ul style="list-style-type: none"> • MM TCR-1 (Tribal Cultural Resources Training) • MM TCR-2 (Retain a Native American Monitor) • MM TCR-3 (Unknown Tribal Cultural Resources) 	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			Alt 3:	Potentially Significant	<ul style="list-style-type: none"> MM TCR-1 (Tribal Cultural Resources Training) MM TCR-2 (Retain a Native American Monitor) MM TCR-3 (Unknown Tribal Cultural Resources) 	Less Than Significant
Utilities and Service Systems	UTL-1	Relocation or Construction	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	UTL-2	Water Supplies	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	UTL-3	Wastewater	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	UTL-4	Solid Waste	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant
	UTL-5	Regulations	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant

Environmental Topic	Impact Evaluated		Impact Before Mitigation		Mitigation Measures Needed	Impacts After Mitigation
			Alt 3:	Less Than Significant	None	Less Than Significant
Growth Inducing	GRW-1	Growth Inducing	Alt 1:	Less Than Significant	None	Less Than Significant
			Alt 2:	Less Than Significant	None	Less Than Significant
			Alt 3:	Less Than Significant	None	Less Than Significant

ES.4.1 Significant and Unavoidable Impacts

According to the environmental impact analysis, there are no feasible mitigation measures to reduce significant impacts on historical resources if the Commerce MSF is selected (Impact CUL-1) or paleontological resources (Impact GEO-5) to less than significant. According to the environmental impact analysis, there are also no feasible measures to reduce the Project's cumulatively significant contribution to the cumulatively significant impacts on historical resources if the Commerce MSF is selected (Impact CUL-1) or paleontological resources (Impact GEO-5). As such, the construction of the Project would result in significant and unavoidable impacts related to Historical Resources if the Commerce MSF is selected (Impact CUL-1) and Paleontological Resources (Impact GEO-5) as discussed in Section 3.6, Cultural Resources, and Section 3.16, Geology, Soils, Seismicity & Paleontological Resources, of this Recirculated Draft EIR.

ES.5 Comparison of Alternatives

Table ES-4 provides a comparison of those resources that have significant and unavoidable impacts under one or more Alternatives and identifies the impact determination for each Alternative.

Table ES-4. Comparison of Impact Determinations by Alternative for Environmental Resources with Significant and Unavoidable Impacts

Alternative		Environment Resource with Significant and Unavoidable Impacts					
		Air Quality	Cultural Resources	Geology, Seismicity, Soils, and Paleontological Resources	Greenhouse Gas Emissions	Land Use	Transportation and Traffic
No Project Alternative		SU	NI	NI	SU	SU	SU
Alternative 1	Commerce MSF	LTS	SU	SU	LTS	LTS	LTSM
	Montebello MSF ¹	LTS	LTSM	SU	LTS	LTS	LTSM
Alternative 2	Commerce MSF	LTS	SU	SU	LTS	LTS	LTSM
Alternative 3	Commerce MSF	LTS	SU	SU	LTS	LTS	LTSM
	Montebello MSF ¹	LTS	LTSM	SU	LTS	LTS	LTSM

Source: CDM Smith/AECOM JV, 2022.

Note:

¹ Alternative 1 with the Montebello MSF site option would have greater severity and number of impacts that would need to be mitigated compared Alternative 2 with the Montebello MSF site option, given its longer at-grade alignment and number of potential stations.

Key:

NI = No Impact; LTS = Less Than Significant; LTSM – Less Than Significant with Mitigation; SU = Significant and Unavoidable

ES.5.1 Environmentally Superior Alternative

Based on the comparison of environmental analysis summarized above and described in detail in Chapter 5, Comparison of Alternatives, Alternative 3 with the Montebello MSF site option would be the environmentally superior alternative as it would result in a lower number of significant and unavoidable impacts compared to Alternatives 1, 2, and 3 with the Commerce MSF site option, and smaller level of environmental effects when compared to the full build of the Alternative 1 with Montebello MSF site option.

ES.6 Public Outreach

Metro has implemented a comprehensive outreach program for the Project, starting in 2007 with outreach meetings for the Alternatives Analysis (AA) and continuing through 2022 for the efforts related to this Recirculated Draft EIR. As part of this extensive outreach, Metro has informed elected officials, agency staff, community stakeholders, and the general public of the status of the Project, including progress of the environmental review process.

The Project's history includes the publications of the following documents: the 2009 AA (Attachment A of Appendix T), the 2014 Draft EIS/ EIR, and the 2017 Post Draft EIS/EIR Technical Study. In 2007, Metro began outreach for the Project, with community engagement representing an integral component of the environmental process for the published documents mentioned above. A summary of these efforts is discussed in this section and presented in more detail in Chapter 6, Public Outreach.

The scoping period during the preparation for the Draft EIS/EIR began with the publication of the Notice of Preparation/Notice of Intent on January 25, 2010 and continued through April 14, 2010. During the 80-day scoping period, Metro hosted a total of five scoping meetings, four public meetings and one agency meeting, between February 22 and 27, 2010. The meetings were attended by more than 300 people. In addition to the official scoping meetings, Metro also participated upon request in various city and stakeholder events to enhance the outreach effort and increase awareness during the scoping period. For a detailed list of the scoping meeting dates and times, please refer to Attachment A1 of Appendix S. In compliance with CEQA and NEPA, an NOA was released to notify the public regarding the availability of the 2014 Draft EIS/EIR for its public review and comment. A 60-day public review period began on August 22, 2014 and ended on October 21, 2014.

Following the 2017 Post Draft EIS/EIR Technical Study, Metro re-initiated the CEQA and NEPA processes to further evaluate potential impacts associated with the refined Build Alternatives. In advance of the Public Scoping Meetings in Summer 2019, Metro offered a Community Update Meeting in East Los Angeles. One meeting was held in East Los Angeles Library on May 13, 2019 from 5:30 to 7:30 pm. The Community Update Meeting was attended by approximately 120 community members, including staff from Los Angeles County Supervisor Hilda Solis' office, community-based organization staff and members of the public.

ES.7 Areas of Controversy and Issues to Be Resolved

ES.7.1 Areas of Controversy

The following areas of controversy and concerns were identified based on public comments submitted during the scoping period and through ongoing stakeholder coordination:

- Impacts to businesses during construction
- Traffic impacts due to reduction of lanes on Washington Boulevard
- Impacts to parking and need for parking
- Noise levels during construction
- Safety for students at nearby schools
- Security at stations

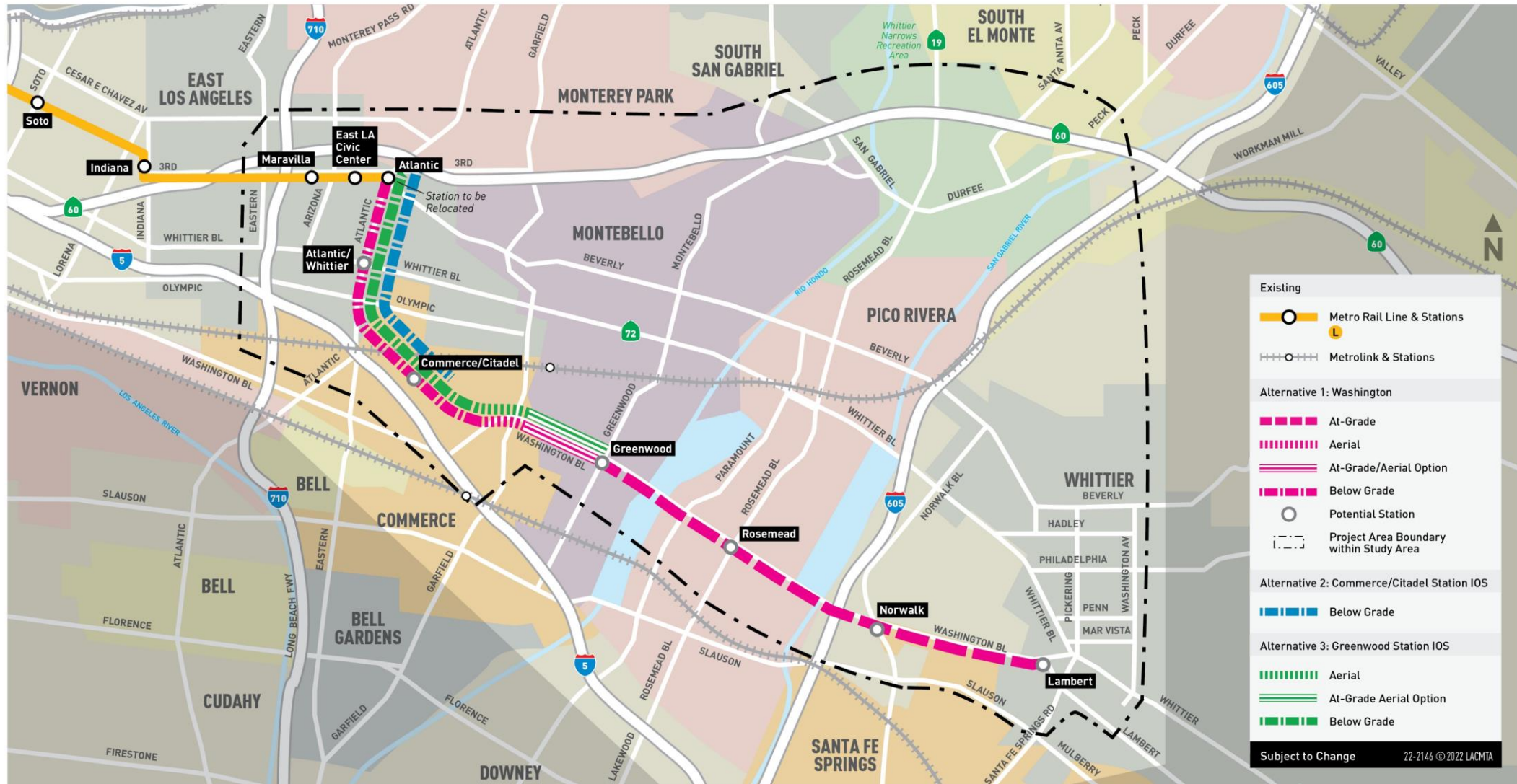
ES.7.2 Issues to be Resolved

The following issues are to be resolved as the Project proceeds through the environmental process and stakeholder coordination:

- Selection of Maintenance and Storage Facility
- Selection of Design Options
- Selection of the LPA: The Metro Board will select an LPA after circulation of the Recirculated Draft EIR
- Funding Shortfall
- Design Refinements

Eastside Transit Corridor Phase 2

Project Alternatives



Eastside Phase 2 Transit Corridor

Title VI Maintenance Storage Facility Analysis

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Figure 5-1. Land Use Map of the City of Commerce

Figure 5-2. Land Use Map of the City of Montebello

Figure 5-3 Overview Map of MSF Candidate Sites on Washington Alternative

Figure 5-4 - Commerce MSF Site

Figure 5-4 – Montebello MSF Option

1) Executive Summary

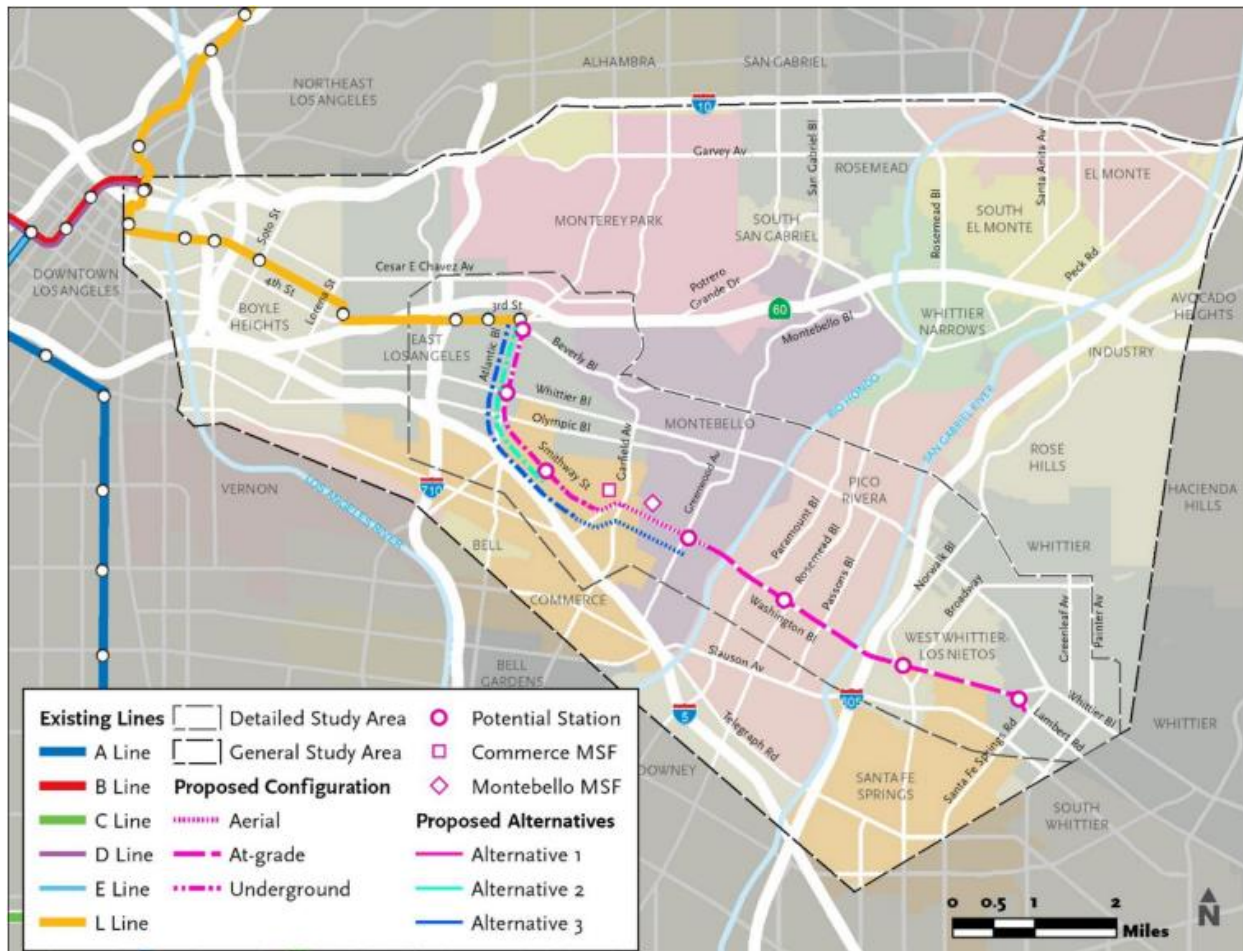
1.1 Overview

The Eastside Transit Corridor Phase 2 Project (Project) would extend the Metro L line, a light rail transit line, from its current terminus at the Atlantic Station in the unincorporated community of East Los Angeles to the City of Whittier within the Gateway Cities subregion of Los Angeles County. The Project would traverse densely populated, low-income, and heavily transit-dependent communities with major activity centers. The extension would extend the existing Metro L (Gold) Line approximately 3.2 to 9.0 miles and include the build out of one (1) maintenance and storage facility (MSF) site option. The alignment includes design options, depending on the Build Alternative.

As part of the Advanced Conceptual Engineering (ACE) design for the Project, numerous site concepts were proposed and developed for the (MSF). The purpose of the MSF is to serve as a base for rail operations and to conduct maintenance activities in conjunction with the Project as well as fulfilling existing regional needs

The purpose of this Title VI Equity Analysis is to ensure the MSF site options proposed by the Project are selected without regard to race, color, or national origin per Title VI of the Civil Rights Act of 1964 (42 United States Code Section 2000d) and in compliance with 49 Code of Federal Regulations (CFR) Section 21.9 (Non-Discrimination in Federally-Assisted Programs of the Department of Transportation. The Title VI Equity Analysis has been prepared to meet the requirements of the Federal Transit Administration (FTA) Circular 4702.1B and the Los Angeles Metropolitan Transportation Authority (Metro). Administrative Code Section 2-50-015.

Figure 1 -1 Project Map



1.2 Title VI Study Conclusions

Five MSF option sites were studied for the Washington Alternative. Three option sites were studied in the city of Commerce, one in Santa Fe Springs and a site in Montebello. All three Commerce MSF option sites had similar parcel acquisitions within the same area and had similar MSF site layouts. Commerce Option 1 had an elevated wye configuration, and that option was moved forward. The Santa Fe Springs option was withdrawn from analysis due to a new development planned and constructed. This info was provided by the city and a city coordination meeting. An MSF site option in Montebello has been further designed and included as an option that could accommodate the regional maintenance and storage needs with variations for aerial and at-grade tracks. The MSF site options evaluated in this Title VI Equity Analysis are the Commerce MSF and Montebello at grade and aerial MSF. The disparate impact for each MSF option is summarized in Table 1-1.

-

Table 1-1 Summary of Disparate Impacts to Minority Population and LEP Population		
Affected Area	Disparate Impact to Minority Population	Disparate Impact to LEP Population
Commerce MSF		•
Montebello MSF		•

2) Project Background and Purpose

2.1 History

In 2014 the Draft EIS/EIR studied the Santa Fe Springs and Commerce MSF options for Washington Alternative. In the 2017 Post technical Study the underground segment along Atlantic Boulevard was introduced and this expanded options for MSF site options. In 2020 the City of Montebello requested to analyze option sites in Montebello and one site was identified in coordination with City Staff. This site has an at grade and an aerial option.

2.2 Purpose

Metro’s Administrative Code includes Title VI requirements in Chapter 2-50-015, Determination of Site or Location of Facilities. This provision applies to, but is not limited to, storage facilities, maintenance facilities, operations centers, etc. This provision does not apply to bus shelters, transit stations, fixed guideways or ancillary facilities such as power substations. Metro is required to complete a Title VI Equity Analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color, or national origin. The analysis, which must compare the equity of impacts of various siting alternatives, must occur before the selection of the preferred alternative.

- Title VI of the Civil Rights Act of 1964 (42 United States Code Section 2000d) states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”
- FTA Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients, requires an equity analysis to ensure that the location of a maintenance, storage, or operation facility is selected without regard to race, color, or national origin

2.3 Public Outreach

During the 60-day public review period, Metro held four public hearings in communities surrounding the Project in September and October 2014. A total of 528 participants attended these four meetings which also included 120 speakers providing public input and 148 participants providing written comments. Hearing one was held in Pico Rivera on September 27, 2014, hearing two was held in Montebello on September 29, 2014. Hearing three was in East Whittier on September 30, 2014 and hearing four was held in South El Monte on October 1, 2014.

During the 2017 Post Draft EIS/EIR Technical Study phase, Metro hosted ten community meetings and held a total of 110 briefings throughout the communities surrounding the Project and hosted two tours of Metro facilities and construction sites. Engagement efforts focused not only on general Project awareness, but also toward engaging the Washington Boulevard Coalition and SR-60 Coalition stakeholders as well as East Los Angeles in the unincorporated area of Los Angeles County. For the 2017 public meetings, Metro hosted five public community meetings in February 2017 in the cities of Whittier, Montebello, South El Monte, Commerce, and the unincorporated community of East Los Angeles to update the community and receive input on the 2017 Post Draft EIS/EIR Technical Study

Following the 2017 Post Draft EIS/EIR Technical Study, Metro re-initiated the CEQA and NEPA processes to further evaluate potential impacts associated with the refined Build Alternatives. In advance of the Public Scoping Meetings in Summer 2019, Metro offered a Community Update Meeting in East Los Angeles. One meeting was held in East Los Angeles Library on May 13, 2019, from 5:30 pm to 7:30 pm. The Community Update Meeting was attended by approximately 120 community members, including staff from Los Angeles County Supervisor Hilda Solis' office, community-based organization staff and members of the public.

Post scoping there were 3 community meetings in 2020 focusing on the SR60 corridor and the potential withdrawal of the SR60 alignment. There were four community meetings in 2021 taking place on the afternoon of November 15, evening of November 15, November 16 and November 17 in East Los Angeles, Montebello and Pico Rivera respectively. Additionally, there were six in person community events that occurred prior to the community meetings.

Since that time, the Project team has held several rounds of community meetings to update the public on major milestones. In June 2022, two virtual meetings held to provide updates on the release of the environmental document and to provide detailed information on the maintenance storage facility options for the public to comment. The meetings on June 27 and 29, 2022, were held prior to the release of the draft EIR that also included in person tech services locations in East Los Angeles and Whittier. There was a total of 169 participants and 98 comments at the June 2022 meetings.

In July and August of 2022, Metro held four public hearings to present key findings in the Draft EIR. Meeting in person were held at these corridor communities in East Los Angeles, Montebello, Pico Rivera and Whittier.

3) Methodology

3.1 Demographic and Socioeconomic Data

For this Title VI MSF report the Affected area is defined as the area located within a 0.25 mile around the boundaries of the MSF site. The Affected cities that are within the boundaries are the cities of Commerce and Montebello.

The data used in the report is taken from the U.S. Census Bureau and used block group level data. This data is used in the analysis for both the Affected Cities and Affected Area.

3.2 Definitions

The following definitions are provided from FTA Circular 4702.1B Chapter 1 and Metro's Administrative Code Section 2-50-20.

Census Block Group: A census block group consists of clusters of blocks within the same census tract. A census block group is the smallest geographical unit for which the U.S. Census Bureau publishes sample.

Disparate Impact: Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color or national origin and the policy lacks a substantial legitimate justification, including one or more alternatives that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color or national origin. This policy defines the threshold Metro will utilize when analyzing the impacts to minority populations and/or minority riders. For major service changes, a disparate impact will be deemed to have occurred if the absolute difference between the percentage of minority adversely affected and the overall percentage of minorities is at least five percent (5%) per Metro's Title VI Program which was updated and approved by Metro's Board in October 2019.

Limited English Proficient (LEP) Populations: LEP populations refer to persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all. Minority Persons: A minority person is one who self-identifies as American Indian/Alaska Native, Asian, Black or African American, Hispanic or Latino, and/or Native Hawaiian/Pacific Islander.

Minority Population: A minority population refers to any readily identifiable group of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed/transient populations (such as migrant workers or Native Americans) who will be similarly affected by a proposed Department of Transportation (DOT) program, policy, or activity

National Origin. National origin means the particular nation in which a person was born, or where the person's parents or ancestors were born.

4) Regulatory Framework

FTA's Circular 4702.1B, Chapter III, General Requirements

Title 49 CFR Section 21.9(b)(3) states, "In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part."

Appendix C, Section (3)(iv) provides, "The location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin." For purposes of this requirement, "facilities" does not include bus shelters, as these are transit amenities and are covered in Chapter IV, nor does it include transit stations, power substations, etc., as those are evaluated during project development and the NEPA process. Facilities included in this provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc. In order to comply with the regulations: The recipient shall complete a Title VI equity analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color, or national origin. Recipients shall engage in outreach to persons potentially impacted by the siting of facilities. The Title VI equity analysis must compare the equity impacts of various siting alternatives, and the analysis must occur before the selection of the preferred site.

When evaluating locations of facilities, recipients should give attention to other facilities with similar impacts in the area to determine if any cumulative adverse impacts might result. Analysis should be done at the Census tract or block group where appropriate to ensure that proper perspective is given to localized impacts. If the recipient determines that the location of the project will result in a disparate impact on the basis of race, color, or national origin, the recipient may only locate the project in that location if there is a substantial legitimate justification for locating the project there, and where there are no alternative locations that would have a less disparate impact on the basis of race, color, or national origin. The recipient must show how both tests are met; it is important to understand that in order to make this showing, the recipient must consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative.

Metro's Administrative Code, Chapter 2-50, Title VI Requirements and Public Hearings

Metro's Administrative Code includes Title VI requirements. Chapter 2-50-005, Major Services Changes, of Metro's Administrative Code states that "all major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis completed for a major service change must be presented to the Board of Directors for their consideration and then forwarded to the FTA with a record of the action taken by the Board." As such, the Eastside Phase 2 Transit Corridor Project is classified as a major service change due to it falling under category 1 of Metro's Administration Code 2-50-005(B)(1) which states "A revision to an existing transit route that increases or decreases the route miles by 25% or the revenue service miles operated by the

lesser of 25%, or by 250,000 annual revenue service miles at one time or cumulatively in any period within 36 consecutive months.”

5) Affected environment/existing conditions

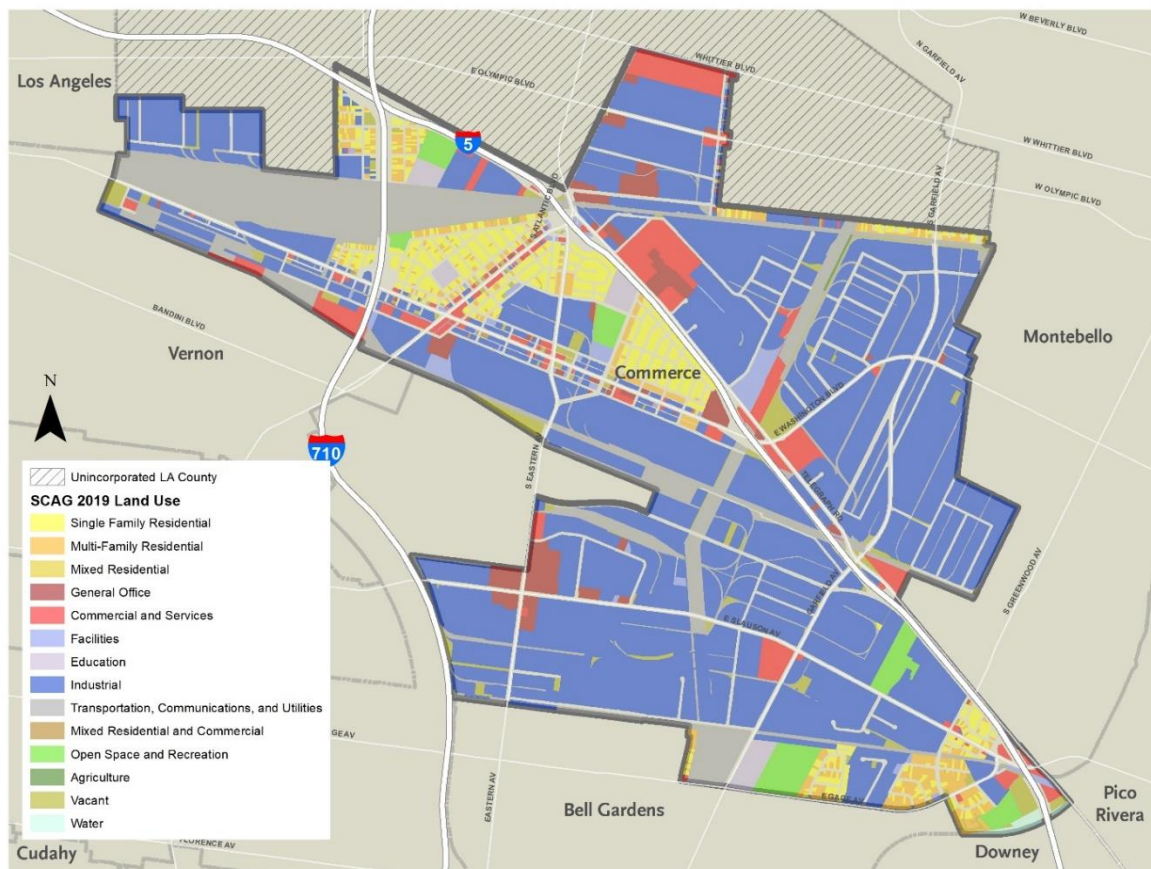
5.1 Affected Cities

The “Affected Area” is defined as areas within a 0.25 mile around the boundaries of the MSF site options. “Affected Cities” are those jurisdictions within the proposed MSF site options. For this Project the MSF site options are located in cities of Commerce and Montebello.

5.2 City of Commerce

The City of Commerce, incorporated in 1960 encompasses approximately 6.6 miles. and is generally bounded by the cities of Los Angeles, Vernon, Montebello and Maywood. The MSF site is within a primarily existing industrial area of which a number of warehouse properties are served by Burlington Northern Santa Fe Railroad (BNSF). The majority of this site is commercial and light industrial and warehousing.

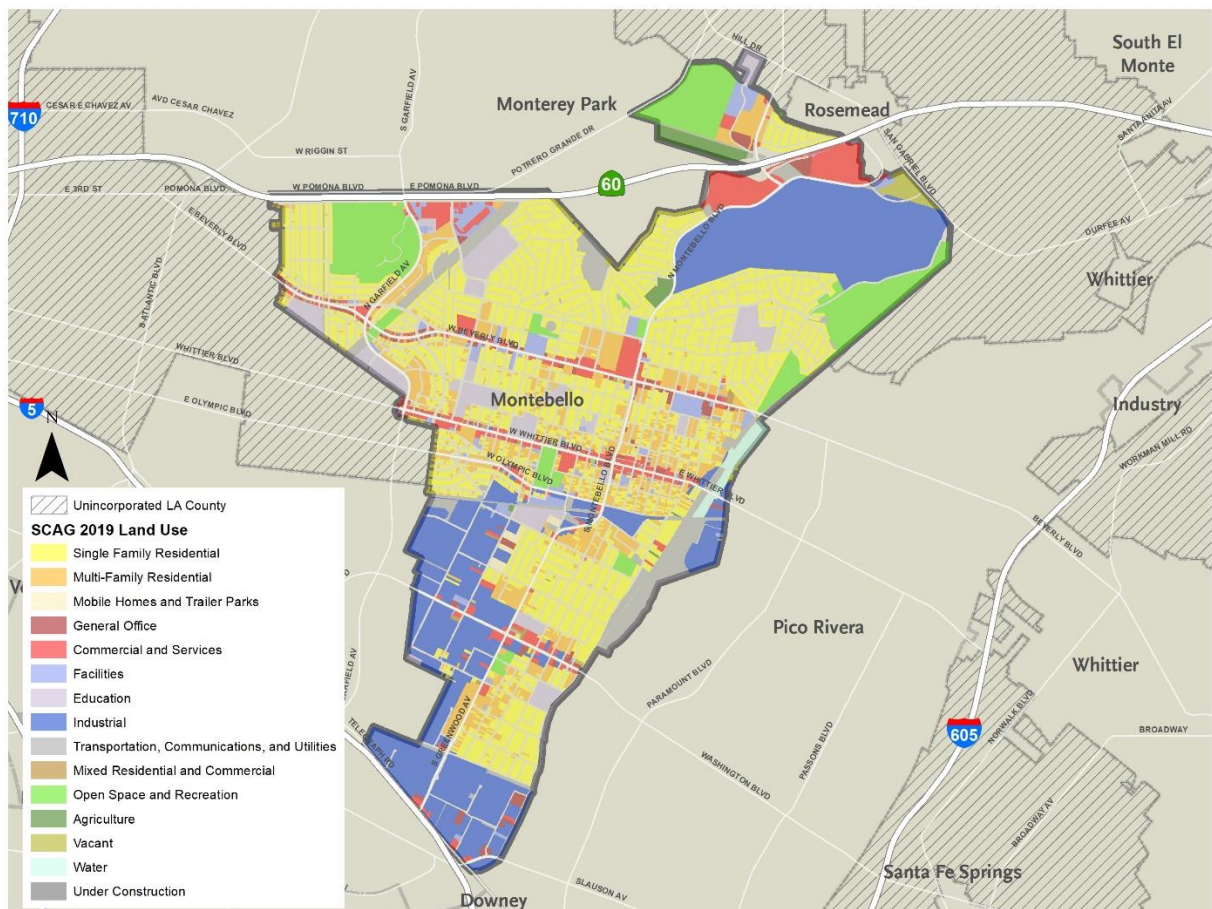
Figure 5-1. Land Use Map of the City of Commerce



5.3 City Of Montebello

The City of Montebello, incorporated in 1920 encompasses approximately 8.45 miles. Montebello is generally bounded by the cities of Monterey Park, Commerce, Pico Rivera and Los Angeles. The City of Commerce has a residential population of 64,353. The MSF site is primarily composed of a commercial and industrial area.

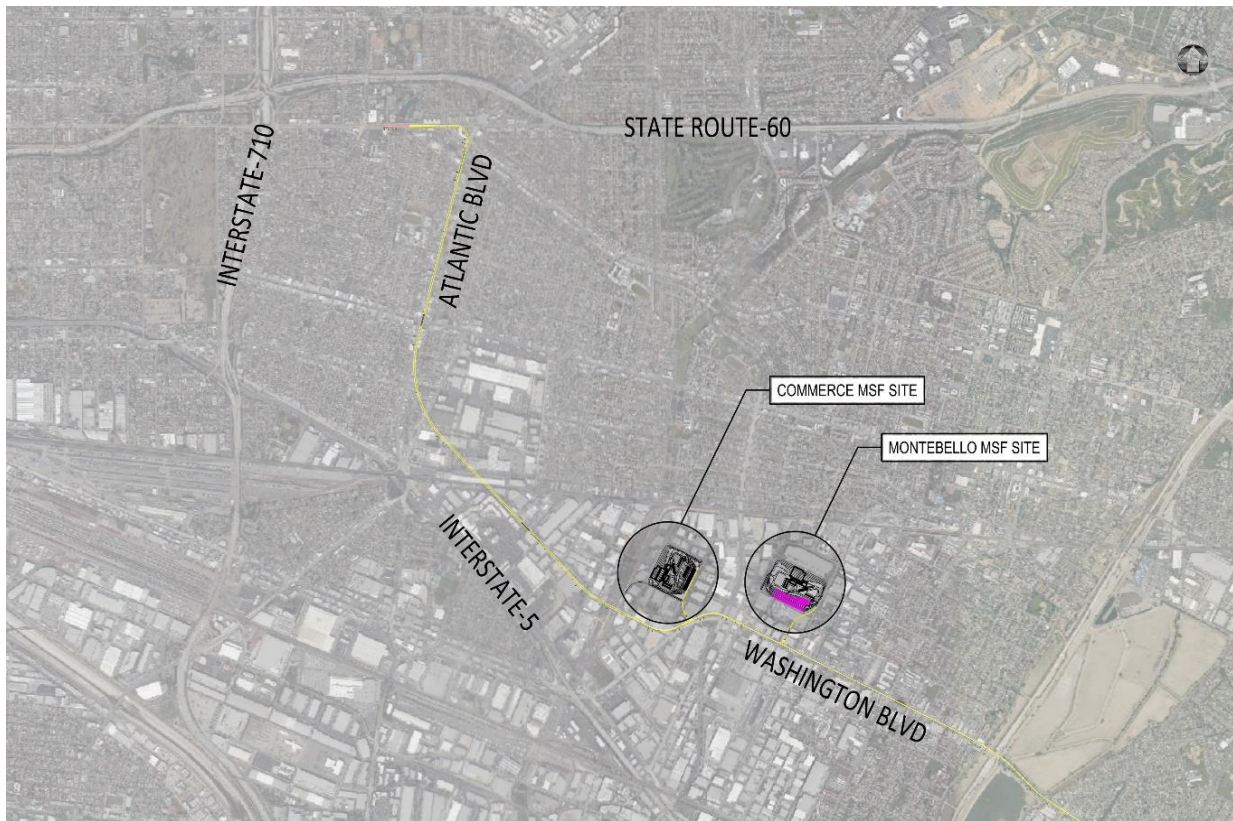
Figure 5-2. Land Use Map of the City of Montebello



5.4 MSF Site Options

In general, an MSF site is approximately 20 to 25 acres in size which is typical for a dedicated storage capacity of 80 to 100 light rail vehicles. The Commerce and Montebello sites can both accommodate 100 cars with increased capacity at the Montebello site for up to 120 cars. This acreage does not include the right-of-way for bringing in the yard lead tracks from the main line to the MSF facility.

Figure 5-3 Overview Map of MSF Candidate Sites on Washington Alternative



5.5 City of Commerce Site

This site is approximately 24.4 acres in area with an additional 7 acres for the yard leads and is located in the City of Commerce. The acreage is related to the parcel sizes and acquisitions, as the yard leads themselves will occupy approximately 2 acres to accommodate the lead track connections. The site is bounded by Gayhart Street on the southwest, Davis Avenue and Washington Boulevard to the east, Fleet Street to the north and Saybrook Avenue to the west. The majority of the nearby parcels are commercial or light industrial uses on all sides of the property. There are no residential homes located near the site. The closest residences are located over 100 feet away from the site. The site is within a primarily existing industrial area of which a number of warehouse properties are served by Burlington Northern Santa Fe Railroad (BNSF). The majority of this site is developed and occupied by commercial and light industrial and warehousing.

Figure 5-4 - Commerce MSF Site

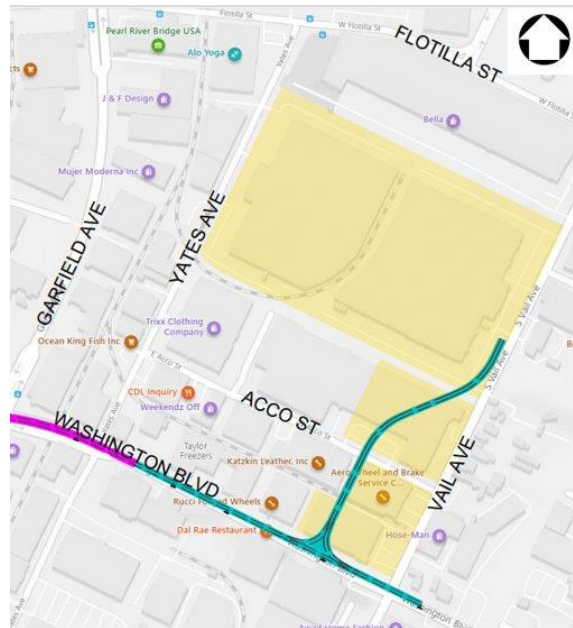


5.6 City of Montebello Site

5.6.1 Aerial Wye Option

Two options have been evaluated for the yard lead tracks and is dependent on the main line configuration remaining aerial from Garfield Avenue to Montebello Blvd with an aerial station at Greenwood Blvd or descending to grade with an at-grade station at Greenwood. This site is approximately 31 acres in area with an additional 9 acres for the yard leads and is located in the City of Montebello. The acreage is related to the parcel sizes and acquisitions, as the yard leads themselves will occupy approximately 2 acres to accommodate the lead track connection. The site is bounded by Flotilla Street on the north, Washington Boulevard on the south, Yates Avenue on the west, and Vail Avenue to the east. An aerial wye may be operationally preferred and would not require at-grade train movements across Washington or require the closure of Acco Street. Both options are feasible. The majority of the nearby parcels are commercial or light industrial uses on all sides of the property. There are no residential homes located near the site. The closest residences are located 1,000 feet from the site.

Figure 5-4 – Montebello MSF Option



5.6.2 At-grade Wye Option

This site is approximately 31 acres in area with an additional 9 acres for the yard leads and is located in the City of Montebello. The acreage is related to the parcel sizes and acquisitions, as the yard leads themselves will occupy approximately 2 acres to accommodate the lead track connection. With an at-grade wye, the main tracks are tangent at-grade and provide space in the median for placement of single No. 10 crossovers on either side of the MSF yard lead track connections that cross the eastbound lanes of Washington Boulevard. Yard lead track vehicle movements from the main tracks across the eastbound traffic lanes into the yard will be via traffic signals. Provisions for railroad crossing gates will be evaluated. An at-grade wye will require Acco Street a local street, which is north of Washington Blvd, to be discontinued with cul-del-sacs on both sides of the yard lead tracks.

6) Demographic and Socioeconomic Characteristics of the Affected Area

The data used in this study is demographic and socioeconomic from the US Census Bureau, ACS 5 Year estimates for the Affected Cities of Commerce and Montebello and their respective Affected Areas.

6.1 Minority Population

Table 6-1 presents the total population and minority share for the population for LA county and for each of the Affected Cities.

Jurisdiction	Total Population	Total Minority Population	Minority Share of the Population
LA County	10,014,009	7,428,740	73.4%
Commerce	12,378	12,085	98%
Montebello	62,640	58,180	93%

Table 6-2 presents population and minority share of the total population of the Affected Area for each MSF site option. The Commerce MSF has a smaller total population than the Montebello MSF. Both sites have a similar minority share of the population with Commerce having a higher minority percent share 49.8% and Montebello having a slightly lower minority percent share 49.6%.

Affected Area	Total Population	Total Minority Population	Minority Share of the total population
Commerce MSF	1453	723	49.8%
Montebello MSF	3335	1,653	49.6%

6.2 Limited English Proficiency

Table 6-3 shows the share of residents with LEP populations in the Affected Cities. Spanish is the most common language spoken for each community. Montebello does have a percentage of the LEP population with other Indo-European language and 3% Asian/Pacific language while Commerce has 0% for both.

Jurisdiction	Any LEP Language	Spanish	Other Indo-European Language	Asian/Pacific Island Language
LA County	13%	9%	1%	3%
Commerce	20%	20%	0%	0%
Montebello	16%	13%	<1%	3%

Table 6-4 shows the share of residents with LEP populations in the Affected Area. For both sites Spanish is the most common other language spoken for each community. The Affected areas have a higher

percent of LEP populations compared to LA County at 13%. The Commerce MSF has a higher percentage of Spanish speakers than the Montebello MSF with 73.3%.

Affected Area	Any LEP Language	Spanish	Other Indo-European Language	Asian/Pacific Island Language
Commerce MSF	73.3%	73.3%	0.0%	0.0%
Montebello MSF	66.4%	66.4%	0.0%	0.0%

6.3 Minority Owned Businesses

Table 6-5 shows the impacted businesses within the MSF sites. There are 18 impacted business in the Commerce MSF and 8 in the Montebello MSF. The analysis to determine if these businesses are identified as minority owned will take place during the National Environmental Policy Act (NEPA) process. The same process will be done for the impacted business that are adjacent to the MSF sites shown in table 6-6. A minority-owned business is defined as a business with 51 percent or more of its stock or equity being owned, operated, and controlled on a daily basis by one or more (in combination) American citizens of the following ethnic minorities: Black, Asian/Asian Pacific Islander, Hispanic, and Native American. There will be no residential property acquisitions for this Project and the areas of both the Commerce and Montebello MSF are primarily commercial and industrial.

MSF Site Option	Impacted On-Site Jobs	Total Impacted Businesses	Identified Minority-Owned Businesses	Unknown Minority-Owned Status	Percent Share of Minority-Owned Business
Commerce	1,983	18	N/A	18	N/A
Montebello	1,038	8	N/A	8	N/A

MSF Site Option	Impacted Off-Site Jobs	Total Impacted Adjacent Businesses	Identified Minority-Owned Businesses	Unknown Minority-Owned Status	Percent Share of Minority-Owned Business
Commerce MSF	518	21	N/A	21	N/A
Montebello MSF	708	28	N/A	28	N/A

7) Assessment and Conclusion

7.1 Disparate Impact Assessment

A disparate impact refers to a valid neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color, or national origin. A disparate impact will be deemed to have occurred if the absolute difference between the percentage of the minority population within the Affected Area and the overall percentage of the minority population in LA County is at least 5 percent, or if there is a 20 percent or greater difference between the percentages of these two groups.

7.2 Minority Population

Table 7-1 Difference between Minority Populations in the Affected Area and LA County					
Affected Area	Percent Minority Population	Absolute Difference	At Least 5% Absolute Difference	Relative Difference	20% or Greater Relative Difference
LA County	73.4%				
Commerce MSF	49.8%	-23.6%	No	-47.39%	No
Montebello MSF	49.6%	-23.8%	No	-47.98%	No

Table Notes:

a Minority status is defined by race/ethnicity categories of individuals self-identifying as Hispanic and non-Hispanic African American, Asian and Pacific Islanders, Two or More Races, or Other Non-White race categories.

b A disparate impact will be deemed to have occurred if the absolute difference between the percentage of the minority population adversely affected by the MSF and the overall percentage of the minority population in Los Angeles County is at least 5%, or if there is a 20% or greater difference between the percentages of these two groups.

c The Relative Difference is the Absolute Difference divided by the Percent Minority Employees/Business owners for each MSF option.

7.3 Limited English Proficiency Population

Table 7-2 Difference Between LEP Populations in the Affected Area and LA County					
Affected Area	LEP Population	Absolute Difference	At Least 5% Absolute Difference	Relative Difference	20% or Greater Relative Difference
LA County	13%				
Commerce MSF	73.3%	60.3%	Yes	82.25%	Yes
Montebello MSF	66.4%	53.4%	Yes	80.43%	Yes

7.4 Mitigation Measures

The Commerce and Montebello sites both have land uses that are compatible for a MSF site. The majority of the nearby parcels are commercial or light industrial uses on all sides of the properties. The cities of Montebello and Commerce have given input on the locations of the MSFs. Community meetings were held in June 2022 to receive feedback and to share information with the public about the location of the MSF site options.

There are no residential displacements anywhere in the project area. Under CEQA, the owners of the private property have state constitutional guarantees through the California Relocation ACT. Under this ACT, Metro would provide relocation assistance and benefits private property owners that are impacted by the project. During the upcoming NEPA process, displacement and relocation will be evaluated. If this assessment results in a mitigation, then the project will need to comply with the Uniform Relocation Act.

7.5 Conclusions

The cities where the MSF sites are located are comprised of primarily minority populations with the city of Montebello at 93% and the City of Commerce at 98% compared to LA County at 73.4%. The area of the MSF sites has lower minority populations than the cities where they are located with Montebello MSF at 49.8% and Commerce MSF at 49.6%. Table 7-3 summarizes the disparate impacts to the affected areas. Neither the Commerce MSF or the Montebello MSF has a disparate impact with the absolute and relative differences both being negative numbers that are below the thresholds of the absolute and relative difference. The Commerce MSF and Montebello MSF sites would both have a disparate impact to LEP populations. The Commerce site has the larger absolute difference at 60.3% and the Montebello site at 53.4%. The MSF sites were determined based on community and city input, operational and engineering compatibility and minimizing environmental impacts.

Table 7-3 Summary of Disparate Impacts to Minority Population and LEP Population		
Affected Area	Disparate Impact to Minority Population	Disparate Impact to LEP Population
Commerce MSF		•
Montebello MSF		•

8 References

Los Angeles County Metropolitan Transportation Authority (Metro). Administrative Code, Chapter 2-50, 2-50-015.

Los Angeles County Metropolitan Transportation Authority (Metro). Title VI Program Update. October 2019.

Los Angeles County Metropolitan Transportation Authority (Metro). Eastside Transit Corridor Phase 2 Final Maintenance and Storage Facility Feasibility Report

U.S. Department of Transportation, Federal Transit Administration (FTA). 2012. Circular FTA C 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients, October 1, 2012.

American Community Survey (ACS) 2016-2020 Data

2019 Annual Land Use - SCAG

PROCUREMENT SUMMARY

**EASTSIDE PHASE 2 PROJECT - ALTERNATIVE ANALYSIS,
ENVIRONMENTAL CLEARANCE & CONCEPTUAL ENGINEERING
CONSULTANT SERVICES/PS4320-2003**

1.	Contract Number: PS4320-2003		
2.	Contractor: CDM Smith/AECOM, a Joint Venture		
3.	Mod. Work Description: Technical and outreach services to reinstate the National Environmental Policy Act (NEPA) environmental clearance process and extend period of performance through 12/31/2024.		
4.	Contract Work Description: Environmental work for the Eastside Transit Corridor Project.		
5.	The following data is current as of: 10/20/2022		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	07/31/2007	Contract Award Amount: \$2,203,584
	Notice to Proceed (NTP):	08/09/2007	Total of Modifications Approved: \$25,381,895
	Original Complete Date:	06/04/2008	Pending Modifications (including this action): \$4,748,305
	Current Est. Complete Date:	12/31/2024	Current Contract Value (with this action): \$32,333,784
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Jenny Cristales-Cevallos		Telephone Number: (213) 547-4256

A. Procurement Background

This Board Action is to approve Contract Modification No. 22 issued in support of technical and outreach services to reinstate the NEPA environmental clearance process. This Contract Modification also extends the period of performance from December 30, 2022 through December 31, 2024.

This Contract Modification was processed in accordance with Metro’s Acquisition Policy and the contract type is a firm fixed price.

On July 31, 2007, the Board awarded firm fixed price Contract No. PS4320-2003 to CDM Smith/AECOM, a Joint Venture, in the amount of \$2,203,584 to perform full environmental clearance under federal and state law for Phase II of the Los Angeles Eastside Transit Corridor.

A total of 21 modifications have been executed to date.

Refer to Attachment E - Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding, and negotiations. Staff successfully negotiated a savings of \$127,623.

Proposal Amount	Metro ICE	Negotiated Amount
\$4,875,928	\$3,121,409	\$4,748,305

The variance between the ICE and negotiated amount is due to the inclusion of outreach services and the level of effort needed to conduct analysis and update the Environmental Impact Statement (EIS) to meet FTA requirements for the NEPA process per the Board's request. Costs associated with outreach services are project management tasks and support at progress and technical meetings as needed.

**CONTRACT MODIFICATION/CHANGE ORDER LOG
EASTSIDE PHASE 2 PROJECT - ALTERNATIVE ANALYSIS,
ENVIRONMENTAL CLEARANCE & CONCEPTUAL ENGINEERING
CONSULTANT SERVICES / PS4320-2003**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Exercise Draft Environmental Impact Statement /Report (EIS/EIR)Option	Approved	03/04/2009	\$11,418,071
2	Perform Draft EIS/EIR and extend period of performance (POP) through 5/31/12.	Approved	04/29/2011	\$395,643
3	Review previous studies, perform additional research and prepare an analysis of how the Sunnyvale decision impacts the corridor.	Approved	06/07/2011	\$72,258
4	Add SR 60 LRT Alternative North Option, remove New Starts related task and add Qualitative and Quantitative Analyses.	Approved	07/05/2011	\$0
5	No cost POP extension through 2/28/13.	Approved	04/18/2012	\$0
6	Updates to the Administrative Draft EIS/EIR, preparation to the DEIS/DEIR and various modeling processes, extend POP through 2/28/14.	Approved	02/27/2013	\$1,165,737
7	Professional outreach services due to changes in the project schedule and a seven-month extension through 9/30/14.	Approved	02/28/2014	\$221,877
8	No cost POP extension through 10/31/14.	Approved	10/01/2014	\$0
9	Technical and professional services due to changes in the project schedule and a five-month extension through 2/28/15.	Approved	10/29/2014	\$71,209
10	No cost POP extension through 6/30/15.	Approved	01/12/2015	\$0
11	No cost POP extension through 7/31/15.	Approved	05/28/2015	\$0
12	Further study on the two alternatives evaluated in the Draft	Approved	07/16/2015	\$2,898,336

	EIS/EIR and POP extension through 1/31/17.			
13	Addressing Caltrans requirements related to Hazardous Materials Limits of Waste.	Approved	04/06/2016	\$43,771
14	Develop additional technical analysis for three underground routing connection concepts as part of the refinement for the Washington Blvd study.	Approved	08/18/2016	\$324,875
15	Reallocation of existing tasks to cover additional project management, engineering, and planning work and extending POP through 12/31/17.	Approved	06/16/2017	\$0
16	Additional tasks in preparation for re-initiation of environmental process and POP extension through 2/28/18.	Approved	10/04/2017	\$233,364
17	No cost POP extension through 7/31/18.	Approved	01/03/2018	\$0
18	Reinitiated environmental clearance study and POP extension through 10/31/21.	Approved	10/25/2018	\$7,847,298
19	No cost POP extension through October 31, 2018.	Approved	05/21/2018	\$0
20	Evaluation of one build alternative and prepare a CEQA only document for the project and reallocation of tasks no longer required and POP extension through 10/31/22.	Approved	02/25/2021	\$689,456
21	No cost POP extension through 12/31/22.	Approved	8/25/2022	\$0
22	Technical and outreach services to reinitiate the NEPA environmental clearance process and POP extension through 12/31/24	Pending	Pending	\$4,748,305
	Modification Total:			\$30,130,200
	Original Contract:		07/31/2007	\$2,203,584
	Total:			\$32,333,784

DEOD SUMMARY

**EASTSIDE PHASE 2 PROJECT - ALTERNATIVE ANALYSIS,
ENVIRONMENTAL CLEARANCE & CONCEPTUAL ENGINEERING
CONSULTANT SERVICES/PS4320-2003**

A. Small Business Participation

CDM Smith/AECOM (JV) made a 16.32% Disadvantaged Business Enterprise (DBE) commitment. Based on payments, the project is 93% complete and the current level of DBE participation is 15.62%, representing a slight shortfall of 0.70%.

CDM Smith/AECOM JV has a shortfall mitigation plan on file. The JV explained that the DBE shortfall is due in part to Metro approving in February 2020 that the project would not seek federal funding, and therefore did not require environmental clearance under the National Environmental Policy Act (NEPA). As a result, half of the planned scope of work for Morgner Technology Management's (Morgner) was no longer needed. However, in July 2022, Metro instructed the JV to prepare a scope and budget to re-initiate the NEPA environmental clearance process. The JV anticipates the NEPA environmental clearance will begin in January 2023, at which time, Morgner will commence work on the NEPA reports. The JV further reported that it expects to see an increase in DBE subcontractor utilization as work begins to ramp up in January 2023. In the current modification, CDM Smith/AECOM JV is proposing 38.13% DBE participation.

The Diversity & Economic Opportunity Department (DEOD) will continue to monitor contract progress to ensure that the JV meets and/or exceeds its commitments.

Small Business Commitment	DBE 16.32%	Small Business Participation	DBE 15.62%
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	D'Leon Consulting Engineers	Hispanic American	8.58%	3.36%
2.	LKG-CMC, Inc.	Caucasian Female	3.20%	1.95%
3.	Morgner Technology	Hispanic American	4.54%	2.64%
4.	AIM Consulting Services	Hispanic American	Added	0.54%
5.	Barrio Planners	Hispanic American	Added	3.55%
6.	Galvin Preservation Associates (GPA)	Caucasian Female	Added	0.05%

7.	JBG Environmental	Caucasian Female	Added	0.25%
8.	Translink Consulting	Asian Pacific Female	Added	1.45%
9.	Wagner Engineering & Survey, Inc.	Caucasian Female	Added	1.70%
10.	Arellano Associates	Hispanic American	Added	0.04%
11.	Environmental Treatment and Technology	Hispanic American	Added	0.09%
	Total		16.32%	15.62%

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

D. Project Labor Agreement/Construction Careers Policy

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

An illustration of a Metro Rail train at a station platform. The train is yellow and black with 'Metro Rail' and 'Go Metro' branding. The platform has a red awning and several people, including a cyclist, are shown. The background features palm trees and a blue sky. A large yellow tree trunk is on the left side of the image.

Next stop: further east.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Planning and Programming

November 16, 2022



Metro

Recommendation

CONSIDER:

- A. APPROVING the Lambert Station in the City of Whittier the terminus for the 9 miles Eastside Transit Corridor Phase 2 project and authorizing the preparation of the final Environmental Impact Report (EIR) for the full project through California Environmental Quality Act (CEQA)
- B. APPROVING the Locally Preferred Alternative (LPA) as Alternative 3: Initial Operating Segment (IOS) Greenwood, between the existing terminus of Metro L (Gold) Line to Greenwood Station; including Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) options, and a Maintenance and Storage Facility (at-grade) located in the city of Montebello; and
- C. APPROVING the results of the Title VI Equity Analysis: Siting and Location of Maintenance and Storage Facility Sites for the Eastside Transit Corridor Phase 2 project, and
- D. AUTHORIZING the Chief Executive Officer to execute Modification No. 22 to Contract No. PS4320-2003 with CDM Smith/AECOM Joint Venture (JV) Technical and Outreach Services to reinitiate the National Environmental Policy Act (NEPA) environmental clearance process in the amount of \$4,748,305, increasing the total current contract value from \$27,585,479 to \$32,333,784 and extend the period of performance from December 30, 2022, to December 31, 2024.

Measure M Project Timeline



ONGOING PUBLIC PARTICIPATION

Measure M expenditure plan allocates \$3 billion (2015\$) starting 2029 with opening 2035-2037. The Board recommendations are consistent with Measure M for the full alignment.

Project Build Alternatives

Alternative 1 Washington

- Approx. 9 miles
- Atlantic Boulevard – Lambert Station
- Commerce or Montebello MSF site option

Alternative 2 IOS Commerce

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



Alternative 3 IOS Greenwood

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

Design options

- Underground open-air station at Atlantic/Pomona (ex. Memorial Park Metro L)
- At-grade segment in the City of Montebello with an at-grade Greenwood station

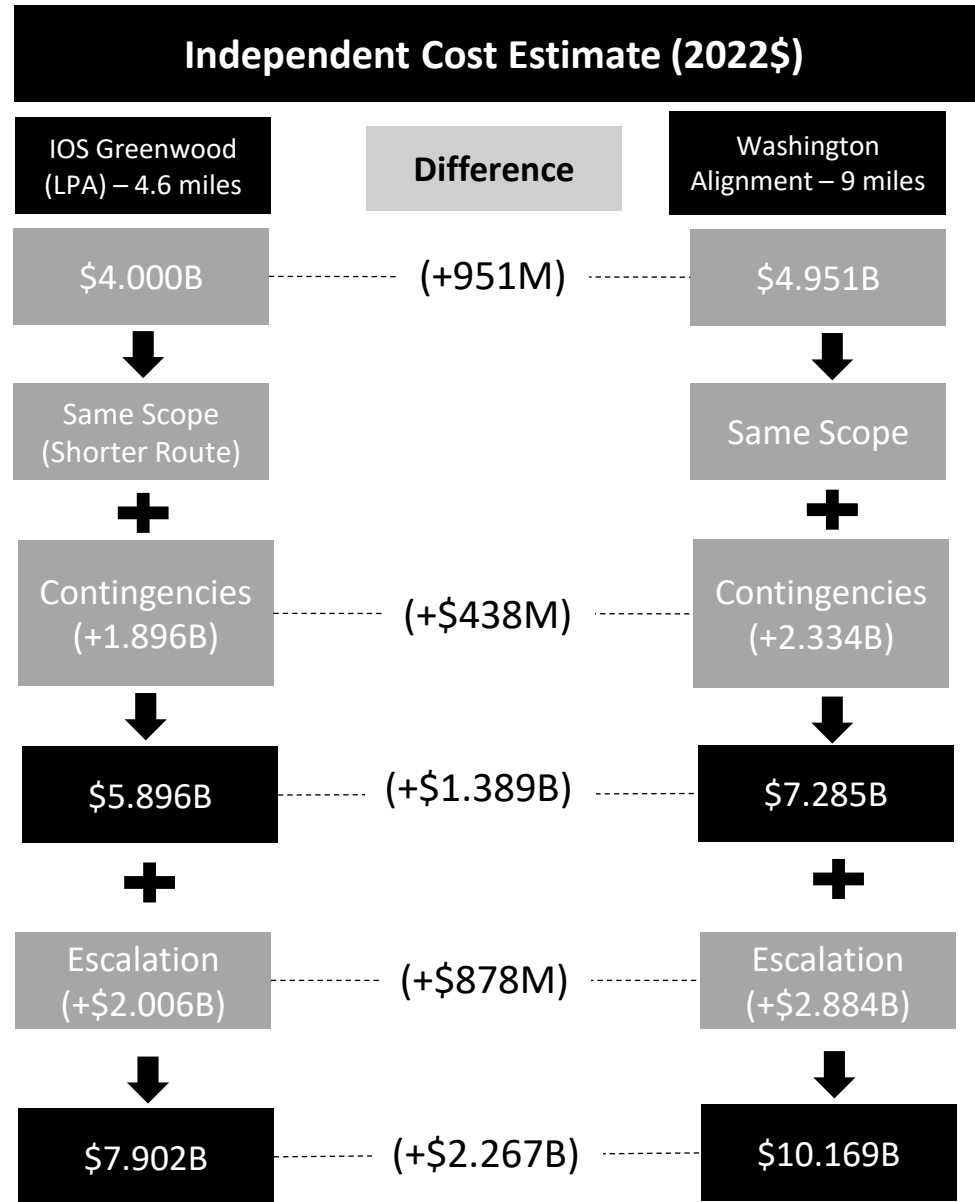
Maintenance Storage Facility Options

Commerce MSF: Capacity 100 LRV

Montebello MSF: Capacity 120 LRV

Project Cost Estimate Update

- Project scope based upon board approved design change to underground Atlantic alignment.
- Escalation and contingency included in accordance with lessons learned and recent projects with FTA oversight.
- Recognizing industry best practices for estimating projects with this level of design and remaining uncertainty, applying an upper bound of 30% to cost estimates. This results in YOE costs between \$7.9B and \$10.2B.
- Updating the estimate based on the above factors is an element of our Early Intervention strategies to ensure transparency to the Board and improve project delivery with a focus on cost control and containment.



Proposed Funding Plan

Uses	IOS Greenwood
Total, Uses	\$7.9

Sources - Secured	
Other Local (Sales Tax, 3% Contribution)	\$0.5
Measure R	\$1.3
Measure M	\$1.6

Sources - Yet-To-Be-Secured	
Local (Sales Tax, 3% Contribution)	0.4
State (Cap/Trade, SB-1 Surplus)	1.8
Federal (IIJA/BIL)	2.4
Total, Sources	\$7.9

Costs in year of expenditure dollars, in billions.

- The proposed LPA funding plan is comprised of local funding from the sales tax measures and yet-to-be-secured state and federal sources.
- Local tradeoffs from other projects and programs are also considered.
- Metro will seek federal funding related to the Infrastructure Investment and Jobs Act and state funding from the state budget surplus and SB-1 grant programs.
- Completion to Whittier assumes existing federal Capital Investment Grants and state SB-1 grant programs will be functioning and future funding sources available yet to be secured.

Recommended Locally Preferred Alternative (LPA)

Recommended LPA: **Alternative 3 IOS Greenwood** with design options

- Underground open-air station at Atlantic/Pomona Station
- At-grade Greenwood station
- Montebello Maintenance Storage Facility



Findings from Draft EIR

- Environmentally Superior Alternative (CEQA) possesses an overall environmental advantage
- Higher environmental benefits
- Supports regional connectivity
- New transit access to communities who otherwise not served by the Metro rail network
- Includes the Montebello MSF that reduces significant and unavoidable impacts and meets the regional operational needs

Next Steps

- Proceed with the selected LPA and full project alignment into the Final EIR
- Approve contract modification for environmental services to proceed with NEPA to seek federal funding for the project
- Engineering professional services contract anticipated at the January meeting.
- Execute Master Cooperative Agreements with local jurisdictions to begin early next year
- Freezing the project definition once the project has reached 30% design.



Board Report

File #: 2022-0722, File Type: Contract

Agenda Number: 18.

**PLANNING AND PROGRAMMING
NOVEMBER 16, 2022**

**SUBJECT: MULTIMODAL HIGHWAY PROGRAM ON-CALL - PROJECT & PROGRAM
DELIVERY SUPPORT SERVICES**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Contract Nos. AE89212000 with HDR Engineering, Inc.; AE89212001 with HNTB Corporation; AE89212002 with Parsons Transportation Group; AE89212003 with TranSystems Corporation; and AE89212004 with WSP USA, Inc., respectively, for Multimodal Highway Program and Project Delivery Support Services and other related work, for a three-year base period for an aggregate not-to-exceed amount of \$55,000,000 and one, one-year option term for a not-to-exceed amount of \$5,000,000, for a total not-to-exceed amount of \$60,000,000, subject to resolution of properly submitted protest(s), if any; and
- B. EXECUTE Task Orders within the approved not to exceed cumulative value.

ISSUE

Metro’s Complete Streets and Highways section in the Countywide Planning and Development Department’s Multimodal Integrated Planning Division requires professional services support to develop and complete transportation planning studies, environmental studies, final design, project management, risk analysis, and other transportation planning and development services. The Multimodal Complete Streets and Highways On-call services contracts will enable the award of task orders in support of subregional and agency-wide priorities.

BACKGROUND

The CEO’s September 2021 realignment that created a Multimodal Integrated Planning Division in the Countywide Planning and Development Department has enabled a re-assessment of Metro’s Highway Projects, both current (e.g. I-605 Corridor Improvements Project) and future, to ensure alignment with the Board’s recently adopted Objectives for Multimodal Highway Investments (File #2022-0302). Metro’s Complete Streets and Highways section will be developing several small and

medium scale transportation improvement projects following subregional, agency-wide priorities and the Board approved Objectives for Multimodal Highway Investments.

DISCUSSION

Since July 2020, the Complete Streets and Highways section has been successfully utilizing the current On-call support contracts to start and complete multimodal locally prioritized arterial and highway improvements throughout Los Angeles County. Through the existing On-call contracts, staff has executed 25 task orders for approximately \$40 million to advance multimodal Measure R and M projects on the State Highway System (SHS) as well as local improvements in the cities of Whittier, Compton, Signal Hill, Carson and other local jurisdictions, nearly reaching the Board approved contract authority.

The new On-call services contracts will allow the advancement of a similar number of multimodal Measure R and M improvements on behalf of the cities of San Gabriel, Whittier, Hermosa Beach, Compton and other local jurisdictions throughout the County that have asked Metro for technical assistance. Staff will also develop multimodal Board-approved projects, such as the SR-14 Traffic Safety project. Metro will continue delivery of professional, technical, and administrative services in the following areas with the new contracts: (1) Planning and Technical Studies, (2) Research/Data Collection, (3) Project Approval and Environmental Document (PA/ED), (4) Plans, Specifications, and Estimates (PS&E), (5) Utilities and Right of Way, (6) Intelligent Transportation Systems Support, (7) Traffic Engineering Support Services (8) Program/Project Management Support, (9) Administrative Project Support Activities and other tasks. The Complete Streets and Highways On-call is available and has been utilized by Shared Mobility, Countywide Planning and Development, Program Management, and other departments within the Metro organization as needed.

DETERMINATION OF SAFETY IMPACT

Approval of this procurement will support the development of a safer multimodal transportation system that will provide high-quality mobility options to enable people to spend less time traveling..

FINANCIAL IMPACT

Funding for the individual task orders shall be based on availability of funds and will be provided through approved FY23 Complete Streets and Highways project budgets. Approved annual budgets of other departments in current and future years that will be using this on-call will also fund individual task orders through their established annual project budgets.

Impact to Budget

There is no impact to the FY23 budget. Annually, funds will be included in the fiscal year budget for each planned project and task issued. Since these are multi-year contracts, the Senior Executive Officer, Multimodal Integrated Planning and the Cost Center Manager will be responsible for budgeting the costs in future fiscal years.

EQUITY PLATFORM

To ensure maximum opportunity for participation on this contract, Metro posted the solicitation through periodicals of general circulation, LA Sentinel, Rafu Shimpo, Los Angeles Daily News, La Opinion and Metro's Vendor Portal, and e-mail notices were sent to small businesses within the applicable NAICS codes. A virtual pre-proposal meeting was also held on July 7, 2022. The Proposal Evaluation Team was gender diverse with half of the PET being women of color. Moreover, 30% of the work will go to SBE firms and 3% will go to DVBE firms. Staff will be working with the following EFC cities to advance their transportation priorities, Compton, Long Beach, Lynwood, San Gabriel, Signal Hill, South Gate, and Whittier.

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.

Goal 1.1 Approval of the Multimodal Highway on-call will expand the transportation system as responsibly and quickly as possible as approved in Measure R and M to strengthen and expand LA County's transportation system.

ALTERNATIVES CONSIDERED

Complete streets and highways has reached the financial board approved contract amount for the existing on-call. Staff could have requested an extension or modification to increase the on-call contracting authority, however the procurement of the on-call has enabled re-competition for the On-call support services.

NEXT STEPS

Upon approval by the Board, staff will execute Contract Nos. AE89212000 with HDR Engineering, Inc.; AE89212001 with HNTB Corporation; AE89212002 with Parsons Transportation Group; AE89212003 with TranSystems Corporation; and AE89212004 with WSP USA, Inc.

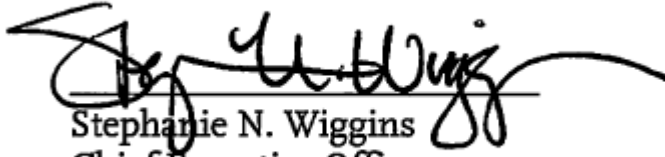
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Isidro Panuco, Sr Manager Transportation Planning, (213) 547-4372
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Reviewed by:
James De la Loza, Chief Planning Officer (213) 547-4215



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**MULTIMODAL HIGHWAY PROGRAM ON-CALL/PROJECT & PROGRAM DELIVERY
SUPPORT SERVICES
AE89212000 through AE89212004**

1.	Contract Numbers: AE89212000, AE89212001, AE89212002, AE89212003, AE89212004	
2.	Recommended Vendor: HDR Engineering, Inc. (AE89212000), HNTB Corporation (AE89212001), Parsons Transportation Group (AE89212002), TranSystems Corporation (AE89212003), and WSP USA Inc. (AE89212004)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 6/24/2022	
	B. Advertised/Publicized: 6/27/2022	
	C. Pre-Proposal Conference: 7/7/2022	
	D. Proposals Due: 7/25/2022	
	E. Pre-Qualification Completed: Pending	
	F. Conflict of Interest Form Submitted to Ethics: 8/5/2022	
	G. Protest Period End Date: 11/10/2022	
5.	Solicitations Picked-up/ Downloaded: 129	Proposals Received: 8
6.	Contract Administrator: Andrew Conriquez	Telephone Number: 213-922-3528
7.	Project Manager: Isidro Panuco	Telephone Number: 213-547-4372

A. Procurement Background

This Board Action is to approve the award of Contract Nos. AE89212000 with HDR Engineering, Inc.; AE89212001 with HNTB Corporation; AE89212002 with Parsons Transportation Group; AE89212003 with TranSystems Corporation, and AE89212004 with WSP USA Inc., for multimodal highway program on-call and project & program delivery support services. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

This Architectural and Engineering (A&E) qualifications-based Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy. The RFP was issued with an SBE/DVBE goal of 33% (SBE 30% and DVBE 3%).

Work to be performed under each Contract will be authorized through the issuance of separate task orders. Each future task order will contain a specific statement of work for a scope of services and will be issued on a firm fixed-price basis.

On June 24, 2022, staff released RFP No. AE89212. Two amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on July 1, 2022, provided the virtual link for the pre-proposal conference;

- Amendment No. 2, issued on July 15, 2022, updated and increased the size of the electronic submittals to 20 MB each.

A virtual pre-proposal conference was held on July 7, 2022 and was attended by 105 participants representing multiple companies. There were 5 questions asked at the pre-proposal conference and 21 additional questions were received throughout the Question and Answer process and responses were released prior to the proposal due date.

A total of 129 firms downloaded the RFP and were included in the plan holders list. A total of 8 proposals were received on the proposal due date of July 25, 2022.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- Experience and Capabilities of the Firms on the Contractors Team 40 percent
- Management Plan, Availability and Controls 30 percent
- Degree of Skills and Experience of Team Members 30 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar A&E support services procurements. Several factors were considered when developing these weights, giving the greatest importance to the experience and capabilities of the firms on the contractors' team.

This is an A&E, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During the week of October 3, 2022, the PET completed its independent evaluation of the eight (8) proposals received and determined that five (5) were deemed the most highly qualified to provide the services required.

The five firms within the competitive range are listed below in alphabetical order:

1. HDR Engineering, Inc.
2. HNTB Corporation
3. Parsons Transportation Group
4. TranSystems Corporation
5. WSP USA, Inc.

Three (3) proposals were determined to be outside of the competitive range and were not included for further consideration. Proposers who were outside the

competitive range did not clearly demonstrate their experience or projects and availability of key personnel was limited.

After the initial reviews and discussion of the scores, the PET team determined that interviews with the five firms within the competitive range were not necessary.

Qualifications Summary of Recommended Firms

HDR Engineering, Inc.

HDR Engineering, Inc., is an architectural, engineering and consulting firm. HDR Engineering, Inc.'s proposal showed expertise in a wide range of services. Some of their areas of expertise are in highways, arterial projects, planning, technology, environmental, transit, structures, highway, roadways, construction management services, and a skilled team of project personnel.

HDR Engineering, Inc.'s proposal demonstrated experience in transportation planning work that includes corridor studies, transit alternatives analysis, strategic plan development, policy development, project prioritization and financial analysis. Their planning expertise covers the full range of rail modes, including urban streetcar, heavy rail, hybrid rail, commuter rail and intercity rail. In addition, their staff demonstrated they were familiar with both the Federal Transit Administration (FTA) and the Federal Railroad Administration (FRA).

HNTB Corporation

Founded in 1914, HNTB has been involved in planning, engineering, environmentally clearing and producing plans, specifications and estimates for highway and bridge structures in Southern California. HNTB Corporation has numerous offices across the United States and has designed many roads, airports bridges, tunnels, rail and transit systems.

In their proposal, HNTB described their experience with transportation projects such as planning, engineering, environmental, specifications & estimates and highway improvements. They demonstrated how they would address challenges of delivering projects from planning through construction, while working with stakeholders and communities. In addition, HNTB has worked on multiple Los Angeles County projects such as SR710/North Study Alternatives Analysis, I-605 /Beverly Boulevard Interchange Improvements, and I-105 Express Lanes PA/ED.

Parsons Transportation Group

Serving Los Angeles since 1944, Parsons is one of the largest engineering and construction companies with more than 15,000 employees worldwide. Their highway experience consists of planning, design, and program/construction management of more than 10,000 miles of freeways and 4,500 bridges throughout the world.

Parson’s proposal demonstrated experience in all phases of support services, Feasibility Studies, Alternatives Analysis, and environmental services. In addition, Parsons has delivered multiple Task Orders, Feasibility Studies, Alternatives Analysis, PA/ED, PS&E, Managed Lanes, program management, and construction management services worth more than \$10 billion throughout Southern California.

TranSystems Corporation

TranSystems has been focused on helping clients solve transportation challenges since its inception. TranSystems has provided engineering and architectural planning, design and construction solutions to enhance the movement of goods and people across today’s integrated transportation infrastructure.

In their proposal, TranSystems established that they can be a key resource for Metro Highway planning. They have performed work on over 100 tasks order for Metro and Caltrans District 7. TranSystems offers a wide-range and experience in all modes of transportation in the fields of highway planning, analysis and implementation experience working with local, State and Federal agencies.

WSP USA, Inc.

WSP USA, Inc., is an engineering and professional services firm founded in 1885 and has over 600 staff in Southern California. WSP has planned and designed multiple highway and multimodal transportation projects, including integrated highways, transit, and ITS projects. WSP brings a full range of services that includes delivering highway and arterial networks, a depth of personnel resources and a wealth of experience to help achieve project goals.

In the WSP proposal, it was demonstrated that the firm can help Metro achieve its multimodal highway improvement goals by providing transportation solutions. Some of these achievements are reflected in projects with public agencies such as Caltrans District 7, Metro, Ventura County Transportation Commission and San Diego Association of Governments (SANDAG).

Following is a summary of the PET evaluation scores:

	Firm	Weighted Average Score	Factor Weight	Average Score	Rank
1	Parsons Transportation Group				
2	Experience & Capabilities of the Firms on the Contractor’s Team	85.50	40.00%	34.20	
3	Management Plan, Availability and Controls	86.43	30.00%	25.93	

4	Degree of Skills and Experience of Team Members	90.00	30.00%	27.00	
5	Total		100.00%	87.13	1
6	HDR Engineering, Inc.				
7	Experience & Capabilities of the Firms on the Contractor's Team	84.00	40.00%	33.60	
8	Management Plan, Availability and Controls	85.83	30.00%	25.75	
9	Degree of Skills and Experience of Team Members	86.27	30.00%	25.88	
10	Total		100.00%	85.23	2
11	HNTB Corporation				
12	Experience & Capabilities of the Firms on the Contractor's Team	80.50	40.00%	32.20	
13	Management Plan, Availability and Controls	84.83	30.00%	25.45	
14	Degree of Skills and Experience of Team Members	83.77	30.00%	25.13	
15	Total		100.00%	82.78	3
16	TranSystems Corporation				
17	Experience & Capabilities of the Firms on the Contractor's Team	74.75	40.00%	29.90	
18	Management Plan, Availability and Controls	78.93	30.00%	23.68	
19	Degree of Skills and Experience of Team Members	85.00	30.00%	25.50	
20	Total		100.00%	79.08	4
21	WSP USA, Inc.				
22	Experience & Capabilities of the Firms on the Contractor's Team	77.50	40.00%	31.00	
23	Management Plan, Availability and Controls	78.43	30.00%	23.53	
24	Degree of Skills and Experience of Team Members	81.27	30.00%	24.38	
25	Total		100.00%	78.91	5

C. Cost

Work will be performed through the issuance of separate task orders. Proposals submitted for each task order will be subject to an independent cost estimate (ICE), cost analysis, technical analysis, fact finding, and negotiation to determine the fairness and reasonableness of price.

D. Background on Recommended Contractors

HDR Engineering, Inc.

HDR Engineering, Inc., is an architectural, engineering and consulting firm whose areas of expertise include highways, arterial projects, planning, environmental, transit, highway, roadways, and construction management services.

HDR Engineering Project Manager has 24 years of experience in highway and arterial design with managing and delivering Project Study Reports, Project Approval and Estimates and Plans, Specification and Estimates for major freeway projects. In addition to the Project Manager's experience, the team has extensive experience working on Metro and Caltrans District 7 projects such as the I-405 Auxiliary Lanes Improvement Project, SR72/Whittier Boulevard Intersection Improvements, On-Call PID Services, and I-605 Corridor Improvement Project.

HNTB Corporation

HNTB has been involved in planning, engineering, environmentally clearing and producing plans, specifications and estimates for highways in Southern California. HNTB has worked with Riverside County Transportation Commission, Orange County Transportation Authority, San Bernardino County Transportation Authority, and Metro.

The proposed Project Manager has over 20 years of project management experience. The knowledge and experience the Project Manager brings working with Caltrans District 7 in the past may be a benefit to Metro in navigating the Caltrans approval process to facilitate time within budget completion for Metro' highway on-call program. In addition, HNTB Corporation demonstrated experience in transportation planning, engineering, specifications and estimates and environmental clearing.

Parsons Transportation Group

Parsons is one of the largest engineering and construction companies with more than 15,000 employees worldwide. Parsons has a diverse range of experience working on complex projects and with stakeholders such as Caltrans, Federal Highway Administration, Councils of Government, Corridor Cities and Resource Agencies.

The Parsons Project Manager has decades of experience including over 22 years working with Caltrans. In addition, the Project Manager has experience working with construction oversight, contractor management, project planning and development, goal setting, environmental, public outreach and public relations, coordination and regular meetings with multiple federal, state, and local agencies and stakeholders.

TranSystems Corporation

TranSystems focuses on helping clients solve transportation challenges and provides engineering and planning, design and construction solutions. TranSystems

Corporation has delivered on over 100 task orders throughout Southern California for Caltrans and Metro's transportation projects.

The Project Manager has over 40 years of experience working on transportation projects totaling \$2.1 billion in his career. TranSystems' Project Manager has extensive knowledge of Metro and Caltrans requirements, approval processes, procedures, design guideline and State and Federal regulations. In addition, the Project Manager has knowledge and understanding of key stakeholders and local agencies.

WSP USA, Inc.

WSP USA, Inc., is an engineering and professional services firm that has planned and designed highway and multimodal transportation projects, including integrated highways, transit, and ITS projects. WSP provides services that include highway and arterial networks, and a depth of personnel resources.

The proposed Project Manager has 25 years of experience managing, and delivering projects for Metro, Caltrans District 7, Riverside Transportation Commission and other public agencies. The Project Manager has delivered all phases of project development for Caltrans District 7, arterial projects including the I-405 Auxiliary Lane PA/ED, I-105 ExpressLanes PS&E and I-15 Smart Freeways Design and Implementation Pilot Project.

DEOD SUMMARY

**MULTIMODAL HIGHWAY PROGRAM ON-CALL/PROJECT & PROGRAM DELIVERY
SUPPORT SERVICES
AE89212000 through AE89212004**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall 33% Small Business Enterprise/Disabled Veterans Business Enterprise (SBE/DVBE) goal, inclusive of a 30% SBE goal and 3% DVBE goal for this Task Order Contract. All primes met or exceeded the SBE and DVBE goal.

In response to a specific on-call Task Order request with a defined scope of work, HDR Engineering, Inc., HNTB Corporation, Parsons Transportation Group, TranSystems Corporation, and WSP USA, Inc. will be required to identify SBE/DVBE subcontractor activity and actual dollar value commitments for that Task Order. Overall SBE/DVBE achievement in meeting the commitments will be determined based on cumulative SBE/DVBE participation of all Task Orders awarded.

Small Business Goal	30% SBE 3% DVBE	Small Business Commitment	30% SBE 3% DVBE
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Prime: HDR Engineering, Inc.

	Subcontractors	SBE	DVBE
1.	Architectural Engineering Technology, Inc.	X	
2.	Arellano Associates	X	
3.	Craftwater Engineering, Inc.		X
4.	D'Leon Consulting Engineers	X	
5.	Duke Cultural Resources Management, LLC	X	
6.	Earth Mechanics	X	
7.	Environmental Review Partners, Inc.	X	X
8.	FMF Pandion	X	X
9.	Geo-Advantec, Inc.	X	
10.	2R Drilling, Inc.	X	
11.	Synergy Traffic Control	X	X
12.	GPA Consulting	X	
13.	Guida Surveying, Inc.	X	
14.	Intueor Consulting, Inc.	X	
15.	Kroner Environmental Services	X	
16.	Lin Consulting, Inc.	X	
17.	MA Engineering	X	X

18.	NCM Engineering Corp	X	
19.	PacRim Engineering, Inc.	X	
20.	T&T Public Relations, Inc.	X	
21.	Tatsumi and Partners, Inc.	X	
22.	V&A Inc.	X	
23.	Value Management Strategies, Inc.	X	
24.	Wagner Engineering & Survey, Inc.	X	
TOTAL COMMITMENT		35%	3%

Prime: HNTB Corporation

	Subcontractors	SBE	DVBE
1.	Architectural Engineering Technology, Inc.	X	
2.	Calvada Surveying, Inc.		X
3.	D'Leon Consulting Engineers	X	
4.	Duke Cultural Resources Management, LLC	X	
5.	Entech Northwest, Inc.	X	
6.	Epic Land Solutions, Inc.	X	
7.	FMF Pandion	X	X
8.	FPL and Associates, Inc.	X	
9.	Geo-Advantec, Inc.	X	
10.	2R Drilling	X	
11.	Synergy Traffic Control	X	X
12.	GPA Consulting	X	
13.	Irvine Global Consulting, Inc.	X	
14.	MA Engineering	X	X
15.	Mindhop, Inc.	X	
16.	NCM Engineering Corp	X	
17.	SHA Analytics, LLC	X	
18.	System Metrics Group, Inc.	X	
19.	Tatsumi and Partners, Inc.	X	
20.	Value Management Strategies, Inc.	X	
21.	Wagner Engineering & Survey, Inc.	X	
22.	Wiltec	X	
TOTAL COMMITMENT		30%	3%

Prime: Parsons Transportation Group

	Subcontractors	SBE	DVBE
1.	ABBA Project Management		X
2.	Advanced Civil Technologies	X	
3.	Advantec Consulting Engineer, Inc.	X	
4.	Architectural Engineering Technology, Inc.	X	
5.	Arellano Associates	X	
6.	Calvada Surveying, Inc.		X
7.	Chen Ryan Associates, Inc.	X	
8.	Earth Mechanics	X	
9.	Geo-Advantec, Inc.	X	
10.	2R Drilling, Inc.	X	
11.	GPA Consulting	X	
12.	Guida Surveying, Inc.	X	
13.	Intueor Consulting, Inc.	X	
14.	Irvine Global Consulting, Inc.	X	
15.	JMDiaz, Inc.	X	
16.	MA Engineering	X	X
17.	Media Arts LLC	X	
18.	Mindhop, Inc.	X	
19.	NCM Engineering Corp.	X	
20.	OhanaVets, Inc.	X	X
21.	SHA Analytics, LLC	X	
22.	Sommer Engineering Inc.	X	
23.	System Metrics Group, Inc.	X	
24.	Synergy Traffic Control	X	X
25.	Value Management Strategies	X	
26.	ZMAssociates Environmental Corporation		X
TOTAL COMMITMENT		30%	3%

Prime: TranSystems Corporation

	Subcontractors	SBE	DVBE
1.	A/E Tech LLC	X	
2.	Advantec Consulting Engineers, Inc.	X	
3.	Arellano Associates LLC	X	
4.	Advanced Civil Technologies	X	
5.	Calvada Surveying, Inc.		X
6.	D'Leon Consulting Engineers	X	
7.	D R Consultants & Designers, Inc.	X	
8.	Duke Cultural Resources Management, LLC	X	
9.	Earth Mechanics	X	
10.	Epic Land Solutions, Inc.	X	
11.	FPL and Associates, Inc.	X	
12.	Geo-Advantec, Inc.	X	
13.	2R Drilling, Inc.	X	
14.	Synergy Traffic Control	X	X
15.	GPA Consulting	X	
16.	Guida Surveying, Inc.	X	
17.	Hout Engineering	X	
18.	Intueor Consulting, Inc.	X	
19.	MA Engineering		X
20.	OhanaVets, Inc.		X
21.	PacRim Engineering, Inc.	X	
22.	SHA Analytics, LLC	X	
23.	System Metrics Group, Inc.	X	
24.	Tatsumi and Partners, Inc.	X	
25.	Value Management Strategies, Inc.	X	
TOTAL COMMITMENT		30%	3%

Prime: WSP USA, Inc.

	Subcontractors	SBE	DVBE
1.	Advanced Civil Technologies	X	
2.	Advantec Consulting Engineer, Inc.	X	
3.	Arellano Associates LLC	X	
4.	AYCE, Inc.	X	
5.	Conaway Geomatics		X
6.	D'Leon Consulting Engineers	X	
7.	Earth Mechanics	X	
8.	Epic Land Solutions, Inc.	X	
9.	Geo-Advantec, Inc.	X	
10.	2R Drilling, Inc.	X	
11.	Synergy Traffic Control	X	X

12.	Guida Surveying, Inc.	X	
13.	Intueor Consulting, Inc.	X	
14.	Lin Consulting Inc.	X	
15.	MA Engineering	X	X
16.	Monument ROW	X	
17.	NCM Engineering Corp	X	
18.	OhanaVets, Inc.	X	X
19.	Sapphos Environmental, Inc.	X	
20.	SHA Analytics, LLC	X	
21.	System Metrics Group, Inc.	X	
22.	Tatsumi and Partners, Inc.	X	
23.	The Alliance Group Enterprise, Inc.	X	
24.	VCS Environmental	X	
25.	Value Management Strategies, Inc.	X	
TOTAL COMMITMENT		30%	3%

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.



Board Report

File #: 2022-0752, File Type: Project

Agenda Number: 21.

..Meeting_Body

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

SUBJECT: METRO CENTER PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to replace lapsed Proposition 1B California Transit Security Grant Program funds up to a maximum of \$32.2 million with Proposition C 5% Security funds for the Metro Center Project; and
- B. REPORTING back with the findings of the special review by Management Audit Services (MAS).

ISSUE

The Metro Center Project (MCP) received Prop 1B California Transit Security Grant Program (CTSGP) funds incrementally over the period 2011 to 2017. California State Office of Emergency Services (CalOES) granted all available extensions for the grant funds and the CTGSP funds expired on June 30, 2022. Metro had expended approximately \$86.3 million of the funds before the expiration date, leaving a balance of \$29.2 million of unspent grant funds. CalOES is requesting the return of the remaining unspent grant funds, including up to \$3 million in interest. The proposed authorization is for a maximum of \$32.2 million of Prop C 5% Security funds to replace the State grant funds and does not alter or authorize spending beyond the Board approved Life of Project (LOP) amount of \$130.688 million. Additionally, the CEO has directed a special review by MAS, the results of which will be reported back to the Board.

BACKGROUND

CalOES awarded Proposition 1B CTSGP to Metro for a new emergency operations center. Metro received these incremental awarded grants funds paid up front over the period 2011-2017 with interest now accrued.

The Metro Center Project comprises the co-location of the Emergency Operations Center (EOC) and a new Security Operations Center (SOC) to enhance Metro's security, disaster, and counter-terrorism response capabilities. Metro's current Emergency Operations Center is operating at capacity and needs to be expanded to accommodate Metro's new rail lines and upcoming National Special Security Events (NSSE), including the World Cup, College National Championships, and the Olympics. Metro does not currently have a SOC. The new SOC is needed to provide 24/7 security surveillance and situational awareness of Metro's transit system by security professionals with specialized training to improve overall rider safety on Metro's rail and bus lines. The new EOC will enhance coordination and communication with regional partners to prevent, minimize, or respond to and recover from any major incident, serious hazard, or terrorist attack.

In October 2020, the Metro Board awarded a design/build contract to S.J. Amoroso (SJA) Construction Co. LLC in the amount of \$81,487,000. The Board also approved a LOP budget in the amount of \$130,688,310 including Design Build Contractor's cost, public art, design support and construction support services, third party and street vacation costs, Metro staff costs and a 13% contingency.

DISCUSSION

During the period between 2011 and 2018, several issues served to slow the progress on the Project. Primarily, the location of the project took some time to resolve. Metro proposed to locate the facility in the Gateway Building while the Grantor preferred a remote facility. Obtaining environmental approval and resolving and incorporating interface requirements for adjacent projects such as Division 20 and California High Speed Rail, together with identifying the respective detailed needs of SSLE and Operations continued through 2018.

There were subsequent delays during procurement, arising from bidding and rebidding, and associated negotiations. This, in turn, led to a reduction in the design requirements, staying within the approved envelope, all while continuing to meet the minimum requirements of the grant. This process progressed through 2018 and 2019.

Recognizing the numerous schedule challenges, the State agreed to grant deadline extensions between 2011 and 2019 across all annual awards. The first was granted in March 2011 and the last was granted in July 2019. Subsequently, construction has been impacted by unforeseen conditions, design delays by contractor and supply chain issues. All options for grant extension have been exhausted.

Staff recommends the Board authorize replacing a maximum of \$32.2 million due to the loss of the Prop 1B grant to continue to construct the Metro Center Project (MCP), a one-story 26,000 square foot building, for the EOC and SOC to meet the minimum requirements of the state grants. Since the Prop 1B grant award in 2011, Metro completed planning, real estate acquisition and environmental clearance, preliminary design, and partial construction.

The MCP is designed as an essential building targeting a LEED Gold certification with the capability to be in operation continuously for 72 hours in case of water, power, or gas loss due to a natural disaster. As of November 2022, the design is 100% complete, construction is at 50% with the

following activities completed: concrete mat slab foundation, structural steel frame roof decking, underground utilities below the slab foundation, concrete floor and stair decking, fire sprinklers and MEP hangers. The MCP is anticipated to be completed by December 2023. In addition to the importance to the MCP it is essential to replenish the funding timely in order to avoid potential delay.

Corrective Action Steps Underway

Metro Grants Planning will report to the CEO and all Chiefs on a quarterly basis on all major grant funding received by Metro with the potential for expiration within 1-2 years. Appropriate action plans to mitigate potential lapsing will be developed and implemented by Metro Project Managers in coordination with other departments with a status of progress reported to the CEO, Chiefs and Metro Grants Planning.

Program Management will strengthen and enforce the existing reporting process in terms of providing cost and schedule information for projects as it applies to grants.

The CEO has directed Metro Management Audit Services (MAS) to conduct an evaluation of the factors which contributed to Metro needing to replace the CalOES grant funds, including an assessment of corresponding project management practices, internal department communications, project scope and use of funds. MAS has initiated this engagement as a special review and will include the update in the next quarterly audit report.

DETERMINATION OF SAFETY IMPACT

The Project will be designed and constructed consistent with Metro's design and construction safety standards. This Board action will not impact established safety standards for Metro's capital projects.

FINANCIAL IMPACT

A maximum amount of \$32.2 million of Proposition C 5% Security funds are needed to replace lapsed state SB1 Security grant funds. This does not alter or authorize spending beyond the Board approved LOP amount of \$130.688 million. Since this is a multi-year project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future fiscal years.

Impact to Budget

A maximum amount of \$32.2 million of Proposition C 5% Security funds will be used to fill the gap resulting from the repayment of the State's Prop 1B funds. This fund source is eligible for Metro bus and rail security-related operating expenses.

EQUITY PLATFORM

The Metro Center Project is an essential facility that will support the entire Metro Bus and Rail systems serving communities in 88 cities across Los Angeles County. The return of lapsed grant funds does not provide any specific benefits or cause any adverse impacts or harm to any marginalized communities. Since project inception, Metro has engaged the surrounding communities

and incorporated their input where feasible into the project, e.g., Metro Art programs during construction (art banners in collaboration with community groups) and a permanent Art program for the facility on the building façade. Metro has closely coordinated with the adjacent communities to avoid, reduce and mitigate impacts resulting from construction activities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The Project also supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the LA Metro organization. The Project is being designed and constructed in close coordination with the community and third-party stakeholders as well as internal stakeholders within Metro to streamline Metro's systems and processes for efficient operations.

ALTERNATIVES CONSIDERED

The alternative would be not to approve the staff recommended actions to backfill lapsed funds. This is not recommended as it will not allow Metro to complete the Metro Center Project, the original purpose for which the grant was awarded. The existing Design Build contract would be terminated and there is a risk of being requested to return all Proposition 1B California Transportation Security Grant Funds if the Metro Center Project is not complete.

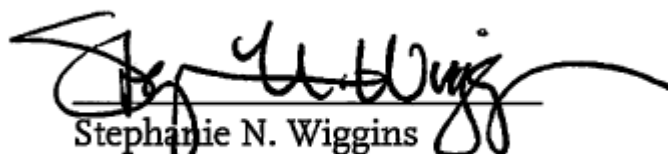
NEXT STEPS

MASD will complete the special review of the Metro Center Project and will include the results within the next quarterly audit report presented to the Board.

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Stephanie N. Wiggins
Chief Executive Officer

Metro Center Project



Bryan Pennington
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Recommendation



The report seeks authority to replace lapsed Proposition 1B California Transit Security Grant Program funds up to a maximum of \$32.2 million with Proposition C 5% Security funds for the Metro Center Project and commits to a report back with the findings of the special review by Management Audit Services (MAS)

Project Funding

- **Original Grant Award 2011**
- **Subsequent Grant Extensions Provided by the State**
- **Funding has Partially Lapsed**
- **Proposed Fund Replenishment to Complete Project**

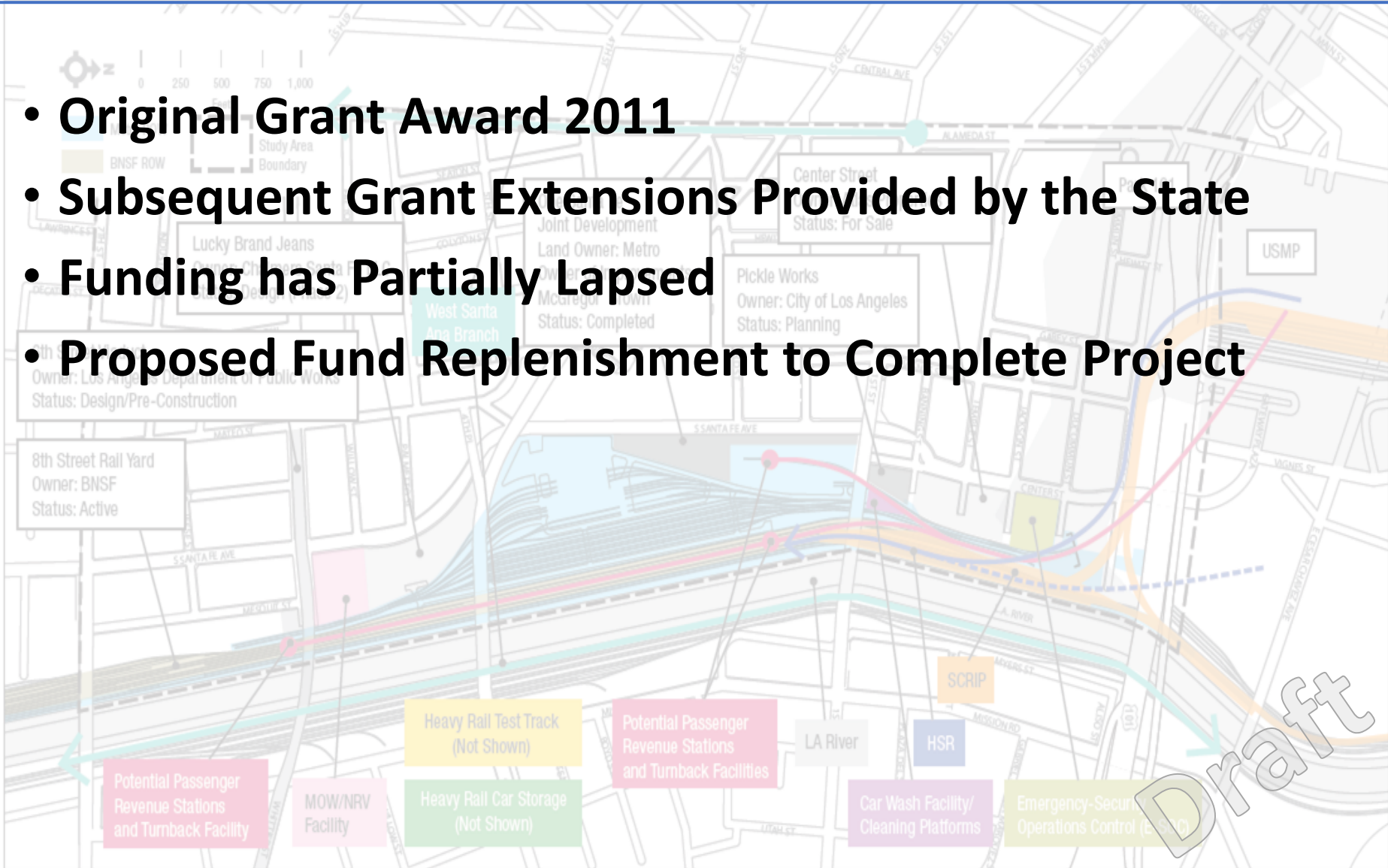


Exhibit 2: All Projects Map

Status of the Project

- Expenditures to Date – \$86.3 million
- Completion Status – Project 70% complete
- Projected Completion 2023



Next Steps

- **Provide Replacement Funding Timely**
- **Special Review Report Back**
- **Complete Project to meet Prop 1B commitments**





Board Report

File #: 2022-0699, File Type: Informational Report

Agenda Number: 22.

EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 17, 2022

SUBJECT: THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) FIVE-YEAR IMPLEMENTATION PLAN

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Metro's Infrastructure Investment and Jobs Act (IIJA) Five-Year Implementation Plan, included as Attachment A.

ISSUE

Staff has developed the Infrastructure Investment and Jobs Act (IIJA) Five-Year Implementation Plan ("the Plan") to identify eligible candidate projects and to position them strategically for competitive grant applications when they are sufficiently ready. The Plan will help Metro prepare for upcoming grant cycles, obtain early feedback from Metro project managers, and potentially maximize the amount of funding received.

BACKGROUND

On November 15, 2021, President Biden signed into law the IIJA (also known as the Bipartisan Infrastructure Law or BIL). The IIJA makes available more than \$550 billion for transportation investments over the five-year period from Federal Fiscal Year (FFY) 2022 through FFY 2026 for existing and new discretionary and formula grant funding opportunities administered on annual application cycles. Metro is eligible for many of the existing and new grants in the IIJA.

The Plan identifies the schedule of upcoming IIJA discretionary grant programs and pairs them, preliminarily, with Metro candidate projects. The Plan will help best position Metro to obtain the funding in the IIJA critical to addressing the funding need in Metro's growing capital program. This item fulfills staff's promise to return with a strategic plan to secure funding from the IIJA within a year of its passage.

DISCUSSION

Metro has already submitted grant applications for several IIJA programs. Through October 2022, Metro has pursued eleven federal competitive funding opportunities (see Table 1) and was successful

in attaining a \$104.16 million grant award from the Low or No Emission grant program for Zero Emission Buses and NextGen bus improvements in August 2022. Five of the eleven programs have yet to announce results at the time of this report.

Metro also received a Letter of Intent for funding the East San Fernando Valley Transit Corridor Phase 1 Project up to \$908 million from the Expedited Project Delivery Pilot Program. Staff also received approval in February 2022 for its request to FTA to enter the New Starts Project Development grant pipeline for the West Santa Ana Branch Transit Corridor Project.

To further ensure Metro's success in securing federal grants through the IIJA 5-year authorization period, staff aims to undertake the Plan implementation through the following strategies:

1. Establish workplans and streamline the grant decision making process.
2. Coordinate planning initiatives to ensure the most competitive candidate projects are considered for each discretionary grant cycle.
3. Identify the readiest projects that align with Metro Board policies and priorities, matched to the best funding source for eligibility and competitiveness.
4. Bolster transparency across Metro departments and provide a structure for progress reporting on project status.

The Plan is a living document and will be updated annually. It supports the delivery of Metro's "pillar" projects -- and other major capital projects identified by the Metro Board, the Measure M Expenditure Plan, and in the agency's Long Range Transportation Plan (LRTP), including projects that can be implemented in time for the Los Angeles 2028 Olympic and Paralympic Games. The Plan also considers projects best implemented in partnership with other agencies, like those that can be developed through the regional Infrastructure LA initiative, which is a collaboration of the region's infrastructure stakeholders to maximize community impacts, and support for projects that may be delivered by partner agencies in major programs such as freight and active transportation. The Plan is not exhaustive in that it only considers major capital projects. Operations and state of good repair projects are generally less eligible or competitive for federal grants and Metro may have the opportunity to apply for smaller pilot projects not identified here.

The focus of the Plan is on assessing the readiness of eligible projects for submittal to a federal grant program. Readiness is the most important criteria when evaluating candidate projects for discretionary grants because projects that are not well-defined or at an early stage of design or environmental clearance and for which we do not have a full funding plan are not likely to be competitive and present a risk to Metro if they were funded. If a project scope needs to change considerably or advanced design reveals significant cost increases, the grantor agency may withhold funding and/or Metro may need to compile additional resources to deliver the project.

The Plan also provides a structure and calendar for progress reporting on Metro's activities related to securing funding from the IIJA. Metro staff will submit applications using input from this Plan when the projects are approved by the Board, in Measure M or listed in the LRTP and when existing state or local funds are available to supply the required non-federal match. In such cases where Metro does not have a committed non-federal match, the Board will need to approve the programming of these funds prior to submitting the grant applications.

Metro staff has been and will continue employing the Evaluative Criteria Framework (ECF) to address each federal program’s grant requirements and Metro’s funding priorities. Metro staff utilizes the framework to guide the selection of projects that are eligible, competitive, vetted by community residents, and are deliverable within the deadlines of the various grant funding programs.

Table 1: Projects Applied for IJJA Discretionary and Federal EPD and New Starts Grants as of October 2022

Discretionary Grant Program	Submission Date	Submitted Projects	Target Amount	Award Received
Federal New Starts Project Development Grant	February 2022	1. West Santa Ana Branch Transit Corridor Project	TBD	TBD
The Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	14-Apr	1. I-105 ExpressLanes Project 2. The Los Angeles NextGen Improvements for Mobility and Equity Project (Western Avenue)	1. \$45 million (I-105 ExpressLanes) 2. \$25 million (NextGen/Western Ave)	Not awarded
Expedited Project Delivery Pilot Program	10-May	1. East San Fernando Valley Transit Corridor Phase 1 Project	1. \$908 million (25% of the final net capital project cost)	TBD
Multimodal Project Discretionary Grant opportunity (MPDG): The National Infrastructure Project Assistance (MEGA) & The Infrastructure for Rebuilding America (INFRA)	23-May	1. I-105 ExpressLanes Project (INFRA and Mega) 2. West Santa Ana Branch Transit (WSAB) Project (INFRA and Mega)	1. \$45 million (I-105 ExpressLanes) 2. \$400 million (WSAB)	1. INFRA not awarded 2. Mega awards yet to be announced
Buses and Bus Facilities	31-May	1. ZEB & Charging Infrastructure (Divisions 9 & 18)	1. \$52.08 million (5% of request for workforce development)	Not awarded
Low or No Emission Vehicle Deployment (LoNo)	31-May	1. ZEB & Charging Infrastructure (Divisions 9 & 18)	1. \$104.16 million	\$104.16 million
Pilot Program for Transit-Oriented Development (TOD) Planning	25-Jul	1. Union Station and Civic Center Transit District Study 2. West Santa Ana Branch Transit (WSAB) Corridor Development Planning	1. \$960,000 (LAUS) 2. \$1 million (WSAB)	Awards yet to be announced
Passenger Ferry Grant	6-Sep	1. The City of Avalon Cabrillo Mole Intermodal Ferry Terminal Project	1. \$1.5 million	Award yet to be announced
Safe Streets and Roads for All (SS4A)	15-Sep	1. The Los Angeles Metro Comprehensive Safety Action Plan	1. \$4.5 million	Award yet to be announced
Railroad Crossing Elimination	11-Oct	1. Doran Street Grade Separation Project	1. \$38.3 million	Award yet to be announced
Reconnecting Communities Pilot	13-Oct	1. Humphreys Avenue Crossing Project	1. \$8.7 million	Award yet to be announced

The Implementation Plan

The Plan lays out the schedule and criteria for IJJA grants, compiles information on all Metro Board-approved projects and those related to Board-supported activities and relates the projects to the IJJA grants using the Evaluative Criteria Framework.

The following table shows the timeline of IJJA Plan activities between the last quarter of 2022 through

the first half of 2023.

Legend:

- Confirmed dates of cycles
- Predicted dates based on previous cycles

Funding Programs			2022			2023					
Grant Name	Agency	Type	10	11	12	1	2	3	4	5	6
RAISE - Rebuilding American Infrastructure with Sustainability and Equity	USDOT	Competitive									
MEGA - National Infrastructure Project Assistance	USDOT	Competitive									
INFRA - Nationally Significant Multimodal Freight & Highway Projects	USDOT	Competitive									
5339b - Bus and Bus Facilities	FTA	Competitive									
LoNo - Low or No Emission Vehicle Program	FTA	Competitive									
SS4A - Safe Streets and Roads for All	USDOT	Competitive									
BIP - Bridge Investment Program	FHWA	Competitive									
RCE - Railroad Crossing Elimination Grant Program	FRA	Competitive									
SMART - Strengthening Mobility and Revolutionizing Transportation	USDOT	Competitive									
CRISI - Consolidated Rail Infrastructure and Safety Improvements	FRA	Competitive									
ATTIMD - Advanced Transportation Technologies & Innovative Mobility	FHWA	Competitive									
Federal-State Partnership for Intercity Passenger Rail	FRA	Competitive									
PROTECT - Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation	USDOT	Competitive									
Various EV Charging & Alternative Fueling Programs (e.g., Corridor Charging or Community Charging)	FHWA primarily	Competitive									

The next upcoming discretionary grants are the Federal-State Partnership, PROTECT, Corridor Charging, and RAISE. The Plan identifies candidates for these grants, based on the known or expected grant criteria and project information available at this time. The candidate projects are expected to change as we near each grant cycle. More information will be obtained about the specific types of projects that USDOT is seeking to fund and Metro internal stakeholders will provide more information to Metro grants staff about known projects or identify new projects for consideration.

FINANCIAL IMPACT

The Plan would have a positive financial impact to the agency as the Plan would position Metro to compete strategically for the IIJA-authorized federal discretionary funds to leverage state funds and local sales taxes revenues and deliver Metro's priority projects.

Impact to Budget

No impact to Metro's budget is anticipated as a result of the Board receiving and filing this item.

EQUITY PLATFORM

The IIJA Five-Year Implementation Plan identifies the Metro Board-approved candidate projects that best align with respective discretionary federal funding programs. Board-approved candidate projects must have separately undergone an equity assessment and a review by the Office of Equity and Race as part of an appropriate assessment tool, such as the Rapid Equity Assessment Tool, or the Equity Platform section of an approved Board Report. Current candidate projects include the West Santa Ana Branch Transit Corridor Project, which benefits historically underserved and transit-dependent communities by providing new high-quality rail transit service, the LA River Path through downtown Los Angeles, which passes through and would provide an active transportation option for historically underserved and marginalized communities that Metro defines as Equity Focus Communities (EFC), and Zero Emission Truck Infrastructure, which will support the deployment of zero-emission heavy duty trucks that will help displace diesel truck operations that create air quality impacts for EFCs located adjacent to high-volume freight highway corridors.

Moreover, as equity provisions are incorporated in the Notice of Funding Opportunity (NOFO) for IIJA grant programs, Metro will continue to evaluate all projects through the lens of equity. The federal grant programs authorized through the IIJA offer an opportunity to advance our commitment to equity as they make available the vital funding to eliminate disparities and provide equitable access to opportunities, restore community connectivity, decarbonize transportation-related emissions, and promote environmental justice. Additionally, to ensure that disadvantaged communities receive the benefits of federal investments, President Biden has created the Justice40 Initiative which aims to deliver 40 percent of the overall benefits of federal investments to disadvantaged communities that are marginalized and overburdened by pollution. Each of the IIJA grants have included or are expected to include criteria consistent with Justice40 that are targeted to disadvantaged communities and provide environmental justice.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This item supports Strategic Plan Goal #5, which seeks to "Provide responsive, accountable, and trustworthy governance within the Metro organization." The Plan helps ensure fiscal responsibility in how financial decisions are made and transparency in the agency's financial decisions.

NEXT STEPS

The Plan is a living document and is subject to change as information is made available about the grant specifics and potential Metro projects. The Plan will be updated at least annually based on the information received and will be distributed within the agency. Staff will continue to provide timely updates to the Board.

Metro staff will work with and receive input from internal stakeholders including the Metro IJJA Tiger Team.

Metro staff will continue stakeholder engagement with external partners-including but not limited to Infrastructure LA, local jurisdictions, municipal transit agencies, and subregional Councils of Governments--and seek continued opportunities for collaboration going forward.

ATTACHMENTS

Attachment A - Metro IJJA Five-Year Implementation Plan

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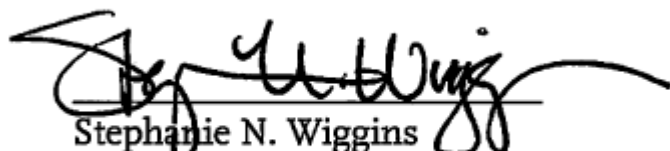
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LA Metro IJA Five-Year Implementation Plan

November 2022



Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

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Purpose

The Infrastructure Investment and Jobs Act (IIJA) Five-Year Implementation Plan (the Plan) provides a framework and evaluation process for the Los Angeles County Metropolitan Transportation Authority (Metro) and its partner agencies to prepare for Federal grant programs over the five-year IIJA authorization period.

As a large public transportation agency with a unique mission to plan, coordinate, design, build and operate services for over 10 million people in Los Angeles County, Metro has a wide range of projects that may be eligible for the programs authorized by the IIJA. As such, there is a need for a coordinated and strategic response to ensure that resources are being used most effectively.

This Plan focuses on grant planning efforts to ensure Metro’s readiness to respond to upcoming grant opportunities with its most competitive candidate projects. Applications for projects with an ill-defined scope, at an early stage of design or environmental clearance (where applicable), or for which there is not a full funding plan, are unlikely to be competitive for federal grants and present a risk to Metro’s credibility with federal agencies due to the potential for cost overruns and major scope changes.

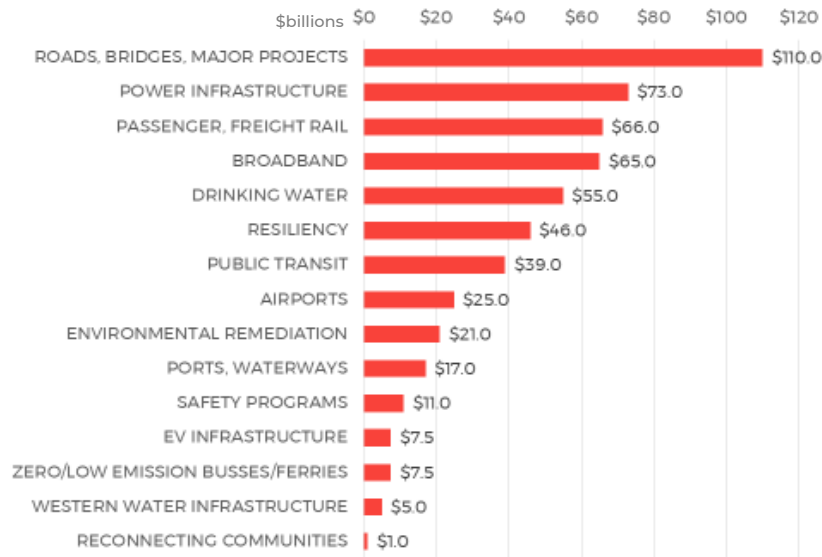
By providing a framework to prioritize projects and match projects to grant programs, Metro will be in the best position to maximize funding outcomes over the five-year authorization period. Federal grant programs are highly competitive, and projects generally require committed local and state funding in order to be eligible to ensure they are fully funded if federal funds are awarded. This differs from state grant programs which may consider a project fully funded if funding is anticipated but not yet secured. Thus, Metro can first look to state funding for projects with significant funding gaps, and once received, leverage that funding as part of the non-federal funding commitment for IIJA grant applications. This Plan will ensure active communication with the Metro Board and project partners on funding opportunities and improve coordination and transparency.

Background

The IIJA, also referred to as the Bipartisan Infrastructure Law (BIL), was enacted on November 15, 2021, by President Joe Biden. “A once-in-a-generation investment in our nation’s infrastructure, competitiveness and communities,”¹ the IIJA authorizes \$1.2 trillion in federal spending, including \$550 billion of new funding for the transportation sector, over five years (FY22 to FY26) to over 100 distinct programs across more than a dozen federal departments and agencies. **Figure 1** shows the \$550 billion new funding by sector.

¹ The White House, https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf.

Figure 1: New Funding for Infrastructure by Sector



The IIJA emphasizes investments in equity and measures to mitigate climate change, while safety remains a top priority for the US Department of Transportation (USDOT). Many of the investments in the IIJA will be used to meet the Justice40 goals of Executive Order 14008 which aims to deliver 40 percent of the overall benefits of federal investments to disadvantaged communities that are marginalized and overburdened by pollution.²

For transportation, the IIJA reauthorizes surface transportation programs for five years and provides the largest increase in federal highway, bridge, and transit funding in more than six decades. Several new surface transportation grant programs are established by the IIJA, and many existing programs have been renamed, received augmented funding, or seen modifications to funding requirements specific to federal match or eligibility criteria.

² Executive Order on Tackling the Climate Crisis at Home and Abroad, The White House, January 27, 2021 <https://www.whitehouse.gov/briefing-room/presidential-actions/2021/01/27/executive-order-on-tackling-the-climate-crisis-at-home-and-abroad/>.

Overview

The Plan is a living document that identifies current candidate projects for upcoming federal grant opportunities and will be subject to change as additional information becomes available, such as specific grant guidance, Notices of Funding Opportunity (NOFOs), when Metro adds new projects, and/or as the scope and status of candidate projects change. Updates to relevant new or announced programs or future legislation, such as the Inflation Reduction Act, will also be considered as part of this Plan.

The Plan comprises several documents:

- LA Metro IIJA Five-Year Implementation Plan (this document)
- Appendix A: IIJA Roadmap, an actionable working document that sets out grant programs and eligible Metro projects
- Appendix B: Grants Calendar, containing expected grant releases and preparation time
- Appendix C: Map of IIJA Implementation Plan Projects (Subregions)
- Appendix D: Map of IIJA Implementation Plan Projects (Equity Focus Communities)

The Plan supports the delivery of Metro’s “pillar” projects - West Santa Ana Branch Transit Corridor, Eastside Transit Corridor Phase 2, Sepulveda Transit Corridor, and Green (C) Line Extension to Torrance projects - and other priorities identified by the Metro Board of Directors and in the agency’s Long Range Transportation Plan (LRTP), including projects that can be implemented in time for the Los Angeles 2028 Olympic and Paralympic Games. The Plan also considers projects best implemented in partnership with other agencies, and support for partner agency projects in major programs such as freight and active transportation.

Metro’s strategy also considers candidate projects from Metro Board-adopted plans such as the Climate Hazard Mitigation Plan, Zero Emission Bus (ZEB) Transition, Climate Adaptation Plan, Goods Movement Strategic Plan, LA28 Mobility Concept Plan, InfrastructureLA collaboration, etc., where appropriate, based on the funding opportunity. Many federal grant programs require a non-federal funding match. Thus, the Plan reflects, among other measures, State of California, regional, and local funding sources.

This Plan is consistent with Metro’s existing Evaluative Criteria Framework (ECF), which is a primary process for matching Metro Board-committed projects to appropriate grant funding opportunities.

Table 1 details ECF’s assessment parameters to identify candidate projects for grants.

Table 1 Evaluative Criteria Framework³

#	Parameter	Description
1	Sustain Measure M and other Pre-Measure M/LRTP Priorities and Schedules	With its passage in November 2016, Measure M encompasses Metro’s largest single policy objective over the next 40 years. In combination with \$52 billion in direct Measure M revenues, the expenditure plan identifies over \$40 billion in other local, state, and federal funds required to fully fund the major transit and highway capital projects along with the multiyear subregional capital programs. As Metro moves forward with the implementation of the Measure M program, staff is confident that these prior assumptions of other local, state, and federal revenues can effectively be realized; however, it is imperative that funding opportunities presented in the State of California SB1 grants and other federal discretionary programs be committed to do so.

³ Adapted from Policy File #2017-0546, Agenda Item 40 from Board meeting on September 20, 2017.

IIJA Implementation Plan

#	Parameter	Description
		The commitment of SB1 formula and discretionary grant funds will ensure Metro’s ability to sustain Measure M and the other pre-Measure M projects and schedules.
2	Match Competitiveness of Projects to New/Expanded Programs Criteria	As candidate projects are considered for new and expanded federal funding programs, it is important to recognize that other federal agencies adopt the guidelines that determine what projects will be eligible and ultimately most competitive for applications. While State programs will often provide a guidelines development process for stakeholders to engage state agencies on eligibility and deliverability criteria for projects, most federal programs will provide their guidance on project eligibility and competitive criteria through a Notice of Funding Opportunity (NOFO) without such an engagement process. Additionally, these NOFOs often provide a limited amount of time between initiating a call for projects and the application deadline. As program guidelines are released through a NOFO or other mechanism, Metro staff will need the opportunity to review application criteria to identify projects that are not only eligible but are highly competitive for funding programs that are typically oversubscribed.
3	Certainty (Formula) vs. Risk (Competitive/ Discretionary)	The difference in risk between investing formula funds and securing discretionary grant funds requires strategic decisions to support individual projects and overall program delivery. Metro has sought discretionary funds for competitive capital projects that can tolerate risk for delivery. This tolerance can include longer timelines to realize funding as a project progresses through project development. Metro has employed formula funds for projects that are not competitive or have delivery risk that is incompatible with uncertainty inherent in discretionary program awards. Examples of these projects and programs include operations, safety, and state of good repair activities as well as advanced project development activities for projects that are not ready for construction within the funding period of a discretionary program. These advanced project development activities can be important to develop a pipeline of projects to compete in future discretionary programs. For the purpose of this Plan, which focuses on discretionary grant programs, staff will consider this criterion if relevant.
4	Transportation Equity and Geographic Balance	One key policy development is the Equity Platform, along with the tools that have been developed to support it by assessing each area of Metro investment. To consider projects for a grant application, a project will be required to have an approved equity assessment or Equity Platform section of a Board report. Should the project have undergone scope or mitigation changes following the equity assessment or Board report, a new assessment will be required. This is an area where Metro’s equity policy is consistent with, and in fact, exceeds state and federal policies. Metro’s leadership, as demonstrated in our detailed equity assessments, will provide our projects with a competitive edge in equity evaluation as well as providing greater benefits for impacted LA County communities. Additionally, Measure M created a structure for geographic balance in both total funding and the schedules of funding availability across the entire 40-year program including the establishment of subregional capital programming targets. The management of this geographic balance was further addressed through provisions to manage project cost increases within subregions and ensure no negative impacts to other project schedules if any project is accelerated before its identified funding availability schedule. As competitive funding is pursued through discretionary state and federal programs, geographic balance is not always achievable within each grant cycle or each grant program due to the status of individual projects or their competitiveness in individual grant programs. The geographic balance will be achieved over the entire program portfolio and over multiple discretionary program cycles within the context of transportation equity.
5	Consistency with Board	In addition to specific projects identified in Measure M, Measure R and the 2020 LRTP, the Metro Board has expressed or adopted plans and policies for other interests over

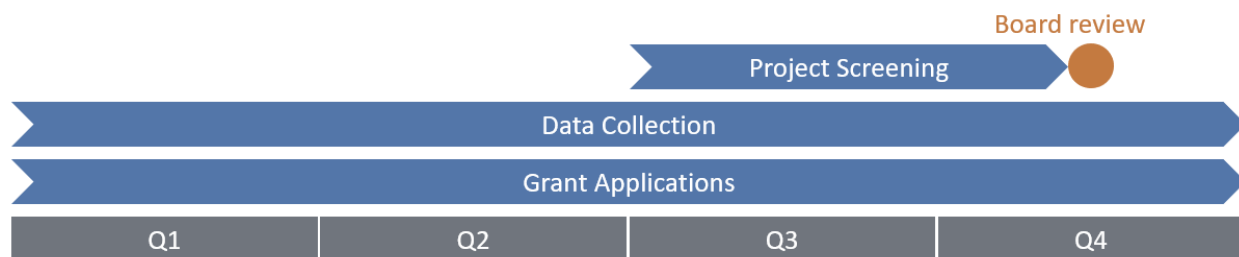
IIJA Implementation Plan

#	Parameter	Description
	Policies and Directives	time. For example, the Board has adopted policies regarding first/last mile connections to transit stations and an ExpressLanes Strategic Plan, Multimodal Highway Investment Objectives, the 2021 LA County Goods Movement Strategic Plan, and an I-405 Comprehensive Multimodal Corridor Plan. Other future Board interests will include but not be limited to the LA28 Mobility Concept Plan, the Long Beach-East LA Corridor Mobility Investment Plan, and InfrastructureLA collaboration. Consistency with these types of Board interests and policies will be considered as staff brings forward candidate projects for eligible discretionary programs. .
6	Consistency with Metro Long Range Transportation Plan (LRTP) and SCAG Regional Transportation Plan (RTP)	Developed and adopted by the Southern California Association of Governments (SCAG) as the Metropolitan Planning Organization (MPO) for the six-county region, the Regional Transportation Plan (RTP) is a state- and federally-mandated planning document that substantiates the financial constraint, air quality conformity and greenhouse gas (GHG) emissions of individual projects at the regional program level. Consistency with the RTP has been a standard requirement for both formula and discretionary funding programs at the state and federal levels. This consistency is being expanded through SB1 to specifically include the Sustainable Communities Strategy which addresses the region’s ability to meet state mandated GHG emission reduction targets. SCAG updates the RTP every four years and provides periodic opportunities for amendments to add new or change existing projects. The Measure M expenditure plan is currently being amended into the 2024 RTP for new projects and delivery schedules as needed. As Metro’s long range planning document that feeds into the SCAG RTP, the 2020 LRTP – as updated to reflect all Metro Board-approved projects and programs – will also serve as a defining project assessment parameter to ensure that Metro’s effort to secure funding from state and federal programs fulfills the priorities committed through the Measure M Expenditure Plan and adopted by the Board.

Methodology

The methodology used to develop the Plan involved identifying the schedule and criteria for the IIJA grant programs, compiling information on all the Metro Board-approved projects and those related to the Board-supported activities, and relating the projects to the IIJA programs using the Evaluative Criteria Framework. The information used for the Plan is highly dynamic, and the Plan documents will be updated on a regular basis, with support from project teams, grants teams, and other teams across the agency as relevant. The below frequencies and timings are aimed at balancing the need for significant data collection against readiness for upcoming grant programs. **Figure 2** shows the timeline of the IIJA Plan activities over a year.

Figure 2 Timeline of IIJA Plan activities by calendar year



The following sections will detail the proposed steps to update and maintain the Plan. The Grants Team will include appropriate staff from the Federal/State Policy and Programming, Strategic Financial Planning, and Grants Management teams (the Grants Team).

Data Collection

Frequency	Continuous with annual major updates
Staff	<ul style="list-style-type: none"> • Project managers • Grants Team • Partner agencies
Deliverable(s)	<ul style="list-style-type: none"> • Full Project List • Grants Calendar

For the full project list, the Grants Team will gather detailed project data to allow further assessment of the project’s readiness and eligibility. This information will be entered into a dataset structure by project to allow for collection of information including project manager, project scope, subregion, cost, project phase information, primary project type, Board approval, budget status, funding plan (if any), LRTP financial forecast assumptions, and other relevant information.

The Grants Calendar will be used to inform Grant Applications and will enable Metro staff to view the most promising grant programs and allow for improved planning. Collected information will include details from prior cycles of the IIJA grant programs and guidance from federal agencies administering the grant programs authorized in the IIJA.

Project managers will be expected to regularly update this information and seek input from partner agencies as relevant. The list will be kept up to date, and new projects will be added as information becomes available. Metro’s Grants Team will be responsible for reviewing the available information and following up with project managers to clarify and review data as necessary.

Project Screening

Frequency	Continuous
Staff	<ul style="list-style-type: none"> • Grants Team • Working with Other Departments
Deliverable(s)	<ul style="list-style-type: none"> • IIJA Roadmap

The full project list will be refined to a smaller priority list of candidate projects. At a minimum, this list of priority projects will include those that have been approved by the Metro Board, those projects led by Metro, and projects that are strongly aligned with Metro internal strategic goals and existing policies. Consideration will be given to whether state or local sources of funding are available as many IIJA grant programs will only fund projects that have non-federal funding sources. The priority list of projects will be prepared by the Grants Team and the priority project list will be modified through the agreement with other Metro departments.

In the IIJA Roadmap table, candidate project information will be entered into a set data structure sorted by grant program. This will include preliminary expert evaluation of the priority list of projects to match the projects to eligible grants, a review of projects for fit against Metro’s ECF, and relevant project screening information. As it is classified by grant program, projects may be listed multiple times under different grant programs. This approach allows for action as grant opportunities arise.

Board Review

Frequency	Annual
Staff	<ul style="list-style-type: none"> • Grants Team • Working with Other Departments • Metro Board
Deliverable(s)	<ul style="list-style-type: none"> • Board Endorsement of IIJA Roadmap

Board review of the IIJA Roadmap will be sought on a regular basis, or on request from the Board. The Board-reviewed version will be used as the basis for grant preparation.

Grant Applications

Frequency	Continuous based on Grants Calendar
Staff	<ul style="list-style-type: none"> • Grants Team
Deliverable(s)	<ul style="list-style-type: none"> • Grant Applications

The Board-reviewed IIJA Roadmap will be used as the basis for seeking Grant Applications. The Grants Team will work with necessary partners and go through Metro’s approved grant applications process to submit applications.

Appendix A: IJA Roadmap

The following draft project list will be subject to additional review and input across Metro. Some projects have severable components allowing for projects lacking full funding to proceed on a phased basis.

Legend:

- ☆ May be eligible
- ☆☆ May be competitive
- ☆☆☆ Competitive

Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
USDOT National Infrastructure Project Assistance (Mega)	West Santa Ana Branch Corridor	Yes	☆☆☆ (#1 Priority under CIG. Applied in 2022. Awaiting results.)	Gateway Cities/Central LA	Measure M, Measure R	Light rail transit from Pioneer Artesia to Downtown Los Angeles Union Station. Segment 1 from Pioneer Station to Slauson Avenue (A Line).	In project development for CIG; applying for TIRCP for first segment	2023	2023	7,112	\$2,614	3,584
	I-10 Extension ExpressLanes	Yes	☆	San Gabriel Valley	ExpressLanes Strategic Plan	Convert existing high-occupancy vehicle (HOV) lanes to dynamically priced, high-occupancy toll (HOT) lanes along Interstate 10 (I-10) between I-605 and the Los Angeles/San Bernardino County line.	Environmental	2025	2025	356-TBD	50-TBD (Assumed future CMAQ, STBGP)	306
	I-105 ExpressLanes	Yes	☆	South Bay Cities/Gateway Cities	Measure M	Add HOV lane and convert to dual HOT lanes along I-105 between I-405 and I-605.	In design; ROW/utility not commenced	Completed	Completed	701 - 862	\$367 (Measure M, SCCP, CMAQ), \$284.4 TIFIA Proceeds expected. Additional funding can reduce toll bonds.	50-211
	I-405 ExpressLanes (Sepulveda Pass)	Yes	☆☆	Westside Cities	Measure M	Convert existing HOV lane to single HOT lane along I-405 between I-10 and US-101.	Environmental	2024	2024	700 – 1,344	331 (Measure M)	369-1,306
	SR-71 (Segment 2)	Yes	☆☆	San Gabriel Valley	Measure M	Convert expressway to freeway	Construction in 2023	Completed	Completed	205-TBD	205	TBD

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Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
	Sepulveda Transit Corridor, Phase 2, Valley to Westside	Yes	☆☆☆	San Fernando Valley/Westside de Cities	Measure R/M	New high-capacity rail connection from San Fernando Valley to the D Line in Westside Los Angeles.	Not ready- in early environmental. Also a CIG candidate. Using a PDA instead of design-bid-build. LPA in April 2024	2026	2026	9,168-TBD	5,403 (Prop A, Prop C, Measures R and M)	765-TBD
	West Santa Ana Branch Corridor	Yes	☆☆☆ (#1 Priority under CIG. Applied in 2022. Awaiting results.)	Gateway Cities/Central LA	Measure M, Measure R	Light rail transit from Pioneer Artesia to Downtown Los Angeles Union Station. Segment 1 from Pioneer Station to Slauson Avenue (A Line).	In project development for CIG; applying for TIRCP for first segment	2023	2023	7,112	\$2,614 Committed (Prop A, Prop C, Measure R, Measure M, Local Contributions, LPP, TIRCP); \$2.6B being requested from 5309 New Starts	3,584
USDOT Strengthening Mobility and Revolutionizing Transportation (SMART)	I-710 Integrated Corridor Management	No	☆☆☆	Gateway Cities / San Gabriel Valley / Central LA	Measure R	Deploy multi-jurisdictional integrated corridor management solutions on I-710 between SR-91 to SR-60.	Design	2023	2023	40	5	35
	Advanced Transportation Management System II (ATMS)	Yes	☆☆	Countywide	N/A	Deploy Metro's 2nd generation ATMS using CAD/AVL technologies to manage its fixed-route bus, light rail vehicle, and heavy rail vehicle operations.	Planning	N/A	N/A	117	TBD	TBD
	NextGen Cloud-Based Transit Signal Priority (TSP)	Yes	☆	Countywide, Central LA	Measure M	Replacement of the existing Transit Signal Priority (TSP) system in partnership with LADOT with implementation of a wireless cloudbased TSP system to support the NextGen Transit First Bus Plan.	Early Planning	N/A	N/A	15	TBD	TBD
USDOT Safe Streets and Roads for All (SS4A)	Metro is not currently eligible to apply for this program. After an eligible Action Plan is in place, the Grants Team will identify candidate projects for implementation grants.											
USDOT Promoting Resilient Operations for Transformative, Efficient, and Cost Saving	The Grants Team will continue working with other departments to identify eligible projects for this program.											

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Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
Transportation (PROTECT)												
USDOT Nationally Significant Multimodal Freight & Highway Projects (INFRA)	I-10 Extension ExpressLanes	Yes	☆	San Gabriel Valley	ExpressLanes Strategic Plan	Convert existing high-occupancy vehicle (HOV) lanes to dynamically priced, high-occupancy toll (HOT) lanes along Interstate 10 (I-10) between I-605 and the Los Angeles/San Bernardino County line.	Environmental	2025	2025	356-TBD	50-TBD (Assumed future CMAQ, STBGP)	306
	I-105 ExpressLanes	Yes	☆	South Bay Cities/ Gateway Cities	Measure M	Add HOV lane and convert to dual HOT lanes along I-105 between I-405 and I-605.	In design; ROW/utility not commenced	Completed	Completed	701 - 862	\$367 (Measure M, SCCP, CMAQ), \$284.4 TIFIA Proceeds expected. Additional funding can reduce toll bonds.	50-211
	I-405 ExpressLanes (Sepulveda Pass)	Yes	☆☆	Westside Cities	Measure M	Convert existing HOV lane to single HOT lane along I-405 between I-10 and US-101.	Environmental	2024	2024	700 – 1,344	331 (Measure M)	369-1,306
	SR-71 (Segment 2)	Yes	☆☆	San Gabriel Valley	Measure M	Convert expressway to freeway. Led by Caltrans. Comprised of two segments, one funded and the other to be determined.	Construction in 2023	Completed	Completed	205-TBD	205	TBD
	I-605 Hot Spot - I-605 / I-5 Interchange Improvements	Yes	☆☆☆	Gateway Cities	Measure M	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	Environmental	TBD	TBD	339	18 (RIP) - TBD (Planned Measure R, Measure M and Prop C)	321
	I-605 Hot Spot - WB SR-91 Alondra Bl to Shoemaker Ave Aux Lane (Previously I-605 / Sr-91 Interchange Improvements)	Yes	☆☆☆	Gateway Cities	Measure M	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	In design	Completed	Completed	193	96 (TCEP) - TBD (Planned Measure R, Measure M and Prop C)	97
	I-605 Hot Spot - I-605 / Sr-60 Interchange Improvements	Yes	☆☆☆	Gateway Cities	Measure M	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	Environmental	TBD	TBD	339	TBD (Planned Measure R, Measure M and Prop C)	339

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Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
	I-605 Hot Spot - EB SR-91 Aux Lane - Atlantic to Cherry	Yes	☆☆☆	Gateway Cities	Measure M	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	Construction in 2024	Completed	Completed	96	48 (TCEP) - TBD (Planned Measure R, Measure M and Prop C)	48
	I-605 Hot Spot - SR-91 Acacia to Central Improvement Project	Yes	☆☆☆	Gateway Cities	Measure M	Improvements to SR-91 between Central Ave and Acacia. This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	In design	Completed	TBD	175	TBD (Planned Measure R, Measure M and Prop C)	175
	I-605 Hot Spot - Early Action Beverly Blvd	Yes	☆☆☆	Gateway Cities	Measure M	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	In design; construction in 2024	Completed	Completed	29	TBD	29
	I-605 Hot Spot - EARLY ACTION SR-60 At 7th Ave Interchange	Yes	☆☆☆	Gateway Cities	Measure M	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	Pre-Design	Completed	Completed	25	TBD	25
	I-605 Hot Spot - Early Action - Valley Blvd Interchange	Yes	☆☆☆	Gateway Cities	Measure M	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	PS&E	Completed	Completed	45	TBD	45
USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Clean Truck Infrastructure	No	☆	Countywide	Measure R/M	Install charging infrastructure throughout LA County for zero emissions trucks.	Planning	TBD	TBD	200	TBD	200
	Doran Street Grade Separations	No	☆☆ (pursuing single Doran Street crossing from Rail Crossing Elimination program)	Arroyo Verdugo	Measure R	Replace at-grade railroad crossings at Doran Street and West Broadway/Brazil Street with above-grade crossings.	Design	Completed	Completed	180	TBD	180
	First/Last Mile Plan Projects	No	☆ (not competitive until specific projects are developed)	Various	Measure M	Metro is preparing a first last mile plan to improve walking and biking connection to the future Expo/Crenshaw Station.	Varies	Categorical Exclusion	Categorical Exclusion	Varies	Varies	Varies

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Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
	I-10 Extension ExpressLanes	Yes	☆	San Gabriel Valley	ExpressLanes Strategic Plan	Convert existing high-occupancy vehicle (HOV) lanes to dynamically priced, high-occupancy toll (HOT) lanes along Interstate 10 (I-10) between I-605 and the Los Angeles/San Bernardino County line.	Environmental	2025	2025	356-TBD	50-TBD (Assumed future CMAQ, STBGP)	306
	I-105 ExpressLanes	Yes	☆	South Bay Cities/ Gateway Cities	Measure M	Add HOV lane and convert to dual HOT lanes along I-105 between I-405 and I-605.	In design; ROW/utility not commenced	Completed	Completed	701 - 862	\$367 (Measure M, SCCP, CMAQ), \$284.4 TIFIA Proceeds expected. Additional funding can reduce toll bonds.	50-211
	I-405 ExpressLanes (Sepulveda Pass)	Yes	☆☆	Westside Cities	Measure M	Convert existing HOV lane to single HOT lane along I-405 between I-10 and US-101.	Environmental	2024	2024	700 – 1,344	331 (Measure M)	369-1,306
	I-710 Integrated Corridor Management	No	☆☆☆	Gateway Cities / San Gabriel Valley / Central LA	Measure R	Deploy multi-jurisdictional integrated corridor management solutions on I-710 between SR-91 to SR-60.	Design	2023	2023	40	5	35
	LA River Path	Yes	☆	Central LA	Measure M	Proposed walking/bicycling path to close an existing 8-mile gap in the active transportation network along the LA River.	Environmental	2024	2025	427-433	366	61-67
	LA River Path - San Fernando Valley	Yes	☆	San Fernando Valley	Measure M	Completion of Bike Path in San Fernando Valley. Project Alternative and Scope TBD	Environmental review; construction in 2023	Varies by segment	TBD	TBD	60	TBD
	LA Union Station Forecourt and Esplanade Improvements	No	☆	Central LA	LRTP	Reconstruct Alameda and Los Angeles Streets along the frontage of Union Station with widened sidewalks for pedestrian and bike paths.	Design	Completed; construction bid expected in 2023	Completed	20-TBD	18	2-TBD
	Rail to River (Segment B)	No	☆	Central LA/Gateway Cities	LRTP	Connection from future Rail to Rail biking and walking path to LA River biking and walking path	Early planning; approved preferred alignment Aug 2022	2024	2024	TBD	TBD	TBD

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Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
	SR-71 (Segment 2)	Yes	☆☆	San Gabriel Valley	Measure M	Convert expressway to freeway. Led by Caltrans. Comprised of two segments, one funded and the other to be determined.	Construction in 2023	Completed	Completed	205-TBD	205	TBD
	Universal Station Mobility Hub	No	☆	San Fernando Valley	N/A	Dedicated mobility hub to provide residents additional options for accessing the B Line, bus lines, and other transit service	Planning	2025	2025	8	TBD; needs local match; potential MSP funding	8
	I-605 Hot Spot - I-605 / I-5 Interchange Improvements	Yes	☆☆	Gateway Cities	Measure R	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	Environmental	TBD	TBD	339	18 (RIP) - TBD (Planned Measure R, Measure M and Prop C)	321
	I-605 Hot Spot - WB SR-91 Alondra Bl to Shoemaker Ave Aux Lane (Previously I-605 / Sr-91 Interchange Improvements)	Yes	☆☆	Gateway Cities	Measure R	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	In design	Completed	Completed	193	96 (TCEP) - TBD (Planned Measure R, Measure M and Prop C)	97
	I-605 Hot Spot - I-605 / Sr-60 Interchange Improvements	Yes	☆☆	Gateway Cities	Measure R	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	Environmental	TBD	TBD	339	TBD (Planned Measure R, Measure M and Prop C)	339
	I-605 Hot Spot - EB SR-91 Aux Lane - Atlantic to Cherry	Yes	☆☆	Gateway Cities	Measure R	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	Construction in 2024	Completed	Completed	96	48 (TCEP) - TBD (Planned Measure R, Measure M and Prop C)	48
	I-605 Hot Spot - SR-91 Acacia to Central Improvement Project	Yes	☆☆	Gateway Cities	Measure R	Improvements to SR-91 between Central Ave and Acacia. This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	In design	Completed	TBD	175	TBD (Planned Measure R, Measure M and Prop C); (could be funded from Measure M at expense of other projects. Current state TCEP candidate.)	175

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Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
	I-605 Hot Spot - Early Action Beverly Blvd	Yes	☆☆	Gateway Cities	Measure R	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	In design; construction in 2024	Completed	Completed	29	TBD	29
	I-605 Hot Spot - EARLY ACTION SR-60 At 7th Ave Interchange	Yes	☆☆	Gateway Cities	Measure R/M	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	Pre-Design	Completed	Completed	25	TBD	25
	I-605 Hot Spot - Early Action - Valley Blvd Interchange	Yes	☆☆	Gateway Cities	Measure M	This project is part of Metro's SR-91/I-605 "Hot Spot" Measure R Program in the Gateway Cities to reduce traffic congestion.	PS&E	Completed	Completed	45	TBD	45
	Washington Wye Junction Improvement	Yes	☆☆	San Gabriel Valley	Measure M	Restriction of certain traffic movements and limited redesign/modifications to the junction.	Planning	TBD	TBD	75	TBD	75
	Arts District/6th Street Station	No	☆☆	Central LA	N/A	New Metro rail station to serve the Arts District, Boyle Heights, and surrounding communities.	Environmental	2024	TBD	TBD	TBD; local match potentially from Mello-Roos and or EIFD	TBD
	Broadway BRT	Yes	☆ (needs further development and has significant funding gap)	Central LA	Measure M	New BRT service along Broadway consistent with Board-adopted standards and design guidelines, such as dedicated running ways and BRT stations.	Early planning (Planning beginning in fall 2023)	2025	2026	300-TBD	TBD; local match from comp. BRT MSP	300-TBD
	Link Union Station (Phase A)	No	☆	Central LA	Measure M	The Link US project proposes the integration of new run-through tracks on an elevated rail yard over the US-101 freeway to improve operational flexibility and expand capacity at Los Angeles Union Station (LAUS). The Link US Project also envisions a new concourse for shorter wait times and a better transfer experience. Link US will also prepare Union Station for the arrival of future high-speed rail service.	Design & Engineering; NEPA underway	Completed	2022	950-TBD	950	TBD

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Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)	
	Universal City/ Studio City Station Improvements	No	☆	San Fernando Valley	N/A	Improve Universal City/Studio City Station area	Early planning	2026	2026	TBD	TBD	TBD	
	Atlantic BRT	No	☆	South Bay/Gateway Cities	N/A	New BRT service along Atlantic Blvd from East Los Angeles Gold Line terminus to Downtown Long Beach. It provides access to industrial jobs for lower-income workers, addressing Metro's equity goals.	Planning	TBD	TBD	Too Early	TBD	Too Early	
	Venice Blvd BRT	No	☆	Westside Cities/Central LA	N/A	New BRT service along Venice Blvd from Pacific Avenue in Venice via Flower Street to 7th/Metro Center. This corridor has pedestrian-friendly features along much of its distance with a strong mix of land uses oriented to the street	TBD	TBD	TBD	TBD	TBD	TBD	
	NextGen Cloud-Based Transit Signal Priority (TSP)	Yes	☆	Countywide, Central LA	LRTP	Replacement of the existing Transit Signal Priority (TSP) system in partnership with LADOT with implementation of a wireless cloudbased TSP system to support the NextGen Transit First Bus Plan.	Early Planning	N/A	N/A	15	TBD	TBD	
	Beverly Hills North Portal Project		☆	Westside Cities	Measure R	Assist the City of Beverly Hills in designing and constructing a new half-portal at the future Wilshire Rodeo Station of the Purple (D Line) Extension Section 2 Project.	Design	N/A	N/A	26-29	TBD	TBD	
FTA Capital Investment Grants (CIG)	Small Starts	Broadway BRT	Yes	☆☆ (Would compete Requires Board ranking against other Metro NS projects)	Central LA	Measure M	New BRT service along Broadway consistent with Board-adopted standards and design guidelines, such as dedicated running ways and BRT stations.	Early planning (Planning beginning in fall 2023)	2025	2026	300-TBD	TBD; local match from comp. BRT MSP	300-TBD
		Vermont BRT	Yes	☆ (Would compete Requires Board ranking against other Metro CIGs)	Central LA	Measure M	New BRT Service that provides high-capacity, fast connection between Koreatown and South LA. BRT to supplement and not preclude future rail corridor.	Planning	2025	2026	450-525	190 (Prob C, TIRCP, Measure M) and 55 (Assumed future STBGP)	205-280

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Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
	Atlantic BRT	No	☆	South Bay/Gateway Cities	N/A	New BRT service along Atlantic Blvd from East Los Angeles Gold Line terminus to Downtown Long Beach. It provides access to industrial jobs for lower-income workers, addressing Metro's equity goals.	Planning	TBD	TBD	Too Early	TBD	Too Early
	Venice Blvd BRT	No	☆	Westside Cities/Central LA	N/A	New BRT service along Venice Blvd from Pacific Avenue in Venice via Flower Street to 7th/Metro Center. This corridor has pedestrian-friendly features along much of its distance with a strong mix of land uses oriented to the street	TBD	TBD	TBD	TBD	TBD	TBD
	San Gabriel Valley Transit	Yes	☆	San Gabriel Valley	Measure M, Measure R	Depending on the result of the study, this assumes BRT service within the San Gabriel Valley to replace the Eastside Transit Corridor Route 60 Alternative.	Planning	TBD	TBD	TBD	TBD	TBD
EPD Pilot Program	East San Fernando Valley Light Rail	Yes	☆☆☆ (# 1 priority for EPD and has Have-LOI for EPD Program)	San Fernando Valley	Measure M, Measure R	Metro's plan for better transit includes more rail service in the heart of the San Fernando Valley. The East San Fernando Valley Light Rail Project will improve connections and access to key destinations while connecting transit users to the growing network in the San Fernando Valley.	In ROW/utility relocation, final design expected 2025	Completed	Completed	3,575	\$1,560 (RIP/STIP, TCRP, Prop C, Measure R, Measure M); \$909m anticipated from EPD	1,106
New Starts	Eastside Transit Corridor Phase 2	Yes	☆ (Would compete Requires Board ranking against other Metro CIGs); still requires federal	San Gabriel Valley/Gateway Cities	Measure R/M	The Gold Line Extension will go further east from its current terminus at Pomona Blvd and Atlantic Blvd in East Los Angeles potentially through the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and the unincorporated communities of East Los Angeles and West Whittier-Los Nietos.	Environmental review; LPA in late 2022, construction in 2029	2023	2025	4,447-8,707	3,310	1,137-5,397

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Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)	
			clearance and LPA)										
	Sepulveda Transit Corridor, Phase 2, Valley to Westside	Yes	☆☆☆	San Fernando Valley/Westside Cities	Measure R/M	New high capacity rail connection from San Fernando Valley to the D Line in Westside Los Angeles	Not ready - in early environmental, CIG candidate. Using PDA instead of design-bid-build. LPA in April 2024.	2026	2026	9,168-TBD	5,403 (Prop A, Prop C, Measure M, Measure R)	3,765-TBD	
	West Santa Ana Branch Corridor	Yes	☆☆☆ (Metro NS "Pillar Project")	Gateway Cities/Central LA	Measure M, Measure R	Light rail transit from Pioneer Artesia to Downtown Los Angeles Union Station. Segment 1 from Pioneer Station to Slauson Avenue (A Line)	In project development for CIG; applying for TIRCP for first segment	2023	2023	7,112	\$2,614 Committed (Prop A, Prop C, Measure R, Measure M, Local Contributions, LPP, TIRCP); \$2.6B being requested from 5309 New Starts	3,584	
	Core Capacity	Metrolink SCORE Program	No	☆	Countywide	N/A	A series of projects to upgrade the Metrolink network including track work and additions, grade crossing, station and signal improvements. The goal is to achieve 30-minute, bi-directional service in peak periods on the lines.	Varies	Varies	Varies	10,000	TBD	TBD
		Washington Wye Junction Improvement	No	☆☆ (Evaluating as Core Capacity project)	Central LA	N/A	Restriction of certain traffic movements and limited redesign/modifications to the junction.	Planning	TBD	TBD	TBD	TBD	TBD
FTA Grants for Buses and Bus Facilities Competitive (5339b)	Broadway BRT	Yes	☆	Central LA	Measure M	New BRT service along Broadway consistent with Board-adopted standards and design guidelines, such as dedicated running ways and BRT stations.	Early planning (Planning beginning in fall 2023)	2025	2026	300-TBD	TBD; local match from comp. BRT MSP	300-TBD	
	San Gabriel Valley Transit	Yes	☆	San Gabriel Valley	Measure M, Measure R	Depending on the result of the study, this assumes BRT service within the San Gabriel Valley to replace the Eastside Transit Corridor Route 60 Alternative.	Planning	TBD	TBD	TBD	TBD	TBD	
	Vermont BRT	Yes	☆	Central LA	Measure M	New BRT Service that provides high-capacity, fast connection between Koreatown and South LA. BRT to	Planning	2025	2026	450-525	190 (Prop C, TIRCP, Measure M) and 55	205-280	

IJA Implementation Plan

Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
						supplement and not preclude future rail corridor.					(Assumed future STBGP)	
	Zero Emission Bus Master Plan - Phase 2	Yes	☆☆☆	Countywide	LRTP	Procurement of Zero Emission Bus vehicles for local, rapid, shuttle, and express routes. Conversion of "dependent" Divisions (Divisions 1, 2, 3, 5, 7, and 13) from CNG to battery charging.	Planning	TBD	TBD	1,250	TBD	1,250
	Bus Terminal Improvements	No	☆ (Requires greater project definition.)	Countywide	LRTP	Project requires approvals by LA City Council/No design yet. Project is scalable. Increases speed and reliability	Planning	TBD	TBD	TBD	TBD	TBD
	Systemwide Bus Layover Improvements	No	☆ (Requires greater project definition.)	Countywide	LRTP	Project is scalable. Increases speed and reliability Best submitted in combination with other Speed and Reliability projects.	Planning	TBD	TBD	TBD	TBD	TBD
	Atlantic BRT	No	☆	South Bay/Gateway Cities	N/A	New BRT service along Atlantic Blvd from East Los Angeles Gold Line terminus to Downtown Long Beach. It provides access to industrial jobs for lower-income workers, addressing Metro's equity goals.	Planning	TBD	TBD	Too Early	TBD	Too Early
	Venice Blvd BRT	No	☆	Westside Cities/ Central LA	N/A	New BRT service along Venice Blvd from Pacific Avenue in Venice via Flower Street to 7th/Metro Center. This corridor has pedestrian-friendly features along much of its distance with a strong mix of land uses oriented to the street	TBD	TBD	TBD	TBD	TBD	TBD
	Universal Station Mobility Hub	No	☆	San Fernando Valley	N/A	Dedicated mobility hub to provide residents additional options for accessing the B Line, bus lines, and other transit service	Planning	2025	2025	8	TBD; needs local match; potential MSP funding	8
FTA Low or No Emission Vehicle Program (LoNo)	Zero Emission Bus Master Plan - Phase 2	Yes	☆☆☆	Countywide	LRTP	Procurement of Zero Emission Bus vehicles for local, rapid, shuttle, and express routes. Conversion of "dependent" Divisions (Divisions 1, 2, 3, 5, 7, and 13) from CNG to battery charging.	Planning	TBD	TBD	1,250	TBD	1,250
	Access Service Improvements	Yes	☆☆	Countywide	LRTP	Access Services provides paratransit service for LA County.	TBD	TBD	TBD	TBD	TBD	TBD

IJA Implementation Plan

Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
	Bus Capital - Charging infrastructure for ZEB	Yes	☆☆☆	Countywide	L RTP	Infrastructure implementation for LA Metro Zero emission buses	Planning	N/A	N/A	1,326	459-TBD (Include CMAQ, Prop C, TIRCP)	867-TBD
FTA Innovative Coordinated Access and Mobility (ICAM)	Universal Station Mobility Hub	No	☆	San Fernando Valley	N/A	Dedicated mobility hub to provide residents additional options for accessing the B Line, bus lines, and other transit service	Planning	2025	2025	8	TBD; needs local match; potential MSP funding	8
	Metro Micro	Yes	☆	Various	L RTP	Pilot Project providing microtransit service at various locations	Pilot Project In Operation	TBD	TBD	TBD	TBD	TBD
FRA Federal-State Partnership for Intercity Passenger Rail (FSP)	Brighton to Roxford Double Track	No	☆	San Fernando Valley	Measure R	Adding a second mainline track along the Valley Subdivision, new and upgraded traffic and pedestrian crossings between Hollywood Way in Burbank and Roxford Street in Sylmar.	Design	Categorical Exclusion	Categorical Exclusion	213	TBD	213
	Doran Street Grade Separations	No	☆ (pursuing single Doran Street crossing from Rail Crossing Elimination program)	Arroyo Verdugo	Measure R	Replace at-grade railroad crossings at Doran Street and West Broadway/Brazil Street with above-grade crossings.	Design	Completed	Completed	180	TBD	180
	Link Union Station (Phase A)	No	☆	Central LA	Measure M	The Link US project proposes the integration of new run-through tracks on an elevated rail yard over the US-101 freeway to improve operational flexibility and expand capacity at Los Angeles Union Station (LAUS). The Link US Project also envisions a new concourse for shorter wait times and a better transfer experience. Link US will also prepare Union Station for the arrival of future high-speed rail service.	Design & Engineering; NEPA underway	Completed	2022	950-TBD	950	TBD
	High Desert Corridor	Yes	☆	North Los Angeles County	Measure M	The High Desert Corridor (HDC) project considers a new multi-modal link between State Route (SR)-14 in Los Angeles County and SR-18 in San Bernardino County.	Design	TBD	TBD	TBD	TBD	TBD
FRA Consolidated Rail Infrastructure and Safety Improvements (CRISI)	Brighton to Roxford Double Track	No	☆☆	San Fernando Valley	Measure R	Adding a second mainline track along the Valley Subdivision, new and upgraded traffic and pedestrian crossings between Hollywood Way in Burbank and Roxford Street in Sylmar.	Design	Categorical Exclusion	Categorical Exclusion	213	TBD	213

IJA Implementation Plan

Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
	Doran Street Grade Separations	No	☆☆ (pursuing single Doran Street crossing from Rail Crossing Elimination program)	Arroyo Verdugo	Measure R	Replace at-grade railroad crossings at Doran Street and West Broadway/Brazil Street with above-grade crossings.	Design	Completed	Completed	180	TBD	180
	Metrolink SCORE Program	No	☆	Countywide	N/A	A series of projects to upgrade the Metrolink network including track work and additions, grade crossing, station and signal improvements. The goal is to achieve 30-minute, bi-directional service in peak periods on the lines.	Varies	Varies	Varies	10,000	TBD	TBD
	Lone Hill to White Double Track	No	☆☆	San Fernando Valley	Measure R	Second mainline track along a 4-mile segment between Lone Hill Avenue in San Dimas and White Avenue in La Verne along the San Gabriel Subdivision.	Design	Categorical Exclusion	Categorical Exclusion	153	TBD	153
	High Desert Corridor	Yes	☆	North Los Angeles County	Measure M	The High Desert Corridor (HDC) project considers a new multi-modal link between State Route (SR)-14 in Los Angeles County and SR-18 in San Bernardino County.	Design	TBD	TBD	TBD	TBD	TBD
Advanced Transportation Technology and Innovation (ATTAIN)	Camera Bus Lane Enforcement	No	☆	Countywide	N/A	Implement camera-based technology to enforce bus-only lane use along key BRT and bus-only lane corridors.	Planning	TBD	TBD	16	TBD	16
	Clean Truck Infrastructure	No	☆ (if project deploys advanced transportation technologies outlined in the NOFO)	Countywide	Measure M	Install charging infrastructure throughout LA County for zero emissions trucks.	Planning	TBD	TBD	200	TBD	200
	I-10 Extension ExpressLanes	Yes	☆	San Gabriel Valley	ExpressLanes Strategic Plan	Convert existing high-occupancy vehicle (HOV) lanes to dynamically priced, high-occupancy toll (HOT) lanes along Interstate 10 (I-10) between I-605 and the Los Angeles/San Bernardino County line.	Environmental	2025	2025	356-TBD	50-TBD (Assumed future CMAQ, STBGP)	306
	I-105 ExpressLanes	Yes	☆	South Bay Cities/ Gateway Cities	Measure M	Add HOV lane and convert to dual HOT lanes along I-105 between I-405 and I-605.	In design; ROW/utility not commenced	Completed	Completed	701 - 862	\$367 (Measure M, SCCP, CMAQ), \$284.4 TIFIA Proceeds expected. Additional funding can	50-211

IIJA Implementation Plan

Funding program	List of Projects	Sustains Measure M/LRTP	Grant Commentary	Subregion	Policies / Plans	Scope	Project Status	CEQA Status	NEPA Status	Cost Estimate (\$m)	Committed Funds (\$m)	Funding Gap (\$m)
											reduce toll bonds.	
	I-405 ExpressLanes (Sepulveda Pass)	Yes	☆☆	Westside Cities	Measure M	Convert existing HOV lane to single HOT lane along I-405 between I-10 and US-101.	Environmental	2024	2024	700 – 1,344	331 (Measure M)	369-1,306
	I-710 Integrated Corridor Management	No	☆☆☆	Gateway Cities / San Gabriel Valley / Central LA	Measure R	Deploy multi-jurisdictional integrated corridor management solutions on I-710 between SR-91 to SR-60.	Design	2023	2023	40	5	35
	SR-71 (Segment 2)	Yes	☆☆	San Gabriel Valley		Convert expressway to freeway. Led by Caltrans. Comprised of two segments, one funded and the other to be determined.	Construction in 2023	Completed	Completed	205-TBD	205	TBD
	Open Loop Payment	No	☆ (Should be integrated with other ticketing/fare projects like universal fare. Could be beneficial if better defined. This is the closest grant match but difficult with grant programs available)	Countywide	N/A	Replace card scanners/readers with ones that are open loop in that they can accept payment from credit cards, debit cards, payment apps, etc.	TBD	TBD	TBD	TBD	TBD	TBD
	Universal Station Mobility Hub	No	☆	San Fernando Valley	N/A	Dedicated mobility hub to provide residents additional options for accessing the B Line, bus lines, and other transit service	Planning	2025	2025	8	TBD; needs local match; potential MSP funding	8
FHWA (Primarily) Various EV Charging & Alternative Fueling Programs (e.g. Corridor Charging or Community Charging)	Clean Truck Infrastructure	No	☆☆	Countywide	Measure M	Install charging infrastructure throughout LA County for zero emissions trucks.	Planning	TBD	TBD	200	TBD	200
	Universal Station Mobility Hub	No	☆ (if EV charging and/or alternative fueling is part of this project)	San Fernando Valley	N/A	Dedicated mobility hub to provide residents additional options for accessing the B Line, bus lines, and other transit service	Planning	2025	2025	8	TBD; needs local match; potential MSP funding	8

Appendix B: Grants Calendar

The below excerpt shows the one-year look ahead and related information and is based on data provided by federal agencies during past grant cycles. This information is highly subject to change as new information becomes available and should only be used as a reference. The predicted dates and guidance may change at the discretion of the federal agencies administering each grant program.

Legend:

- Confirmed dates of cycles
- Predicted dates based on previous cycles

Competitive Funding Programs						2022			2023											
Grant Name	Agency	Eligible Activities	Max grant allowable ⁴	Max previous award	Max fed share	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
RAISE - Rebuilding American Infrastructure with Sustainability and Equity	USDOT	Planning, Environmental & Design, Construction	\$25 million per grant	\$25 million (FY22)	80%															
MEGA - National Infrastructure Project Assistance	USDOT	Planning, Environmental & Design, Construction	No limit specified	N/A – new program	60% MEGA ⁵															
INFRA - Nationally Significant Multimodal Freight & Highway Projects	USDOT	Environmental & Design, Construction	May be used for up to 60% of future eligible project costs	\$150 million (awarded to Caltrans in FY22)	83.57%															
BBF - 5339b - Bus and Bus Facilities	FTA	Construction / Implementation	No limit specified	\$22.85 million (awarded to Texas DOT in 2021)	80%															
LoNo - Low or No Emission Vehicle Program	FTA	Construction / Implementation	No limit specified	\$116 million (awarded to NY MTA and MBTA in 2022)	80-90% ⁶															
SS4A - Safe Streets and Roads for All	USDOT	Planning, Environmental & Design, Construction / Implementation	Implementation Plan Grants: \$30 million Action Plan Grants: \$5 million for a MPO or a joint application \$1 million for a political subdivision of a State or a federally recognized Tribal government.	N/A - new program	80%															
BIP - Bridge Investment Program	FHWA	Planning, Environmental & Design, Construction	Large Bridge Project: 50% of total eligible projects cost Bridge Project: 80% of total eligible project cost Planning grants: No maximum	\$2.4 million (awarded to City of Seattle in 2022)	50% for “Large Bridge Projects” 80% for other BIP projects 90% for off-system bridges															
RCE - Railroad Crossing Elimination Grant Program	FRA	Planning, Environmental & Design, Construction	No maximum for individual awards (Max in a state: \$114,652,800)	New program	80%															
SMART - Strengthening Mobility and Revolutionizing Transportation	USDOT	Planning, Environmental & Design, Construction	\$2 million (for Stage 1) Geographic maximums: 40% for large communities, 30% for midsized communities, 30% for rural communities or regional partnerships	New program	Not required for stage 1															

⁴ Based on last available grant guidance, including Notices of Funding Opportunity from previous cycles.

⁵ With total federal share not to exceed 80%.

⁶ Maximum of 80% for equipment and facilities not in compliance with the Clean Air Act, 85% for leasing or acquiring a transit bus, 90% for leasing or acquiring bus-related equipment and facilities in compliance with the Clean Air Act.

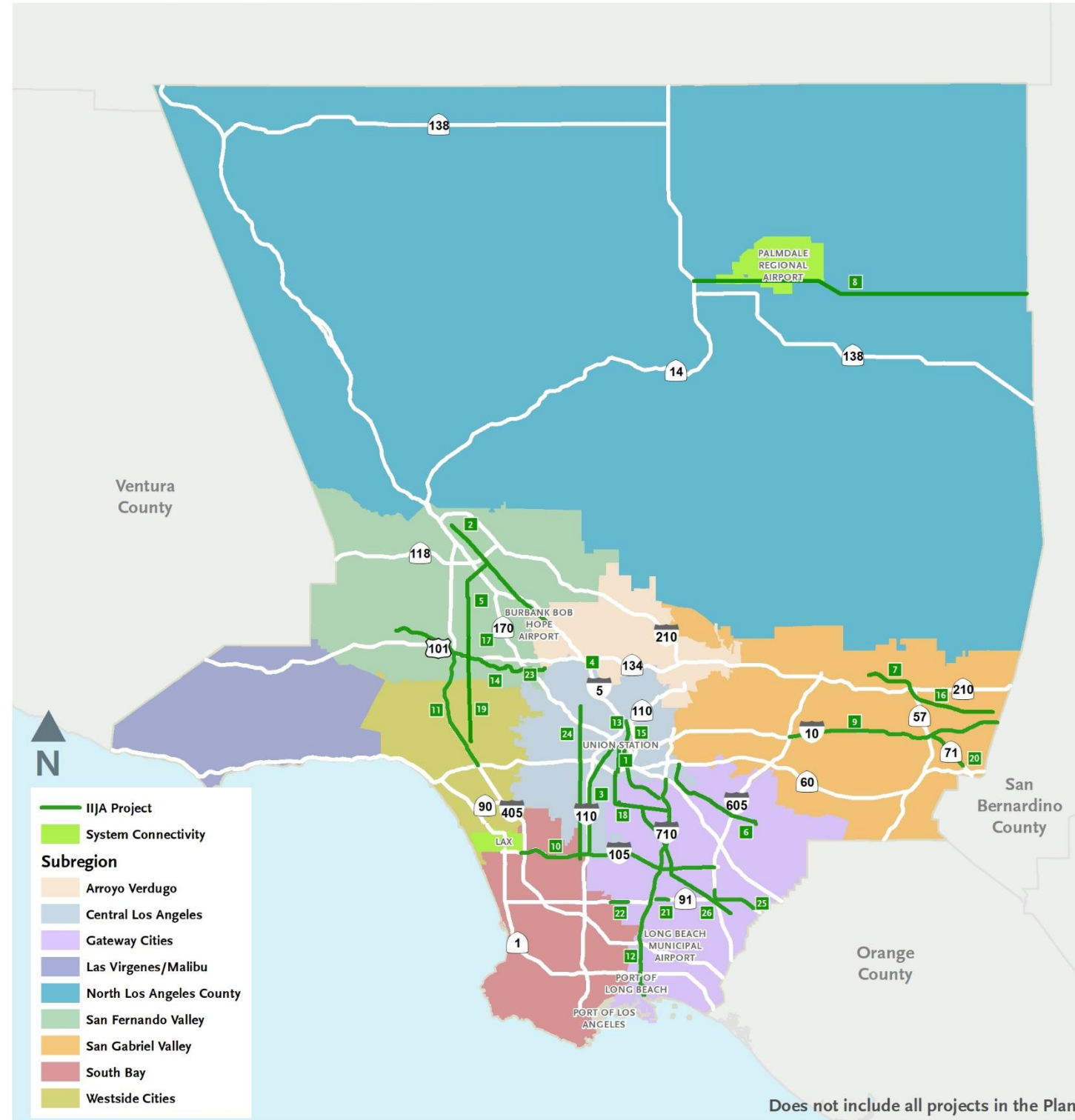
IJA Implementation Plan

Competitive Funding Programs						2022			2023											
Grant Name	Agency	Eligible Activities	Max grant allowable ⁴	Max previous award	Max fed share	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
CRISI - Consolidated Rail Infrastructure and Safety Improvements	FRA	Planning, Environmental & Design, Construction	No maximum for individual awards	\$25 million (awarded to Alameda County Rail Safety Enhancement Program in 2021)	80%															
ATTIMD - Advanced Transportation Technologies & Innovative Mobility	FHWA	Planning (max 5% of funding), Construction / Implementation, Operations & Maintenance	\$12 million per entity	\$8.7 million in FY21	50%															
FSP - Federal-State Partnership for Intercity Passenger Rail	FRA	Planning, Environmental & Design, Construction	No limit specified	\$65 million in FY21	80%															
PROTECT - Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation	USDOT	Planning, Environmental & Design, Construction	No limit specified	New program	80% ⁷															
Various EV Charging & Alternative Fueling Programs (e.g. Corridor Charging or Community Charging)	FHWA primarily	Construction, Operations & Maintenance (first 5 years after installation)	TBD	New programs																
CIG - Capital Investment Grants	FTA	Environmental & Design, Construction	Dependent on project type	\$2.63 billion (awarded to NYC LIRR East Side Access)	New Starts: 60% Small Starts: 80% Core Capacity: 80%				Multiyear process dependent on agreement with FTA											
ICAM - Innovative Coordinated Access and Mobility	FTA	Construction	No maximum for individual awards	\$2.8 million (awarded to Ohio DOT in FY21)	80%				TBC - potentially biennial program											

⁷ Can increase by 7% if the State has developed a Resilience Improvement Plan and prioritized the project in that Plan and 3% if a State Resilience Improvement Plan is incorporated into the metropolitan transportation plan.

Appendix C: IIJA Implementation Plan Projects (Subregions)

- 1 Arts District/6th Street Station
- 2 Brighton to Roxford Double Track
- 3 Broadway BRT
- 4 Doran Street Grade Separations
- 5 East San Fernando Valley Transit Corridor
- 6 Eastside Transit Corridor Phase 2
- 7 Foothill Gold Line Extension Phase 2B (Pomona)
- 8 High Desert Multi-purpose Corridor
- 9 I-10 Extension Express Lanes
- 10 I-105 Express Lanes
- 11 I-405 Express Lanes (Sepulveda Pass)
- 12 I-710 Integrated Corridor Management
- 13 LA River Path
- 14 LA River Path - San Fernando Valley
- 15 Link Union Station (Phase A)
- 16 Lone Hill to White Double Track
- 17 Orange Line (G) BRT Improvements
- 18 Rail to River (Segment B)
- 19 Sepulveda Transit Corridor
- 20 SR-71 (Segment 2)
- 21 SR-91 Atlantic to Cherry
- 22 SR-91 Central to Acacia
- 23 Universal City/Studio City Station Improvements
- 24 Vermont BRT
- 25 Westbound SR-91 Connector
- 26 West Santa Ana Branch Corridor



Appendix D: IIJA Implementation Plan Projects (Equity Focus Communities)

- 1 Arts District/6th Street Station
- 2 Brighton to Roxford Double Track
- 3 Broadway BRT
- 4 Doran Street Grade Separations
- 5 East San Fernando Valley Transit Corridor
- 6 Eastside Transit Corridor Phase 2
- 7 Foothill Gold Line Extension Phase 2B (Pomona)
- 8 High Desert Multi-purpose Corridor
- 9 I-10 Extension Express Lanes
- 10 I-105 Express Lanes
- 11 I-405 Express Lanes (Sepulveda Pass)
- 12 I-710 Integrated Corridor Management
- 13 LA River Path
- 14 LA River Path - San Fernando Valley
- 15 Link Union Station (Phase A)
- 16 Lone Hill to White Double Track
- 17 Orange Line (G) BRT Improvements
- 18 Rail to River (Segment B)
- 19 Sepulveda Transit Corridor
- 20 SR-71 (Segment 2)
- 21 SR-91 Atlantic to Cherry
- 22 SR-91 Central to Acacia
- 23 Universal City/Studio City Station Improvements
- 24 Vermont BRT
- 25 Westbound SR-91 Connector
- 26 West Santa Ana Branch Corridor



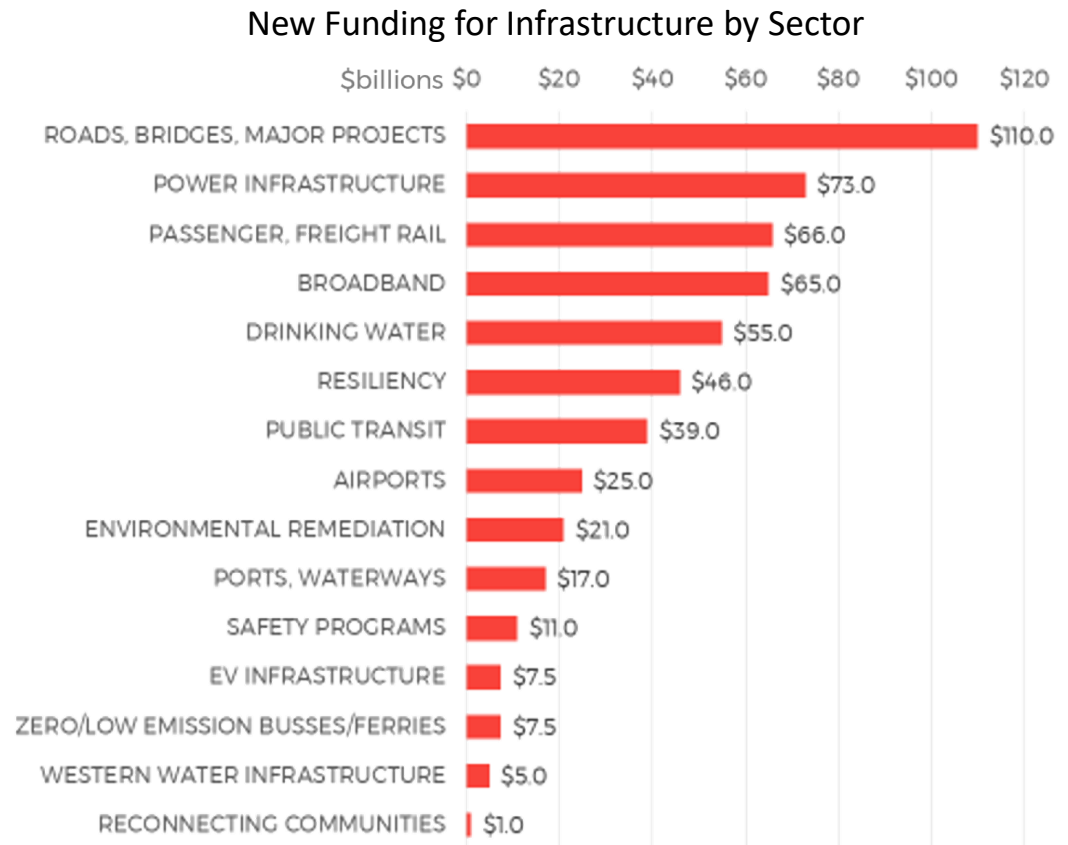
THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) FIVE-YEAR IMPLEMENTATION PLAN

November 2022



The IIJA represents a significant opportunity for Metro

- **The Infrastructure Investment and Jobs Act (IIJA), or Bipartisan Infrastructure Law (BIL), was enacted by President Biden on November 15, 2021.**
- Over \$550b in additional discretionary funds over baseline, from FFY2022 to FFY2026.
- Emphasizes investments in equity and will be used to meet Justice40 goals that target investments to disadvantaged communities.
- Metro has projects eligible for many of the new and existing grant programs.



In 2022, Metro pursued 11 IJA programs and has been awarded \$104.16m to date

Table 1: Projects Applied for IJA Discretionary and Federal EPD and New Starts Grants as of October 2022

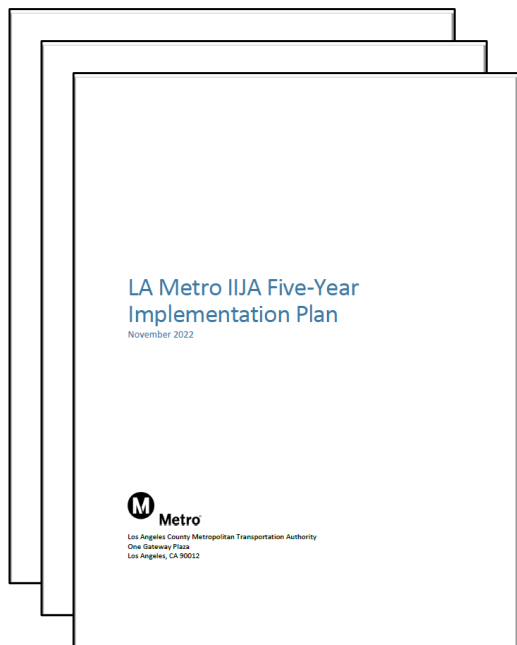
Discretionary Grant Program	Submission Date	Submitted Projects	Target Amount	Award Received	Announced/Anticipated Award Timeline
Federal New Starts Project Development Grant*	February 2022	1. West Santa Ana Branch Transit Corridor Project	TBD	TBD	2025-2026
The Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	14-Apr	1. I-105 ExpressLanes Project 2. The Los Angeles NextGen Improvements for Mobility and Equity Project (Western Avenue)	1. \$45 million (I-105 ExpressLanes) 2. \$25 million (NextGen/Western Ave)	Not awarded	September 2022
Expedited Project Delivery Pilot Program*	10-May	1. East San Fernando Valley Transit Corridor Phase 1 Project	1. \$908 million (25% of the final net capital project cost)	TBD	2023-2024
Multimodal Project Discretionary Grant opportunity (MPDG): The National Infrastructure Project Assistance (MEGA) & The Infrastructure for Rebuilding America (INFRA)**	23-May	1. I-105 ExpressLanes Project (INFRA and Mega) 2. West Santa Ana Branch Transit (WSAB) Project (INFRA and Mega)	1. \$45 million (I-105 ExpressLanes) 2. \$400 million (WSAB)	1. INFRA not awarded 2. Mega awards yet to be announced	1. INFRA - October 2022 2. MEGA expected in November 2022
Buses and Bus Facilities	31-May	1. ZEB & Charging Infrastructure (Divisions 9 & 18)	1. \$52.08 million (5% of request for workforce development)	Not awarded	August 2022
Low or No Emission Vehicle Deployment (LoNo)	31-May	1. ZEB & Charging Infrastructure (Divisions 9 & 18)	1. \$104.16 million	\$104.16 million	August 2022
Pilot Program for Transit-Oriented Development (TOD) Planning	25-Jul	1. Union Station and Civic Center Transit District Study 2. West Santa Ana Branch Transit (WSAB) Corridor Development Planning	1. \$960,000 (LAUS) 2. \$1 million (WSAB)	Awards yet to be announced	November 2022 - January 2023
Passenger Ferry Grant	6-Sep	1. The City of Avalon Cabrillo Mole Intermodal Ferry Terminal Project	1. \$1.5 million	Award yet to be announced	December 2022 - February 2023
Safe Streets and Roads for All (SS4A)	15-Sep	1. The Los Angeles Metro Comprehensive Safety Action Plan	1. \$4.5 million	Award yet to be announced	January 2023
Railroad Crossing Elimination	11-Oct	1. Doran Street Grade Separation Project	1. \$38.3 million	Award yet to be announced	January - March 2023
Reconnecting Communities Pilot	13-Oct	1. Humphreys Avenue Crossing Project	1. \$8.7 million	Award yet to be announced	January - March 2023

* Multiyear Cycle

** Multiyear and/or Annual Cycle

Metro staff established the IJA Plan to prepare for upcoming grant cycles

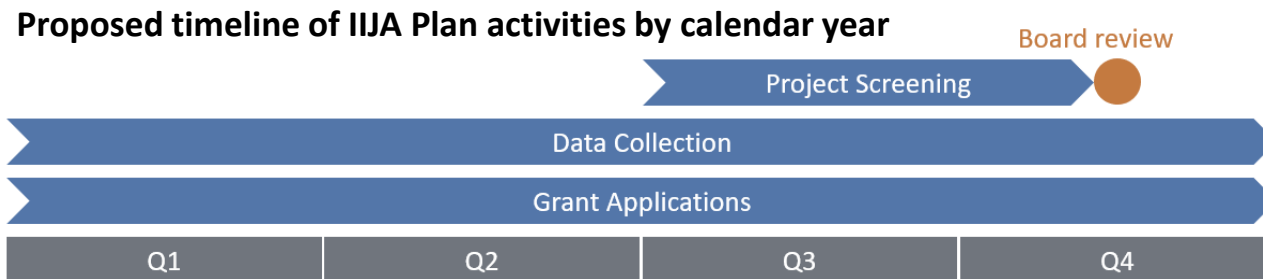
To further ensure Metro's success, staff have put together the IJA Plan which will:



- 1** Establish workplans and streamline grant decision making process.
- 2** Coordinate planning initiatives to ensure the most competitive candidate projects are considered for each discretionary grant cycle.
- 3** Identify the readiest projects that align with Metro Board policies and priorities, matched to the best funding source for eligibility and competitiveness.
- 4** Bolster transparency across Metro departments and provide a structure for progress reporting on project status.

The Plan will prioritize projects ready for grant applications

- The Plan includes a list of major capital projects and an assessment of readiness for grant programs.
- Projects are likely to be more competitive if they have funding from Measure M, are included in the Long Range Transportation Plan, etc.
- Most grant programs require well-defined projects with completed environmental approvals.
- The Plan is proposed to be a living document presented to the Board annually, with updates ongoing throughout the year



Next steps and 6-month lookahead

Proposed next steps:

- Refine project list based on continued stakeholder collaboration
- Monitor federal programs for updates and Notices of Funding Opportunity
- Apply for federal funding for projects

Grants calendar

Funding Program		2022			2023		
Grant Name	Agency	10	11	12	1	2	3
RAISE - Rebuilding American Infrastructure with Sustainability and Equity	USDOT						
MEGA - National Infrastructure Project Assistance	USDOT						
INFRA - Nationally Significant Multimodal Freight & Highway Projects	USDOT						
5339b - Bus and Bus Facilities	FTA						
LoNo - Low or No Emission Vehicle Program	FTA						
SS4A - Safe Streets and Roads for All	USDOT						
BIP - Bridge Investment Program	FHWA						
RCE - Railroad Crossing Elimination Grant Program	FRA						
SMART - Strengthening Mobility and Revolutionizing Transportation	USDOT						
CRISI - Consolidated Rail Infrastructure and Safety Improvements	FRA						
ATTIMD - Advanced Transportation Technologies & Innovative Mobility	FHWA						
Federal-State Partnership for Intercity Passenger Rail	FRA						
PROTECT - Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation	USDOT						
Various EV Charging & Alternative Fueling Programs (e.g., Corridor Charging or Community Charging)	FHWA primarily						
CIG - Capital Investment Grants	FTA	Multiyear process dependent on agreement with FTA					
ICAM - Innovative Coordinated Access and Mobility	FTA	TBC - potentially biennial program					

- Confirmed dates of cycles
- Predicted dates based on previous cycles

**Board Report**

File #: 2022-0726, **File Type:** Informational Report**Agenda Number:** 24.

**EXECUTIVE MANAGEMENT COMMITTEE
NOVEMBER 17, 2022****SUBJECT: 2023 LEGISLATIVE PROGRAM****ACTION: APPROVE STAFF RECOMMENDATIONS****RECOMMENDATION**

CONSIDER:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2023 Federal Legislative Program as outlined in Attachment A; and
- C. ADOPTING the proposed 2023 State Legislative Program as outlined in Attachment B.

ISSUE

On an annual basis, the Board of Directors adopts a legislative program for the upcoming state legislative and federal congressional sessions, which guides staff on legislative issues and policy as a means of advancing and protecting Metro's authority and the transportation interests of Los Angeles County. Pursuant to the goals outlined in the Long-Range Transportation Plan (LRTP), Equity Platform, and other board directives, we will continue to evaluate and consider long-term strategic advocacy and legislative goals for the agency as outlined in the plan. We will continue to work with the implementing departments within Metro to develop the broader objectives. We will bring to the Board authorization to pursue additional specific measures as they become sufficiently developed and ready for pursuit through legislative processes.

BACKGROUND

The role of the legislative program is to clearly define Metro's goals and objectives by securing necessary legislative authority, program funding, and regulatory actions needed at the state and federal levels. The program provides policy direction to our advocacy activities in Sacramento and Washington, DC. To achieve these important goals, Government Relations staff will implement a long-term legislative strategy of consensus building and coordination with transportation stakeholders throughout Los Angeles County, the State of California, and Federal officials. The Legislative Program directs staff to monitor and engage in several legislative and advocacy efforts. The [Government Relations Legislative Matrix <http://libraryarchives.metro.net/DB_Attachments/221031-](http://libraryarchives.metro.net/DB_Attachments/221031-)

[November%202022%20-%20LA%20Metro%20Legislative%20Matrix.pdf](#), updated and presented to the Board monthly, highlights several bills of interest to the agency.

DISCUSSION

A recap of legislative activities for the 2022 calendar year on the state and federal levels can be found below. The Federal and State Legislative goals, as outlined in attachments A and B, will inform the activities pursued by the Government Relations department for the upcoming calendar year. In addition to constant collaboration with the Board and other internal Metro departments, Government Relations will continue to ensure that our legislative priorities and efforts are also coordinated with our regional transportation partners, including Metrolink, Southern California Associations of Governments (SCAG), Municipal Operators, and Southern California County transportation commissions.

Federal Recap

In 2022, our agency continued to smartly and aggressively pursue our Board-approved federal legislative priorities in Washington, DC.

On November 15, 2021, President Biden signed the Bipartisan Infrastructure Law (P.L. 117-58). This historic legislation - overwhelmingly supported by the Los Angeles County Congressional Delegation - provides a record level of investments in roads, bridges, rail, transit, airports, ports, and waterways while helping the nation rebuild its electric grid, upgrade broadband infrastructure, improve access to safe drinking water, deploy electric vehicles and buses, improve disaster resilience, and much more.

Of particular interest to Metro, the Bipartisan Infrastructure Law significantly increased funding provided through key discretionary and formula grant programs such as Capital Investment Grants, Buses and Bus Facility Grants, Low or No Emission Bus Grants, State of Good Repair Grants, and Urbanized Area Formula Grants. Significantly, the bill also reformed federal Local Hire rules - permitting our agency to hire locally on projects funded in part or in whole by the Federal Government.

Our agency is grateful to the Biden-Harris Administration and the Los Angeles County Congressional Delegation - including our two U.S. Senators - for strongly backing the passage of the Bipartisan Infrastructure Law.

In addition to the Bipartisan Infrastructure Law, our agency was actively engaged with the Los Angeles Congressional Delegation as they considered the Inflation Reduction Act (P.L. 117-169) - which President Biden signed into law on August 16, 2022. This bill includes several key funding sources - including \$27 billion for the Greenhouse Gas Reduction Fund, and \$3 billion for the Neighborhood Access and Equity Grants, among other key provisions.

The annual appropriations process in Washington, DC, continues to be the subject of disagreement, and again Congress missed its annual September 30 deadline to pass a budget for the Fiscal Year 2023 to fund the various federal agencies and programs. While the U.S. House of Representatives approved several annual appropriations bills - including the Transportation, Housing, and Urban Development Appropriations Bill - the U.S. Senate could not approve any of their annual appropriations bills. As of the writing of this report, the Federal Government is operating on a Continuing Resolution through December 16, 2022. Metro continues to work closely with our Los Angeles County Congressional Delegation to advocate for the priorities included in the House and Senate Appropriations bills that would benefit our agency.

Lastly, Metro has worked hard in Washington, DC, to successfully advance our major transit capital projects through the Capital Investment Grant program. Staff has been engaged in advocacy with Congressional offices and the Biden-Harris Administration for each of these projects throughout 2022 - with an understanding that our number one priority project seeking a Full Funding Grant Agreement is the West Santa Ana Branch Transit Corridor Project. We are working to ensure this project secures either planning or design funding in the New Starts Report (Federal Fiscal Year 2024) that will be issued by the Federal Transit Administration early next year.

Through our efforts in Washington, DC, Metro continues to incorporate equity as a central component of our work. Metro staff has been engaged in an active dialogue with the Biden-Harris administration as they continue to roll out their Justice40 Initiative, with the goal of delivering 40 percent of the benefits from federal investments to disadvantaged communities across the United States.

Metro will continue to work closely with the Administration, the U.S. Department of Transportation, and Congress to leverage our local funding to advance transit, highway, and other effective mobility projects across Los Angeles County. The complete 2023 Federal Legislative Plan is outlined in Attachment A.

State Recap

During the 2022 State Legislative Session, the California Legislature and Governor Newsom primarily focused on continued economic recovery from the COVID-19 pandemic, inflation mitigation, high cost of living, and climate and housing issues. The legislature passed several proposals that focused on that state's climate change goals, transportation projects, workforce recovery, and funding to support efforts to end homelessness.

Metro staff continued to engage in the budget process by working with the LA County Delegation members to ensure that LA County would receive its proportionate share of transportation resources. Last December, Metro's Board of Directors issued the "Golden Opportunity Package" letter, outlining \$16.5 billion in transportation initiatives that would make a historic investment in mobility using the current budget surplus. These dollars would advance sustainability initiatives and create tens of thousands of jobs, support projects in preparation for the 2028 Olympics and Paralympic Games, and develop high-speed and commuter rail services. The Golden Opportunity Package became the centerpiece of Metro's budget advocacy throughout the budget process in 2022.

We are pleased to report that many of these recommendations were ultimately incorporated into the final budget package. For example, the final budget includes the following:

- A record one-time General Fund investment of over \$3 billion for public transit statewide.
- Record investments in zero emission vehicle funding.
- Record one-time investments in Active Transportation
- Record investments in our port infrastructure.

While these are historic one-time investments, more work needs to be done. As we progress into next year's budget process, Government Relations remains engaged in discussions with transit agencies statewide and working with our local partners to advance ongoing support for reduce fare initiatives. Governor Newsom recommended funding for reduced fare programs in his January budget proposal, but this was ultimately not incorporated into the budget the legislature adopted. The following details the budget history more specifically.

In January, Governor Gavin Newsom released his budget proposal for the upcoming fiscal year as the state faced a large budget surplus. The budget focused on five critical areas of investment: the pandemic, the climate crisis, homelessness, cost of living, and safety. The Governor's proposal included \$9.1 billion in new transportation spending, including \$2 billion for statewide transit projects and \$1.25 billion for transit projects in southern California. Also proposed was \$750 million for active transportation, \$500 million for grade separations, and \$400 million for climate adaptation related to transportation. Additionally, included in the proposal was a \$4.2 billion allocation for the High-Speed Rail Project. These funds were separate from a large proposal to increase zero-emission vehicles, including 1,700 new zero-emission transit buses. Additionally, the Budget proposed \$2.3 billion for supply chain investments, including \$1.2 billion for port, freight, and goods movement infrastructure and \$1.1 billion for other areas, including ZEV equipment and infrastructure related to the supply chain.

Governor Newsom issued the May Revision to his January Budget proposal in early May. The May Revision highlighted that the total state surplus is over \$97 billion, but the discretionary portion of that budget is approximately \$47 billion. For transportation, the Revision continued many of the same proposals included in the January budget. The proposal also included an allocation of \$750 million to support fare free transit for three months. The budget further included increases in existing programs such as cap and trade and the State Transit Assistance Account.

On June 26, 2022, the Governor and legislative leadership announced a budget deal for the next fiscal year. This year, the budget process has been unique, as the state contended with a historic surplus totaling nearly \$100 billion. The final budget deal included a four-year, \$10.8 billion transportation package that represented the most significant investment of state dollars into transportation in the state's history. The transportation budget includes \$3.65 billion for transit investments this year, with \$4 billion in transit capital funding in subsequent years. Of this \$3.65 billion, \$1.8 billion is set aside for transit projects, specifically in Southern California, administered through the Transit and Intercity Rail Capital Program. Of that amount, no less than \$900 million would be set aside for previously approved TIRCP projects that can leverage federal or local funds. Furthermore, of the \$3.65 billion, \$300 million is set aside for improvements to the Surfliner for improvements in San Diego, where the line is threatened by sea level rise. The total amount of

funding for Southern California under this proposal would be just over \$2.1 billion. A total of \$1.495 billion is set aside for projects in Northern California, with a similar \$900 million being set aside for projects that meet the same leveraging criteria. Another \$4 billion in transit capital funding will be allocated via a population formula in the out years. The funding provided in the trailer bill will allow Metro to make progress on its transit capital projects, including the pillar projects approved by the Board.

In early October, the California State Transportation Agency (CalSTA) released the draft guidelines for Cycle 6 of the Transit and Intercity Rail Capital Program (TIRCP). The draft guidelines are available for public and legislative comment until November 7, 2022. Final guidelines and a call for projects are expected on November 15. Under the proposed guidelines, the allocations for this round of funding would be announced at the end of January.

The Governor's focus on transportation and infrastructure expanded in August of this year with his appointment of former Los Angeles mayor Antonio Villaraigosa as his infrastructure advisor. On Tuesday, October 25, Metro CEO Stephanie Wiggins attended a roundtable discussion on infrastructure investments with Villaraigosa as he toured the state to hear the voices of various stakeholders across California. Metro staff look forward to engaging with the Governor's new advisor as we explore and collaborate on ways to accelerate project delivery and contain costs on our major capital projects.

In the 2022 legislative session, our advocacy efforts also focused heavily on Board-directed State Legislative Program goals and several proposals that would have impacted Metro programs. Metro's 2022 State Legislative priorities focused on sponsoring bills that would allow Metro to exercise local business preferences in competitive low-bid contracting, allow Metro to utilize job order contracting, as well as continuing to advocate for increased transportation funding for Los Angeles County.

Metro successfully advocated for the passage of three sponsored and co-sponsored measures. The advocacy efforts around each bill included stakeholder support and collaboration that helped to advance each measure. Staff would like to acknowledge the Board for its forward thinking and support of the measures. Staff would also like to note that the diligent staff support from the Diversity and Economic Opportunity Department, the Office of Equity and Race, County Counsel, and Program Management departments were integral to the success of the measures and coalition building efforts. The bills, which will become law on January 1, 2023, are summarized below:

- **Assembly Bill 2271:** Authored by Assemblymember Mike Gipson (D - Carson), this will allow Metro to exercise local small business enterprise (LSBE) preferences in competitive low-bid contracting. Specifically, local small businesses will now be eligible to receive a 5% reduction when bidding on contracts. 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, Medium-Size Business Enterprise (MSZ), and Small Business Prime (Set-Aside) programs. By boosting contracting opportunities for local businesses in LA County, this effort will continue to promote a stronger, more inclusive marketplace to best serve our communities and create more economic opportunities for those most in need. Metro currently has 2,238 SBE certified firms, of which 1,124 now have LSBE designations with

headquarters in Los Angeles County, that can take advantage of the new preference program.

- **Senate Bill 922:** Authored by Senator Scott Wiener (D - San Francisco), SB 922 was co-sponsored by Metro and will modify the statutory exemptions to the California Environmental Quality Act for clean transportation projects originally established by the Senator's 2020 legislation, SB 288. Without this bill, these exemptions would have expired on January 1st. Metro is working aggressively to deliver transit infrastructure projects to help Los Angeles County meet the transportation needs of the region's 10 million residents. Metro's growing network of bus rapid transit and active transportation projects will benefit from the statutory exemptions provided by SB 922. This bill will save critical time and money by extending statutory exemptions for projects that make streets safer for walking and bicycling while accelerating essential bus service in the public right-of-way. Additionally, with the enactment of the federal Bipartisan Infrastructure Investment and Jobs Act, such project streamlining will help California leverage new funding opportunities to support the state's economic recovery and curb greenhouse gas emissions.
- **Senate Bill 1161:** Authored by Senator Dave Min (D - Irvine), SB 1161 is an anti-harassment on transit bill co-sponsored by Metro and Stop AAPI Hate. SB 1161 will provide transit agencies around the state a crucial tool in the fight against street harassment by requiring the Mineta Transportation Institute at San Jose State University to develop a survey that agencies can use to collect data on harassment on their systems, which can then inform data-driven policies and programs to protect our riders.

Additionally, Metro sponsored a job order contracting bill. AB 2039 by Assemblymember Luz Rivas would have allowed Metro to utilize job order contracting as a project delivery method, similar to authority at other public agencies. Job order contracting provides a more efficient procurement process and will enable Metro to rapidly and efficiently address smaller construction projects at our properties. After enjoying broad support, the bill was pulled from consideration during a hearing in the Senate Transportation Committee in June, where it had been on the consent calendar. Metro understands that this decision was not due to the bill's merits. Staff will work to ensure that a measure authorizing job order contracting for Metro can proceed in the coming year.

Metro also formally supported AB 1919 by Assemblymember Chris Holden (D - Pasadena). This bill would have created the statewide Youth Transit Pass Pilot Program, including a flexible grant system that would distribute funds to transit agencies to implement youth transit pass programs. The bill would authorize grant funds to maintain an existing fare free program and/or partner with educational institutions. Though the bill passed the legislature, it was vetoed by the Governor due to not having any funds allocated to the measure in the budget process. Staff will continue to advocate for bills and programs in the 2023 legislative cycle that would support the implementation of a fareless system.

Metro's State Advocacy strategy continues to include a robust outreach and communications plan to inform and engage the Los Angeles County State Assembly and Senate delegation members in support of the Board-adopted Legislative program, Equity Platform, Customer Experience Plan, Zero-Emission Bus Plan, and LRTP goals. State advocacy efforts will continue to support Metro's Planning

Department policies and programs to secure discretionary and formula funding under Senate Bill 1 for Los Angeles County as administered by the CTC. Staff will also engage in discussions and advocate for state policies, and funding opportunities as the Board approves directives to implement new initiatives that would address Metro's goals to implement the Equity Platform, Fareless System Initiative, and Affordable Housing.

In addition to the above, staff will be working to address various other specific policy issues in the Legislative process, budget process, and various administrative processes in Sacramento (the entire 2023 State Legislative Program is outlined in Attachment B). These include but are not limited to the following:

- Sponsoring legislation to authorize Metro to use job-order contracting in procurements;
- Supporting legislative changes that would enhance Metro's TAP implementation and smart card system to allow for ease of access for determining eligibility for low-income riders;
- Explore and potentially sponsor legislation that would clarify provisions of state law that impact Metro's real property transactions and ground leasing for TOC developments, affordable housing, and other uses.
- Working with the California Public Utilities Commission and the California Air Resources Board to advance Metro's Zero Emission Bus Program;
- Working with the Gubernatorial Administration and key leadership in ensuring that the Governor's Executive Orders on Sustainability align with Metro's plans; and
- Supporting the allocation of cap and trade funds to Los Angeles County.

With Board approval, the 2023 State and Federal Legislative advocacy platform goals will guide Metro staff as we work with leadership in Sacramento and Washington, DC, to advance the priorities outlined by the Board and CEO to secure policy reforms and funding for the agency.

EQUITY PLATFORM

Adopting the 2023 State and Federal Legislative Program goals could positively impact moving policy forward that supports Metro's investments in Equity Focus Communities. Outlining Metro's policy priorities to leadership in Sacramento and Washington, DC, is an important tool in creating equitable transportation and economic outcomes for riders of the diverse communities of Los Angeles County. The Board's adoption of the 2023 State and Federal Legislative Program Goals authorizes Metro's staff to engage directly with the state and federal legislature members who are responsible for setting policy and funding targets for the LA county region. Legislation sponsored and supported by Metro as outlined in the Goals creates greater investment opportunities, supports a better customer experience, and accelerates project delivery in all Equity Focus Communities in LA County.

Ensuring Metro's advocacy efforts are effective and equitable requires regular assessment of equity impacts for specific measures and proposals. Staff will continue to work with partners in the office of Civil Rights, Racial Equity, and Inclusion regularly to assess equity impacts and strategically communicate Metro's commitment to equitable transportation in our advocacy efforts.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not have an impact on safety.

FINANCIAL IMPACT

A number of the proposed state and federal legislative initiatives may provide additional funding for countywide transportation programs and projects.

ALTERNATIVES CONSIDERED

The Board of Directors could determine that a legislative program is unnecessary for the agency. Failure to adopt a legislative program could result in Metro being ill prepared to address the policy and legislative challenges that will arise during the coming year.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Adopting the 2023 State and Federal Legislation Program supports Goal #4 in the Vision 2028 Strategic Plan goals, specifically Goal #4.2: Metro will help drive mobility agendas, discussions, and policies at the state, regional, and national levels.

NEXT STEPS

Government Relations staff will continue to regularly sponsor briefings in Washington, D.C., and Los Angeles County for our Congressional Delegation and other key staffers on both the House and Senate Appropriations and Authorization committees and with officials in the Biden-Harris Administration. We have and will continue to emphasize briefings for professional staff members working for House and Senate committees with primary responsibility for authorizing and appropriations bills. Metro looks forward to being an active stakeholder as the Administration moves to implement the Infrastructure Investment and Jobs Act.

In Sacramento, we will continue to develop and strategically advance our agency's Board approved State Legislative Program through maintaining support and close relationships with the Los Angeles County State Legislative Delegation, key leaders in the Senate and Assembly Transportation Committees, as well as key stakeholders, including, the Governor, Caltrans Director, California Transportation Commission, and the California State Transportation Agency.

Government Relations staff will initiate briefings for the Gubernatorial Administration, members of the Legislature as well as committee staff. We will also work with state legislators to author any legislative initiatives proposed by this program. At the federal level, Government Relations will keep in close contact with new and existing members of our Congressional delegation and key Authorizing and Appropriations staff to keep our projects at the forefront. Staff will continue to engage in strategic advocacy and legislative efforts related to several transportation issues and inform the Board of those efforts. Pursuant to the Board adopted Board Advocacy Plan, we will also work closely with the Board to utilize Board members' relationships and experience in legislative matters.

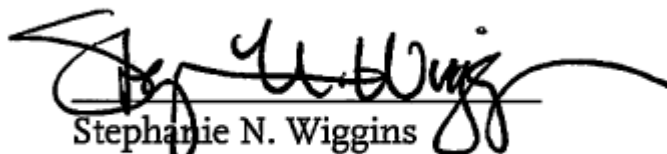
ATTACHMENTS

Attachment A - 2023 Federal Legislative Program

Attachment B - 2023 State Legislative Program

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Stephanie N. Wiggins
Chief Executive Officer

2023 FEDERAL LEGISLATIVE PROGRAM GOALS

GOAL #1: BUILD FEDERAL SUPPORT FOR METRO'S AMBITIOUS CAPITAL PROGRAM

Ongoing Activities:

Consistent with the Board-adopted Federal Legislative Program – Metro Government Relations aggressively and successfully worked to back Congressional efforts to increase Federal Funding for the Capital Investment Grant (CIG) Program – the primary Federal program to fund new transit capital projects. The Bipartisan Infrastructure Law signed into law by President Biden in November of 2021 effectively doubled funding for the CIG Program.

Over the last decade, our agency has been a national leader in securing federal funding through the CIG Program.

Proposed Activities:

In 2023, Metro will continue to aggressively prioritize and strongly advocate for our agency's New Starts transit capital projects to receive funding through the CIG Program – working in concert with all relevant stakeholders across Los Angeles County.

GOAL #2: CONTINUE TO ACTIVELY SUPPORT THE BIDEN-HARRIS ADMINISTRATION'S JUSTICE40 INITIATIVE – CREATING FEDERAL POLICIES THAT PROMOTE EQUITY AND BRING FEDERAL RESOURCES TO LOS ANGELES COUNTY IN SUPPORT OF EQUITABLE OUTCOME

Proposed Activity:

Continue our agency's leadership in working with the Biden-Harris Administration and the Los Angeles County Congressional Delegation to build awareness among federal policymakers about existing inequalities in our region and the potential for Metro projects and programs to provide access to opportunity. Using this equity lens, we will seek to encourage federal investments to benefit disadvantaged communities across Los Angeles County. This work will include, but not be limited to, efforts to embed Justice40 in the updated guidelines being drafted by the U.S. Department of Transportation for the CIG Program.

Maintain our positive and content rich work with the Biden-Harris administration as they continue to roll out their Justice40 Initiative, with the goal of delivering 40 percent of the benefits from federal investments to disadvantaged communities across the United States.

GOAL #3: WORK TO ADVANCE FEDERAL POLICY AND FUNDING OPPORTUNITIES IN SUPPORT OF METRO'S FARELESS SYSTEM INITIATIVE

Proposed Activities:

Continue to be a national leader in advocating for pending legislation that would establish grants in support of fare-free and reduced-fare transit programs. Previously, Metro successfully advocated for the inclusion of such funding as part of a new discretionary grant program (Affordable Housing Access Program) included in the Build Back Better Act. Staff will work with all relevant stakeholders across Los Angeles County to aggressively pursue federal funding for fare-free and reduced-fare transit services across Los Angeles County in any appropriate legislative vehicles during the upcoming 118th Congress.

GOAL #4: SECURE DISCRETIONARY GRANT FUNDING FROM MAJOR USDOT GRANT PROGRAMS

Proposed Activities:

Because federal grant and formula programs have grown demonstrably under the Bipartisan Infrastructure Law and the Inflation Reduction Act, our agency will work closely with Los Angeles County's Congressional Delegation – and other key stakeholders - to demonstrate strong support for grant applications that Metro submits to the U.S. Department of Transportation. These grant applications would be for, but not limited to, the INFRA Grant Program, RAISE Grant Program, Bus and Bus Facilities, the Low/No Grant Program and the Greenhouse Gas Reduction Fund.

GOAL #5: WORK CLOSELY WITH THE BIDEN-HARRIS ADMINISTRATION AND USDOT ON REGULATIONS AND PROPOSED RULEMAKING THAT IMPACTS METRO

Proposed Activities:

As the Biden-Harris Administration continues to implement the Bipartisan Infrastructure Law and the Inflation Reduction Act, staff will continue to work to ensure Metro's interests are well represented. This includes close coordination and submission of public comments, direct communication with agencies and agency officials, and encouraging Congressional involvement to help us accomplish our goals.

GOAL #6: WORK WITH THE U.S. DEPARTMENT OF TRANSPORTATION TO SUCCESSFULLY COORDINATE ON THE 2028 U.S. OLYMPIC AND PARALYMPIC GAMES BEING HELD IN LOS ANGELES

Proposed Activities:

Historically, the U.S. Department of Transportation has played a vital role in assisting and coordinating with regional transportation agencies to ensure enhanced mobility during Olympic and Paralympic Games held in the United States. In coordination with LA28 and other key stakeholders, Metro will work with officials at the White House and the U.S. Department of Transportation to ensure the free flow of information on the opportunity for the federal government to fund the many mobility enhancing projects being built and being planned across Los Angeles County by our agency.

GOAL #7: SEEK TO SAFEGUARD THE REFORMS TO FEDERAL LOCAL HIRE RULES THAT WERE EMBEDDED IN THE BIPARTISAN INFRASTRUCTURE LAW

Proposed Activities:

Work with the Biden-Harris Administration, Congress and other relevant stakeholders to safeguard the reforms included in the Bipartisan Infrastructure Law which permit Local Hiring. This would be done by highlighting the positive impact hiring locally is having on Metro's capital program.

GOAL #8: CONTINUE TO WORK WITH METROLINK TO SUPPORT FUNDING FOR STATE OF GOOD REPAIR AND CORE CAPACITY PROJECTS

Proposed Activities:

Work to support Metrolink's Board-approved State of Good Repair and Core Capacity project list by ensuring federal funding is applied to these important projects. Support legislation and funding programs that promote the accelerated certification of new rail vehicle technologies, prioritizing zero emission propulsion, and pilot programs which test

their viability and pursue funding opportunities to deploy such technology whenever and wherever they become available.

GOAL #9: ADVOCATE FOR POLICIES AND FUNDING TO ASSIST IN HELPING THE COUNTY REDUCE HOMELESSNESS

Proposed Activity:

Consistent with Board directives, Metro will support legislation, initiatives, and programs for additional funding, services, and resources to address the homelessness crisis, including any opportunities for direct assistance to Metro and our partner agencies.

GOAL #10: SUPPORT LEGISLATIVE ACTIONS THAT WILL IMPACT METRO'S ABILITY TO IMPLEMENT VISION 2028

Proposed Activities:

The Metro Vision 2028 Plan is the agency-wide strategic plan that creates the foundation for transforming mobility in LA County over the next 10 years. Future advocacy efforts will be guided by the Board-approval of the specific Vision 2028 activity.

Monitor legislation that would impact Metro's ability to implement the strategic goals outlined in Vision 2028, and Support legislation and initiatives that would increase Metro's ability to implement Vision 2028.

GOAL #11: WORK TO REFORM FEDERAL LAW TO PERMIT LOCAL PREFERENCE WITH RESPECT TO PROCUREMENTS

Proposed Activities:

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 continue to endeavor to change federal law to specifically allow buy local procurement provisions to be used alongside generally applicable Buy America provisions.

GOAL #12: CONTINUE TO WORK TO BRING A PERMANENT CENTER OF TRANSPORTATION EXCELLENCE INDUSTRIAL PARK TO LOS ANGELES COUNTY

Proposed Activities:

Work to encourage federal support for our CEO's goal of creating a Center of Transportation Excellence within Los Angeles County – which would result in having a rolling stock production facility in Los Angeles County. Our agency will, consistent with the relevant Los Angeles County Board of Supervisors resolutions, closely collaborate with Los Angeles County's CEO and their professional staff, in addition to other municipal leaders, in identifying viable locations, both short and long-term, for an industrial complex to potentially include rail and bus manufacturing plant in Los Angeles County. This complex may also include, but not be limited to, suppliers of rail and bus parts, a rail test track and a climate-controlled facility for testing purposes. As part of this work, Metro will work with the appropriate federal agencies, including but not limited to the U.S. Department of Commerce, to secure support for our Center for Transportation Excellence from funding made available through either the Bipartisan Infrastructure Law and/or the CHIPS and Science Act of 2022.

GOAL #13: ADDITIONAL PRIORITIES

Proposed Activities:

1. Work to mitigate impacts of the US Department of Labor determination regarding PEPRA in coordination with all relevant state and federal partners;
2. Per Board direction, seek to secure federal funding for a I-710 South Clean Truck Program;
3. Work to ensure that any legislation adopted by Congress and signed into law by the President concerning autonomous vehicles does not compromise safety by weakening state and local traffic laws;
4. Work with Metro's regional partners to advance career education and training programs that will ensure the needed workforce to operate and maintain our transit system is ready and available;
5. Work with the Biden Administration to avoid negative impacts as a result of the implementation of tariffs on steel and various rolling stock parts and materials;
6. Work to support funding for active transportation such as bikeshare and other first/last mile mobility solutions;
7. Work with USDOT – consistent with Board policy – to address congestion pricing opportunities with respect to potential funding and regulations;
8. Work with Congress to allow art and non-functional landscaping expenses related to transit projects to be eligible for federal funding;
9. Support legislation that would create new financial incentives to facilitate the development of affordable housing around transit;
10. Seek to ensure tax benefits and credits that are important to Metro remain in the U.S. tax code.
11. Monitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to reach Vision Zero goals of improving safety and eliminating traffic-related fatalities.
12. Identify, monitor, and support legislation that will advance the implementation of Metro's Street Safety, Data Sharing, and Collaboration Policy goals.

2023 STATE LEGISLATIVE PROGRAM GOALS

GOAL #1: ENSURE THE STATE CONTINUES TO SECURE, PROTECT, AND FULLY FUND THE MAJOR TRANSPORTATION PROGRAMS

Proposed Activities:

Protect Metro's key fund sources to deliver and advance equitable transportation options;

Secure proportionate share of state fund allocations under the various transportation funding programs created and expanded under the provisions of Senate Bill 1 for Los Angeles County;

Support and preserve key funding sources under Senate Bill 1;

Communicate the importance of stable transportation funding to improve mobility in Los Angeles County, foster economic development and create jobs;

Protect Public Transportation Account revenues which have been funded by the sales tax on diesel fuel;

Secure proportionate share of federal funds allocated via state mechanisms, such as CMAQ and alternative transportation programs; and

Oppose any legislation and/or statewide initiatives that would jeopardize funding or repeal key components of Senate Bill 1.

GOAL #2: SUPPORT LEGISLATIVE INITIATIVES AIMED AT INCREASING FUNDING FOR LOS ANGELES COUNTY TRANSPORTATION PROJECTS AND INITIATIVES

Proposed Activities:

Support transportation funding proposals and ensure that they are structured to support Metro's priority projects, initiatives and programs;

Work with statewide partners on any efforts to develop new transportation-related fees or taxes to fund mobility improvements in Los Angeles County;

Support legislation that authorizes, clarifies or expands the implementation of innovative funding mechanisms for regional transportation planning agencies and the County of Los Angeles;

Support legislation that protects Metro’s authority to collect dedicated local sales tax revenues and clarifies the State’s implementation of the Wayfair Decision;

Monitor the California Department of Tax and Fee Administration’s efforts to implement the Wayfair Decision; and

GOAL #3: WORK TO ENSURE IMPLEMENTATION OF METRO’S BOARD- ADOPTED LONG-RANGE TRANSPORTATION PLAN (LRTP)

Proposed Activities:

Pursue strategies and funding opportunities to implement the various modal programs in the Board-adopted LRTP;

Work to secure additional funds through the various state funding programs including but not limited to, Local Partnership Program, Active Transportation Program, Solutions for Congested Corridors Program, State Highway Maintenance and Rehabilitation Program, Transit and Intercity Rail Capital Program, Low Carbon Transit Operations Program, State Transportation Improvement Program, State Highway Operations and Preservation Program, freight corridor programs and bond funds;

Support legislation that would better position Metro to receive funding through various state programs; and

Support legislation that facilitates and/or clarifies the use of public private partnerships and other innovative project delivery mechanisms for transit projects.

GOAL #4: SUPPORT LEGISLATION, REGULATORY ACTION, AND FUNDING INITIATIVES THAT SUPPORT TRANSIT RIDERS AND ENHANCE THE CUSTOMER EXPERIENCE

Proposed Activities:

Support legislation and appropriate levels of funding from the state budget to support implementation of a fareless transit system.

Support legislation, initiatives, and programs for additional funding, services and resources to address the homelessness crisis, including any opportunities for direct assistance to Metro and our partner agencies;

Monitor legislation and funding opportunities that impact and incentivize the development of affordable and transit-adjacent housing;

Support any efforts to increase funding and expand eligibility to transit agencies to aid in the fight to end homelessness;

Support legislation that incorporates elements of Metro's transit-oriented communities strategies in regional housing planning and development;

Increase flexibility for Metro to deliver transit-supportive, community supported, and neighborhood appropriate uses;

Support legislation that would support or expand Los Angeles County's existing Commuter Benefits Programs;

Support legislation, regulation, and state budget action that support Metro's goals of eliminating disparities, meaningfully engaging communities, advancing equitable outcomes, and increasing access and mobility options for marginalized and vulnerable people;

Support legislation and explore potential funding mechanisms that would impact Metro's ability to implement the goals and objectives in studies currently underway at Metro, such as the Better Bus Initiative and improving the customer experience; and

GOAL #5: SUPPORT EFFORTS TO IMPROVE SAFETY AND IMPROVE SERVICE ON THE REGION'S COMMUTER RAIL SYSTEM

Proposed Activities:

Advocate for additional state funding to increase the safety of the commuter rail system in Los Angeles County and the entire Metrolink service area;

Support legislation and actions that would benefit Metrolink's SCORE program of capital projects;

Support additional funding for enhanced commuter rail safety, especially for automatic train stop/positive train control systems, grade separations and double tracking single track portions of Metrolink's service area; and

Support legislation and funding programs that promote the accelerated certification of new rail vehicle technologies, prioritizing zero emission propulsion, and pilot programs which test their viability, and pursue funding opportunities to deploy such technology whenever and wherever they become available.

GOAL #6: MAXIMIZE OPPORTUNITIES FOR FUNDING LOS ANGELES COUNTY'S TRANSPORTATION PROJECTS AND PROGRAMS THROUGH IMPLEMENTATION OF THE STATE'S CAP AND TRADE PROGRAMS

Proposed Activities:

Ensure Cap & Trade funds are allocated to transportation, that Los Angeles County receives a proportionate share; and

Support Legislation that would allocate additional Cap & Trade funds to support key Metro priorities, such as Metro's transit capital and operations program, fare-free transit, zero-emission bus conversion, and zero-emission vehicle charging infrastructure expansion, including funding to support zero-emission trucks in heavily-traveled freight corridors.

GOAL #7: COORDINATE WITH OUR LOCAL AND STATE PARTNERS TO INCORPORATE THE REGION'S NEEDS IN EMERGING CLIMATE CHANGE AND SUSTAINABILITY PROGRAMS

Proposed Activities:

Monitor continued implementation of AB 32, SB 743, and SB 375 (including sustainable community strategies and related initiatives/documents);

Work in partnership with the Governor's Office of Planning and Research (OPR), California Air Resources Board (CARB), California Transit Association (CTA), California Energy Commission (CEC), Strategic Growth Council (SGC), Southern California Air Quality Management District (SCAQMD) to support Metro's projects and programs;

Advocate the connection between transit operations funding, SB 375 and other state global warming policies, programs and initiatives;

Support initiatives that promote greenhouse gas emissions reduction strategies such as vehicle miles travelled reduction, active transportation, and operational efficiency best practices;

Encourage development and utilization of regulations and technologies that would enhance the ability to expand, deploy and operate Metro Bike Share;

Support continued efforts to encourage smart growth and other connectivity and livability principles and their interaction with transit and highway investments while preserving authority of local agencies;

Support legislative efforts to fund programs affecting environmentally sensitive stakeholders and clean air programs in our region, particularly with regards to regional transit planning, construction, and procurement efforts;

Support legislation that would allocate funding for climate resiliency planning and implementation for transit;

Support new initiatives that encourage the use of advanced, environmentally friendly and cost-effective strategies in the construction and retrofit of transit facilities including infrastructure related to renewable energy, low impact development, sustainable construction practices, and similar technologies;

Advocate for funding for Metro's first/last mile, bike and pedestrian projects under the State's Active Transportation and Local Planning Grants programs;

Monitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to reach Vision Zero goals of improving safety and eliminating traffic-related fatalities;

Identify, monitor, and support legislation that will advance the implementation of Metro's Street Safety, Data Sharing, and Collaboration Policy goals; and

Support new and existing initiatives that complement the development and subsequent implementation of Metro's Zero-Emission Bus Strategic Plan and other Board directives.

GOAL #8: ACTIVELY WORK WITH STATE, REGIONAL AND LOCAL TRANSPORTATION INTERESTS AND ENHANCE TRANSPORTATION AND INFRASTRUCTURE FUNDING AND PROGRAMS STATEWIDE

Proposed Activities:

Support efforts to secure funding and/or obtain authority to generate additional funding for bus transit capital, operations, security needs, corridor projects, soundwalls, bike projects, Service Authority for Freeway Emergencies (SAFE) and other important transportation projects and programs;

Work with other agencies and the State to seek remedies to increase funding for Metro's Freeway Services Patrol (FSP) operations;

Oppose any efforts to modify Senate Bill 1 (Beall, 2017) programs that would reduce funding for Los Angeles County;

Work cooperatively with other transit agencies throughout the State, including the CTA, to secure and increase funding for transportation services, projects and programs;

Identify and pursue opportunities for funding and to enhance authority where necessary to improve security and safety for customers, employees and property.

GOAL #9: SUPPORT LEGISLATIVE AND REGULATORY ACTIONS THAT ENHANCE AND PROTECT METRO'S ABILITY TO DELIVER INNOVATIVE TRANSPORTATION PROJECTS AND SERVICES IN LOS ANGELES COUNTY

Proposed Activities:

Support efforts to clarify the oversight responsibilities of the PUC with respect to rail transit;

Oppose legislation that would seek to restructure the Metro Board of Directors;

Oppose legislation that would preempt collective bargaining, impose benefits in collective bargaining agreements or restrict the rights of local agencies in the collective bargaining process;

Preserve our authority in regional transportation funding decisions including those granted through SB 45;

Support legislation that would support or enhance Metro's long-term plans for energy resiliency;

Continue to advocate for California Environmental Quality Act (CEQA) reforms for and specified exemptions for transportation projects with continued collaboration of statewide stakeholders and organizations;

Support initiatives and legislation to enhance Metro's ability to ensure safety of development and construction activities within or adjacent to Metro's infrastructure and right-of-way, in coordination with local municipalities, developers, and utility companies.

Monitor the implementation of pension reform (PEPRA) so that Metro is able to maintain federal funding, a stable work force, and ensure adequate succession planning;

Monitor the implementation of AB 5 (Gonzalez, 2019) and continue to evaluate the potential impacts on Metro's programs and services.

Monitor regulations and legislation that would clarify the State's distribution of sales tax revenues to Los Angeles County and Metro;

Coordinate with regional partners and monitor the State's autonomous vehicle regulations and ensure that federal, state and local regulations are aligned;

Support efforts to enhance the use of electronic fare payment or smart card technology and allow for ease of access for qualification for low-income riders;

Support legislation that would authorize and promote the use of technology to enhance safety, security and operations for our bus and rail operations;

Explore and pursue opportunities to accelerate and reduce costs on Metro projects;
and

Support legislation and funding opportunities that enhance Metro's ability to deliver the transformative transportation infrastructure and operational enhancement projects needed in Los Angeles County to support the mobility of the region in the 2028 Olympic & Paralympic Games.

GOAL #10: OPPOSE ANY LEGISLATION THAT COULD NEGATIVELY IMPACT METRO'S ABILITY TO OPERATE THE EXPRESSLANES PROGRAM AND SUPOPORT LEGISLATION THAT ALLOWS FOR FUTURE EXPRESSLANES EXPANSION AND OTHER PRICING STRATEGIES

Proposed Activities:

Support legislation that -

1. Encourages development and utilization of regulations and technologies that would enhance the ability to verify vehicle occupancy and toll collection/payment.
2. Enhances Metro's ability to enforce the ExpressLanes Board adopted toll policy.
3. Amends or clarifies California vehicle code sections to authorize Metro to establish and enforce occupancy requirements in the ExpressLanes;
4. Amends Streets and Highways codes that impact Metro's ability to perform toll related functions including interoperability with other California toll agencies.
5. Supports and enables Metro's ability to expand Metro's ExpressLanes network upon Board approval.
6. Provides clarification of AB 194 regarding roles and responsibilities of Metro and Caltrans.
7. Supports and authorizes flexibility in how net toll-revenues are re-invested in support of an expanded corridor network of ExpressLanes in Los Angeles County.
8. Explore and support legislation that would authorize Metro to expand the use of pricing in Los Angeles County in partnership with local municipalities.

Oppose legislation that would:

1. Negatively impact Metro's ability to manage ExpressLanes demand utilizing congestion pricing.

2. Negatively impact financial viability and local control of ExpressLanes revenues.
3. Limit Metro's ability to operate and expand the ExpressLanes network.
4. Redirect SHOPP funding for maintaining the corridor.

GOAL #11: ADVOCATE FOR POLICIES AND FUNDING THAT INCREASE THE SUPPLY AND AFFORDABILITY OF HOUSING IN LOS ANGELES COUNTY AND OTHER TRANSIT SUPPORTIVE USES NEAR METRO CORRIDORS

Proposed Activities:

Support legislation, initiatives, and programs that aim to –

- Reduce the costs and time to deliver affordable housing;
- Complement Metro's TOC Policy (including anti-displacement and anti-gentrification policies);
- Reduce Surplus Land Act impacts to Metro's Joint Development Program;
- Stabilize and enhance housing affordability in existing communities;
- Provide resources to Metro, LA County jurisdictions and other partner agencies to develop more collaborative land use policies that support equitable transit-oriented communities; and

Identify and pursue opportunities for additional funding and policy reform for Southern California transportation infrastructure and transit oriented housing projects;

Support legislation and funding opportunities that incentivize, support, and accelerate the development of affordable and transit-adjacent housing;

Work with legislators and the Governor's office to preserve and increase the ability of the Joint Development Program to deliver on its portfolio approach to achieving housing goals;

Identify and pursue opportunities to consolidate and streamline applying for transportation infrastructure and transit-oriented development and housing grants;

Seek to program modifications that recognize Metro's land discount as a significant contribution to affordable projects; and

Support legislation that would enhance opportunities for Opportunity Zones, Value Capture or related concepts and mechanisms to fund transportation infrastructure or promote Transit-Oriented Developments and Metro's Transit Oriented Communities strategy.

GOAL #12: SUPPORT EFFORTS TO IMPLEMENT HIGH SPEED RAIL (HSR) IN LOS ANGELES COUNTY

Metro supports the California High Speed Rail Project.

Metro is encouraged by the efforts to incorporate a blended corridor concept in its planning and to continue to evaluate and identify the need to connect the project to Los Angeles County.

Metro has identified a series of investments in Los Angeles County that would support future high-speed rail and would provide current benefits to commuters across the region. These investments are on shared corridors and create independent utility.

We encourage the State to make specific commitments to funding the segment connecting to Los Angeles County and to maintain this segment as a high priority in future plans.

Metro supports the allocation of funding to elements of the blended corridor concept in Los Angeles County to support the ultimate completion of the High Speed Rail project.

Proposed Activities:

Advocate for the full allocation of funding to the Link Union Station project Phase A and Phase B and other corridor enhancements in Los Angeles County which support the ultimate completion of the High Speed Rail project;

Ensure timely implementation of Proposition 1A including allocation of connectivity funds;

Support legislation that preserves “book-end” funding for early-action projects identified as vital to the delivery of the HSR project in Southern California;

Support efforts to ensure that NEPA assignment authority for highway and transit projects is preserved; and

Support streamlining project approvals under Caltrans’ NEPA assignment authority.

GOAL #13: SUPPORT EFFORTS TO ESTABLISH THE I-710 CLEAN TRUCK PROGRAM AND SECURE APPROVAL OF KEY FREIGHT PROJECTS AT THE CALIFORNIA TRANSPORTATION COMMISSION

Proposed Activities:

Support efforts to fund goods movement and freight projects through the CTC;

Advocate that Los Angeles County receive a proportionate share of funding through the State's Trade Corridor Enhancement Program and other state funding for zero-emission heavy-duty trucks;

Advocate for the deployment of clean-fuel trucks funded by the State in Los Angeles County;

Support regional and statewide efforts to secure and preserve funding for freight corridors; and

Support regional and statewide efforts to fund innovations in clean-freight technology including the deployment of on-dock rail improvements, clean vehicle charging infrastructure, and zero-emission trucks.

GOAL #14: SPONSOR LEGISLATION THAT WOULD ENHANCE METRO'S ABILITY TO DELIVER ITS PROGRAMS AND SERVICES

Proposed Activities:

Sponsor legislation to authorize Metro to use job-order contracting.

Explore and potentially sponsor legislation that would clarify provisions of state law that impact Metro's real property transactions and ground leasing for transit-oriented developments, and affordable housing and other agency uses.



Board Report

File #: 2022-0637, File Type: Contract

Agenda Number: 27.

CONSTRUCTION COMMITTEE NOVEMBER 17, 2022

SUBJECT: CEQA/NEPA AND ENVIRONMENTAL COMPLIANCE SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD and EXECUTE Contract No. PS77530 for CEQA/NEPA and Environmental Compliance Services with ICF Jones & Stokes, Inc. for a five (5) year contract inclusive of three (3) base years with an initial amount not-to-exceed \$14,166,384.73; with two one-year options for a not-to-exceed amount of \$1,924,174.53 and \$1,760,892.27 respectively, for a total not-to-exceed amount of \$17,851,451.53; 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 \$14,166,384.70.

ISSUE

Under federal, state, and local law and to avoid fines, civil or criminal liability, Metro is required to evaluate and comply with environmental laws, statutes and /or regulatory compliance for nearly every capital project and all projects undertaken by Metro. This contract is a critical component for planning, managing, and mitigating known and unknown environmental risks and regulatory compliance during the execution of Capital Construction and transit projects. The contract provides technical expertise and specialty licenses required to execute this type of work. Furthermore, this contract plays a critical role in keeping projects on schedule and keeping the agency compliant with regulatory requirements.

BACKGROUND

A critical component of executing our Capital projects and transit projects requires Metro to continually evaluate, survey, mitigate, and monitor environmental requirements. We need to simultaneously act towards regulatory compliance under federal, state, and local law. Metro must adhere to all environmental laws including the National Environmental Policy Act (NEPA) and the

California Environmental Quality Act (CEQA) to avoid fines, and civil or criminal liability.

The scope of work identified in this services contract is specifically for support of Metro's projects including operations, transit, and Capital Construction programs.

The passing of Measure M and continuation of Measure R projects in recent years has further increased the number of Capital projects developed. Metro staff does not have the internal resources to do all environmental regulatory and construction compliance support work in-house.

DISCUSSION

The contract will be used to assist Metro projects with the development and review of environmental documents, technical surveys and reports, and field monitoring compliance. The contract also includes environmental compliance services for Metro owned properties and Capital projects. Additional contract requirements include permit assistance, Native American consultation, and Section 106 consultation.

The scope of services in this contract is primarily for the support for Metro's environmental compliance including numerous transit capital projects and Mega projects. This contract includes the preparation of studies, surveys, investigations, modeling, predictions, data analyses and reporting related to the categories of impact, or as required by conditions identified during the planning, development, and design stages of a project and/or during the construction, operation, or close-out phases of a project. The work also includes the engineering and design of mitigation measures necessary to comply with the above listed requirements.

The support provided by previous environmental services and construction support contracts has historically saved projects money and avoided additional months of delays due to our ability to rapidly respond to unforeseen environmental issues encountered during project planning, permitting, and construction.

To accomplish these tasks, the consultant will provide the necessary staff, sub-consultants, equipment, software, supplies, and services. The consultant shall employ or subcontract as necessary with diverse environmental professionals such as professional engineers, registered geologists, project managers, stormwater professionals (QSD/QSP), biologists, archeologists, architectural historians, and other experienced and certified staff.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro. It will increase safety as environmental compliance related projects and programs are implemented to increase the health and safety of our staff and community.

FINANCIAL IMPACT

This contract is for three years with two one-year options for a total of five years as an Indefinite

Delivery/Indefinite Quantity (IDIQ) contract. No Metro funds are obligated until a Contract Work Order (CWO) is issued by a Metro authorized Contracting Officer against a valid project budget. No expenditures are authorized until a Task Order is awarded by a Metro authorized Contracting Officer for a specific package of work within the CWO. In other words, all task orders are to be individually negotiated and level of effort fully defined prior to the authorization of any project specific funds. The Chief Program Management Officer, EO Environmental Services Division, and Project Managers are responsible for providing appropriate budgets and following the Task Order award process protocols during the execution of each Task Order. Execution of work under those Task Orders can continue beyond the contract end date as specified in the contract.

Obligations and executions made within the total Contract Amount will be against specific project budgets which were authorized as part of FY23 budget adoption. Specific funding for this contract will parallel the eligible project funding source(s). The Chiefs of the business units and Project Managers overseeing these projects will be responsible for providing appropriate budgets in the future.

The Diversity and Economic Opportunity Department (DEOD) will establish a Disadvantaged Business Enterprise (DBE), or Small Business Enterprise (SBE), and the Disabled Veteran Business Enterprise (DVBE) goal for each Task Order.

Impact to Budget

The source of funds for this contract is provided within the Life of Project (LOP) budget or annual appropriation of the respective Capital projects shown in Attachment C. Funding sources for these Capital projects are approved as part of the project LOP or through the annual budget adoption. No additional funds are required upon approval of this contract award. Some projects are eligible for bus and rail capital funds hence appropriate task orders will be funded accordingly.

EQUITY PLATFORM

Metro is scheduled to provide an estimated 42 miles of new transit systems within the County of LA limits with a significant amount located in Metro's 2022 Equity Focus Communities (EFCs) areas which will serve those most in need of public and active transit services. Environmental compliance assists the disproportionate burden disadvantaged communities may bear by analyzing and mitigating potential impacts from population and housing impacts, traffic and transportation, air quality, energy, greenhouse gas emissions, public services, parks and recreation and hazards mitigations and monitoring. This contract would allow projects to prepare to be responsive, minimizing potential negative impacts while the community can benefit from the services the greater project will provide.

To ensure maximum opportunity for participation on this contract, this solicitation was advertised through diverse periodicals, including LA Sentinel, Asian Week, Los Angeles Daily News, and La Opinión, posted on Metro's Vendor Portal, and an e-mail notice to small businesses with applicable NAICS codes. This decision prioritizes the use of small and disadvantaged businesses by bringing all 20 environmental specialties, each requiring technical expertise, under a single contract and includes

mentorship opportunities provided by the prime contractor.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This consultant contract supports Strategic Goal 2 by optimizing the delivery and performance of Metro's transportation system by incorporating environmental compliance through environmental services activities to reduce impacts to the environment and increase system efficiency.

ALTERNATIVES CONSIDERED

If the Contract is not awarded, staff's ability to provide technical and environmental compliance support for construction services for many of our Capital projects will be limited. Consequently, Metro would not be able to immediately address potential and existing environmental liabilities.

In the Capital projects supported by this contract, Metro could experience increased liability for contractor claims for the delay to schedule completion milestones or risk of fines due to violations from regulatory agencies.

As another alternative, Metro could perform all the environmental regulatory and environmental compliance-related services in-house. However, to do so, Metro would need to hire additional staff with expertise in many different subjects, such as engineers, biologists, archeologists, environmental planners, and similar staff. Metro would incur more short-term capital and long-term costs to do the work internally than employing consultants.

Alternately, staff may solicit and award individual contracts for each environmental task on an as-needed basis. Staff does not recommend this alternative. Individually procuring these Task Orders have associated inconsistencies and likely greater cumulative administrative and execution costs and inefficiencies.

NEXT STEPS

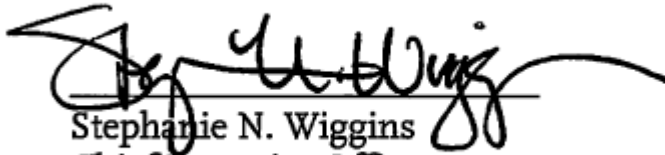
After Board approval, staff will execute the conformed contract and proceed with issuing Contract Work Orders and Task Orders.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - CEQA/NEPA Compliance Contract Costs Estimates

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Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**CEQA/NEPA & ENVIRONMENTAL COMPLIANCE SERVICES
CONTRACT NUMBER PS77530**

1.	Contract Number: RFP No. PS77530	
2.	Recommended Vendor: ICF Jones & Stokes, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates :	
	A. Issued : November 3, 2021	
	B. Advertised/Publicized: November 3, 2021	
	C. Pre-Proposal Conference: November 16, 2021	
	D. Proposals Due: March 10, 2022	
	E. Pre-Qualification Completed: May 19, 2022	
	F. Conflict of Interest Form Submitted to Ethics: March 16, 2022	
	G. Protest Period End Date: October 31, 2022	
5.	Solicitations Picked up/Downloaded: 134	Proposals Received: 5
6.	Assistant Contract Administrator: Stephen Tsang	Telephone Number: 213-922-7125
7.	Project Manager: Robert Pak	Telephone Number: 213-922-2206

A. Procurement Background

This Board Action is to approve Contract No. PS77530, CEQA/NEPA & Environmental Compliance Services, that will support Metro in the performance of Metro's responsibilities for the multiple Capital Projects. The resultant Contract will be Federal, state and locally funded and is subject to fiscal year funding.

Board approval of contract awards are subject to resolution of any properly submitted protest.

The Scope of Services (SOS) of the CEQA/NEPA & Environmental Compliance Services is to plan, organize, and perform environmental compliance under the general direction of Metro staff and in cooperation with professional consulting firms, general construction contractors, and other contractors commissioned by Metro. As part of the specific work tasks, the Contractor may be required to coordinate with regulatory agencies as requested by Metro. Architect and Engineering professional services involving survey, assessment, engineering, monitoring at any given Metro site are to be identified and carried out.

The Request for Proposal (RFP) was an Architecture and Engineer (A&E), qualifications-based procurement process performed in accordance with Los Angeles County Metropolitan Transportation Authority (Metro) Procurement Policies and Procedures, and California Government Code §4525-4529.5 for Architectural and Engineering services. The contract type is a Cost-Plus Fixed Fee (CPFF) for a term of three (3) years plus two (2) one (1)- year options. The RFP was issued on November 3, 2021. A virtual pre-

proposal conference was held on November 16, 2021, in accordance with the California Governor Executive Order N-33-20 related to COVID-19. One hundred Thirty-four (134) individuals from various firms picked up or downloaded the RFP Package.

Seven (7) Amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on November 19, 2021, to add SBE/DVBE Submittal Requirements.
- Amendment No. 2, issued on December 28, 2021, to Extend the Proposal Submission Date from Jan 5, 2022, to February 10, 2022.
- Amendment No. 3, issued on February 1, 2022, to Extend the Proposal Submission Date from February 10, 2022, to March 10, 2022.
- Amendment No. 4, issued on February 5, 2022, to add Diversity & Economic Opportunity Department SBE/DVBE requirements.
- Amendment No. 5, issued on April 7, 2022, to remove Exhibit D-Diversity and Economic Opportunity Department Contract Compliance Manual (RC-FTA) Section 400 - Contract compliance Monitoring - §403.A.4 and Amendment 4 - COMP Program – Protégé Pre-Assessment Form.
- Amendment No. 6, issued on April 8, 2022, to delete DEOD COMP requirement entirely.
- Amendment No. 7, issued on April 13, 2022, to inform all Proposers to submit their Revised Proposals, if any, at 2:00pm on Monday, April 18, 2022.

A total of five (5) proposals were received on March 10, 2022, from the following firms, in alphabetical order:

1. Burns & McDonnell Engineering Co. Inc.
2. ICF Jones & Stokes, Inc.
3. Impact Sciences, Inc.
4. Kleinfelder, Inc.
5. Michael Baker International, Inc.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Mobility Corridor Team 2 and Environment Compliance was convened and conducted a comprehensive evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and the associated weightings:

- Experience and Capabilities of Firms on the Team..... (20%)
- Skill and Capability of Individuals on the Team..... (25%)
- Effectiveness of Management Plan..... (25%)

- Project Understanding and Approach..... (30%)

Total 100%

The evaluation criteria are appropriate and consistent with criteria developed for other A&E procurements. Several factors were considered when developing the weightings, giving the greatest importance to the Project Understanding and Approach.

This is an A&E, qualifications-based procurement with federal funding; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During the month of April 2022, the PET evaluated the five (5) written proposals. From April 5, 2022, through April 7, 2022, Metro held a virtual Oral Presentations with all five (5) proposing firms.

The proposing firms had the opportunity to present their key personnel, as well as respond to the PET’s questions. In general, each proposer’s presentation addressed the requirements of the RFP, experience with all aspects of the required and anticipated tasks, and to stress each proposer’s commitment to the success of the contract. Each proposing team was asked questions relative to each firm’s previous experience performing work of a similar nature to the SOS presented in the RFP. Sealed cost proposals were received from the five (5) proposers at the time of oral presentations.

The Proposal Evaluation Team (PET) ranked the five (5) proposals and assessed major strengths, weaknesses, and associated risks of each of the proposers to determine the most qualified firm. The final scoring was based on evaluation of the written proposals, as supported by oral presentations, and clarifications received from the Proposers. The results of the final scoring are shown below:

Firm	Average Score	Factor Weight	Weighted Average Score	Rank
ICF Jones & Stokes, Inc.				
Experience and Capabilities of Firms on the Team	94.15	20%	18.83	
Skill and Capability of Individuals on the Team	95.68	25%	23.92	

Effectiveness of Management Plan	94.68	25%	23.67	
Project Understanding and Approach	94.23	30%	28.27	
Total		100.00%	94.69	1
Kleinfelder, Inc.				
Experience and Capabilities of Firms on the Team	92.00	20%	18.40	
Skill and Capability of Individuals on the Team	93.68	25%	23.42	
Effectiveness of Management Plan	95.00	25%	23.75	
Project Understanding and Approach	92.67	30%	27.80	
Total		100.00%	93.37	2
Michael Baker International, Inc.				
Experience and Capabilities of Firms on the Team	91.75	20%	18.35	
Skill and Capability of Individuals on the Team	93.08	25%	23.27	
Effectiveness of Management Plan	91.68	25%	22.92	

Project Understanding and Approach	91.90	30%	27.57	
Total		100.00%	92.11	3
Burns & McDonnell Engineering Co. Inc.				
Experience and Capabilities of Firms on the Team	91.35	20%	18.27	
Skill and Capability of Individuals on the Team	90.72	25%	22.68	
Effectiveness of Management Plan	92.60	25%	23.15	
Project Understanding and Approach	88.33	30%	26.50	
Total		100.00%	90.60	4
Impact Sciences, Inc.				
Experience and Capabilities of Firms on the Team	87.90	20%	17.58	
Experience and Capabilities of the Key Personnel	89.12	25%	22.28	
Effectiveness of Management Plan	91.68	25%	22.92	
Project Understanding and Approach	91.67	30%	27.50	
Total		100.00%	90.28	5

* Weighted scores are rounded to the nearest second decimal point.

C. Cost/Price Analysis

A cost analysis of the elements of cost including labor rates, indirect rates, and other direct costs was completed in accordance with Metro's Procurement Policies and Procedures, including fact-finding, clarifications and cost analysis and the cost elements were determined to be fair and reasonable. Metro negotiated and established direct cost rates and provisional indirect cost rates, plus a fixed fee factor to establish a fixed fee amount based on the total estimated cost of performance of the Scope of Services for each Task Order, during the contract term.

Audits will be completed, where required, for those firms without a current applicable audit of their indirect cost rates, other factors, and exclusion of unallowable costs, in accordance with Federal Acquisition Regulation (FAR) Part 31. In order to prevent any unnecessary delay in contract award, provisional indirect cost rates have been established subject to retroactive Contract adjustments upon completion of any necessary audits. In accordance with FTA Circular 4220.1.f, if an audit has been performed by any other cognizant agency within the last twelve-month period, Metro will receive and accept that audit report for the above purposes rather than perform another audit.

Proposer: ICF Jones & Stokes, Inc.			
Contract Duration	Proposal Amount	Metro ICE	NTE Funding Amount
Base Period – 3 Years	(1)	\$14,166,384.73 (2)	\$14,166,384.73
Option Year 1	(1)	\$1,924,174.53 (2)	\$1,924,174.53
Option Year 2	(1)	\$1,760,892.27 (2)	\$1,760,892.27

- (1) This is a Cost-Plus Fixed Fee (CPFF) Contract with no definable level of effort for the Scope of Services at the time of proposal due date. In order for Metro to perform the cost analysis, Proposers submitted a cost proposal with staff to fulfill the Scope of Services. Only Direct Labor Hourly Rates, Indirect Cost Rates, Other Direct Costs and Subconsultant rates were requested in the RFP. As a result, only the rates were validated. Direct Labor Hourly Rates were supported by payroll data validated by Metro; compliant audits in accordance with Federal Acquisition Regulation (FAR) Part 31 were submitted by the Proposer to confirm Indirect Cost Rates. Other Direct Costs and Fixed Fee amount were negotiated and determined to be fair and reasonable.
- (2) The Independent Cost Estimate (ICE) for the 3- base years is \$14,166,384.73 and for Option Year 1 \$1,924,174.53 and Year 2 \$1,760,892.27 for a total amount of \$17,851,451.53. The total contract amount will be the aggregate value of all Task Orders negotiated during the period performance of the contract.

D. Background on Recommended Contractor

The recommended firm, ICF Jones & Stokes, Inc., is located in Los Angeles County, City of Los Angeles, California and was established in 2015. ICF, the parent

company, is headquartered in Fairfax, Virginia. ICF Jones & Stokes Inc. provides management, policy consulting and implementation services in government, energy, environment, infrastructure, transportation, public safety and security, consumer and financial in the United States and Internationally. ICF initially focused on federal government consulting contracts in energy and the environment and expanded its commercial work in subsequent years. The company has delivered CEQA/NEPA Environment Services and Support since 2017. They are an industry leader in environmental documentation, construction monitoring and compliance solutions. They routinely author industry-wide reference guides while delivering innovative, implementable, and defensible environmental solutions to their clients. ICF has a proven track record of delivering a range of task orders for Metro and other large transportation agencies. ICF Jones & Stokes' have performed similar scope of services for ongoing Metro Projects like the current CEQA/NEPA Environmental Services and Support, East San Fernando Valley Transit Corridor Project EIS/EIR, Division 20 Portal Widening & Turnback Facility and more.

DEOD SUMMARY

CEQA/NEPA AND ENVIRONMENTAL COMPLIANCE SERVICES/PS77530

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) will determine a Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE), and the Disabled Veteran Business Enterprise (DVBE) goal for this multiple-funding source, single award contract, prior to the issuance of each task order for energy and climate services. Proposers were encouraged to form teams that include DBE, SBE, and DVBE firms to perform the scopes of work identified without schedules or specific dollar commitments prior to establishment of this contract.

For each task order, a DBE or SBE/DVBE goal will be recommended based on scopes of work and estimated dollar value for a task order that is federally and/or state/locally funded. ICF Jones & Stokes, Inc. will be required to meet or exceed the DBE contract-specific goal or demonstrate good faith efforts to do so. ICF Jones & Stokes, Inc. will be required to meet or exceed the SBE/DVBE contract-specific goal to be eligible for task order award.

Prime: ICF Jones & Stokes, Inc.

	Subcontractors	Ethnicity	DBE	SBE	DVBE
1.	Akima Consulting, LLC	Female Caucasian	X	X	
2.	Arellano Associates	Hispanic American	X	X	
3.	Civil Works Engineers	Female Caucasian		X	
4.	Cross-Spectrum Acoustics	African American	X	X	
5.	Duke Cultural Resources	Hispanic American	X	X	
6.	Environmental Review Partners	African American	X	X	X
7.	Galvin Preservation Associates	Female Caucasian	X	X	
8.	GlobalASR Consulting	Asian Pacific American	X	X	
9.	JTL Consultants	Female Caucasian	X	X	
10.	Katherine Padilla & Associates	Hispanic American	X	X	
11.	M. S. Hatch Consulting	Female Caucasian	X	X	
12.	Material Culture Consulting	Female Caucasian	X	X	
13.	PanGIS, Inc.	Female Caucasian	X	X	
14.	PARIKH Consultants	Asian Pacific American	X	X	
15.	Polytechnique Environmental	Asian Pacific American	X	X	
16.	Terry A. Hayes Associates	African American	X	X	
17.	TransLink Consulting	Asian Pacific American	X	X	
18.	Translutions	Asian Pacific American	X	X	
19.	Trifiletti Consulting	Hispanic American	X	X	
20.	Value Sustainability	African American	X	X	
21.	Wire Media	Female Caucasian	X	X	

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage 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. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

ATTACHMENT C

LA METRO

PS77530-CEQA/NEPA and Environmental Compliance Services Five-Year Forecast

Date: October 10, 2022

Future Projects	Year 1	Year 2	Year 3	Year 4	Year 5	Total Total Estimated Contract Value
	Total Estimated Contract Value	Total Estimated Contract Value	Total Estimated Contract Value	Total Estimated Contract Value	Total Estimated Contract Value	
Contractor Consultancy Only						
Programs						
Real Estate-Joint Development Environmental Document Support	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00	\$50,000.00	\$250,000.00
Environmental Field Monitoring Program	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00	\$1,000,000.00
Environmental Planning Support Program	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00	\$750,000.00
Metro Soundwall Program	\$125,000.00	\$125,000.00	\$125,000.00	\$125,000.00	\$125,000.00	\$625,000.00
Union Station Capital Project Program	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00	\$1,000,000.00
Projects						
Purple Line Extension-Section 1	\$50,000.00	\$50,000.00	\$50,000.00	\$15,000.00	\$5,000.00	\$170,000.00
Purple Line Extension-Section 2	\$50,000.00	\$50,000.00	\$50,000.00	\$15,000.00	\$5,000.00	\$170,000.00
Purple Line Extension-Section 3	\$1,590,000.00	\$1,200,000.00	\$800,000.00	\$195,000.00	\$75,000.00	\$3,860,000.00
Rail to Rail Corridor	\$75,000.00	\$50,000.00	\$25,000.00	\$5,000.00	\$0.00	\$155,000.00
Metro Orange Line Improvements	\$100,000.00	\$100,000.00	\$60,000.00	\$20,000.00	\$10,000.00	\$290,000.00
Airport Metro Connector	\$175,000.00	\$100,000.00	\$100,000.00	\$10,000.00	\$5,000.00	\$390,000.00
Metro Link Union Station	\$50,000.00	\$25,000.00	\$25,000.00	\$15,000.00	\$5,000.00	\$120,000.00
Metro Emergency Security Operations Center	\$75,000.00	\$25,000.00	\$25,000.00	\$5,000.00	\$0.00	\$130,000.00
East San Fernando Valley Transit Corridor	\$300,000.00	\$175,000.00	\$250,000.00	\$75,000.00	\$55,066.00	\$855,066.00
West Santa Ana Branch Transit Corridor	\$125,000.00	\$100,000.00	\$100,000.00	\$50,000.00	\$25,000.00	\$400,000.00
Rosecrans/Marquardt Grade Separation	\$100,000.00	\$25,000.00	\$25,000.00	\$5,000.00	\$0.00	\$155,000.00
LAUS Forecourt	\$425,000.00	\$350,384.00	\$200,000.00	\$150,000.00	\$0.00	\$1,125,384.00
Sepulveda Pass	\$2,000,000.00	\$625,000.00	\$150,000.00	\$50,000.00	\$35,000.00	\$2,860,000.00
Gold Line Extension Phase 2B	\$50,000.00	\$25,000.00	\$25,000.00	\$10,000.00	\$10,000.00	\$120,000.00
Green Line Extension	\$75,000.00	\$50,000.00	\$15,000.00	\$5,000.00	\$10,000.00	\$155,000.00
Eastside Extension Corridor Phase 2	\$25,000.00	\$50,000.00	\$20,000.00	\$10,000.00	\$5,000.00	\$110,000.00
Crenshaw Northern Extension	\$25,000.00	\$25,000.00	\$25,000.00	\$10,000.00	\$10,000.00	\$95,000.00
North Hollywood to Pasadena BRT	\$100,000.00	\$100,000.00	\$75,000.00	\$20,000.00	\$15,000.00	\$310,000.00
North San Fernando Valley BRT Improvements	\$75,000.00	\$75,000.00	\$25,000.00	\$20,000.00	\$25,000.00	\$220,000.00
Vermont Transit Corridor	\$25,000.00	\$50,000.00	\$15,000.00	\$10,000.00	\$10,000.00	\$110,000.00
Lincoln BRT Corridor	\$10,000.00	\$25,000.00	\$15,000.00	\$25,000.00	\$10,000.00	\$85,000.00
SR 91-East and West Bound	\$0.00	\$100,000.00	\$500,000.00	\$500,000.00	\$500,000.00	\$1,600,000.00
I-5 Capital Enhancements	\$0.00	\$291,000.00	\$250,000.00	\$200,000.00	\$0.00	\$741,000.00
Overall ROM	\$6,225,000.00	\$4,391,384.00	\$3,550,000.00	\$2,145,000.00	\$1,540,066.00	\$17,851,450.00

Notes:

Project costs assumed to include any escalation



Board Report

File #: 2022-0640, **File Type:** Informational Report

Agenda Number: 5.

**CONSTRUCTION COMMITTEE
NOVEMBER 17, 2022**

SUBJECT: SOUNDWALL PACKAGE 10 HIGHWAY PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AMEND the Life of Project Budget (LOP) for Soundwall Package 10 Highway Project (Project) by \$21,682,694 from \$50,862,000 to \$72,544,694, using the fund sources from the soundwall program as summarized in Attachment A consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B); and
- B. AUTHORIZE the Chief Executive Officer to negotiate and execute project related agreements, including contract modifications, up to the authorized Life-of-Project budget.

ISSUE

Staff is seeking the Board's approval to Amend the LOP for the Project that was established in 2015 and assumed a construction budget of \$34,165,000 (inclusive of ROW activities); construction costs have escalated since the LOP was established in 2015 and certain project components and scope have been added since then. Additionally, staff seeks the Board's approval to execute project-related agreements, including contract modifications within the Life of Project budget.

BACKGROUND

This project consists of constructing soundwalls along I-210 freeway from west of Marengo Avenue Overcrossing to Wilson Avenue in the City of Pasadena, constructing soundwalls from Baldwin Avenue to Santa Anita Avenue in the City of Arcadia, and constructing soundwalls on SR-134 East of Cahuenga Blvd near Arcola Street.

Caltrans completed the Package 10 PS&E and Right of Way work in 2012 with the standards in effect at that time and delivered the PS&E to Metro. Caltrans had also secured many of the Temporary Construction Easements (TCEs) for the Project. Although the project was anticipated to be advertised

shortly after LOP was established, there were multiple factors which delayed the Project:

Project Delivery Selection

The Project was nominated to be included in the Accelerated Regional Transportation Improvements (ARTI) project. The construction of the Project was on hold while the evaluation process for ARTI was being conducted. After a lengthy process, ARTI was determined to be infeasible as a bundle of projects and Soundwall Package 10 was advanced as a standalone project with changes, including updating the PS&E to 2015 standards and specifications, adding new soundwall segments that were not identified in the original project scope, extending TCEs that expired, and obtaining new TCEs.

Redesign from Lessons Learned on Adjacent Project

Package 4 soundwalls between Santa Anita Ave in Arcadia and California Ave in Monrovia were completed in November 2013. Due to adverse geological conditions at the project site, foundations for the soundwalls needed to be redesigned from piles to spread footing, thereby increasing the cost of the project for additional design, technical support services and time adjustment for construction delays resulting in a 29% increase in construction costs. The location of Package 10 Project is adjacent to the Package 4 project. Due to similarities in terrain conditions between Packages 4 and 10, Caltrans revised the design of the foundations for Package 10 to avoid the delays and change orders in construction. Final design (100% PS&E) was completed by Caltrans in December of 2020 and RTL was achieved in July of 2021 in conjunction with the application for the HIP funds that were submitted to FHWA in partnership with Caltrans.

Source of Federal Funds

In July 2021, Metro pursued federal HIP funds to supplement the construction cost of the Project, the total available HIP funds for the project are \$48,649,000. Eligible costs include construction capital as well as construction engineering. The funds authorization request was approved in September 2021 at which time Metro was able to begin the procurement process for the construction contract

DISCUSSION

The proposed increase in the LOP budget for this project is based on total project costs incurred including Metro labor and non-labor costs for PA&ED, PS&E, Utilities, ROW support, the forecasted construction cost and support, and required contingencies. The current LOP budget was approved by the Board in May 2015, prior to the current Program Management policy of establishing project LOP's upon receipt of construction bids. The current LOP does not accurately reflect the current cost of construction as well as the scope changes that have occurred since the LOP was established.

Right of Way Cost Increase

The original TCEs will be expiring in FY 2023. It is required that TCEs be extended to FY 2026 to accommodate the construction duration and account for any Project deficiencies encountered during construction. The extension of TCEs will increase the original Right of Way cost established in the current LOP budget.

Construction Cost Increase

The Project Invitation for Bid was released on June 6, 2022 and 5 bids were received on August 30, 2022. The bids are currently being evaluated for responsiveness and responsibility.

C.A. Rasmussen	\$48,890,254.70
Powell Constructors	\$49,091,986.85
Ortiz Enterprises	\$56,161,960.20
Security Paving	\$60,596,660.00.
Skanska	\$63,895,900.00
Metro Independent Cost Estimate	\$42,324,121.00

The current LOP assumed a construction budget of \$34,165,000 (inclusive of ROW activities); construction costs have escalated since the LOP was established in 2015 and the redesign of the soundwall footings and additional location of a soundwall on the 134 freeway in Toluca Lake are not accounted for.

Contingency

Design-bid-build projects typically carry a 10 to 15 percent contingency because the design is carried out to 100%. For this Project, staff has allocated a 15% percent contingency due to the following risk factors that could result in cost increases and schedule delays:

- Project is located in an area with a cobble top layer in the alluvial fan of the San Gabriel Mountains which could result in geotechnical issues not known at the time of design. Spread footings will need to be utilized and there is a high likelihood of latent sub-surface features, including buried human-made objects and differing site conditions.
- Current market conditions following extreme Covid-19 volatility, resulting in supply-chain issues, material shortage and procurement delays of long-lead item.
- Throughout the year there are events organized by local jurisdictions, such as the Rose Bowl parade, that have a high likelihood of impacting traffic, road closures and construction sequencing.
- Construction activities in the City of Pasadena right of way will require City's inspection and concurrence which could cause delays in construction, plant establishment, and Project close-out.

Construction Support

In addition to the increased contingency, staff are recommending additional budget for oversight and support. Given lessons learned on past collaborative highway efforts between Metro and Caltrans, staff have allocated roughly 20% percent construction oversight for the Project. This cost is inclusive of a Caltrans mandated Owner controlled quality oversight program that is not typical of Metro projects. This program is designed to reduce rework, reduce rejected work, minimize schedule delays, and ensure timely and complete Caltrans final acceptance of the Project.

DETERMINATION OF SAFETY IMPACT

The recommended Board action will have no detrimental safety impact.

FINANCIAL IMPACT

Allocation of HIP funds for the project releases approximately \$27.0 million of previously planned Measure R 20% and Prop C 25% funds. These funds will be available for current and future highway projects. These funds are not eligible for bus and rail operation expenses. This is a multiyear project; the Project Manager and the Chief Program Management Officer are responsible for future budgets.

Impact to Budget

The anticipated expenditure of \$6.7 million is included in FY2023 adopted budget for this project hence no additional budget is required.

EQUITY PLATFORM

The project is designed to reduce freeway noise affecting communities that were adversely impacted by the construction of the freeway. The soundwall program is a response to the noise complaints by residents. Soundwall 10 traverses along the 210 Freeway between Pasadena and Arcadia. The westernmost portion of the soundwall project is anticipated to benefit seven Equity Focus Communities (EFC) concentrated in the City of Pasadena.

Metro awarded a Construction Support Services Contract in 2021, for this and other projects. The selected firm was an SBE Firm who committed to achieving a 64.06% SBE goal and a 3.95% DVBE goal. This commitment exceeded the DEOD recommended goal of 27% SBE and 3% DVBE. It is anticipated that Metro will award the construction contract after the bids have been evaluated and the construction contract has a 22% DBE goal. To ensure maximum opportunity for participation on this Project, Metro staff performed extensive outreach to the small business community, including those within the Disadvantaged Veterans Business Enterprise and the Small Business Enterprise programs for each procurement. The solicitations were advertised through periodicals of general circulation, posted on Metro's Vendor Portal, and e-mail notices to small business with applicable NAICS codes.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic goals:

Goal 1: Providing high-quality mobility options and improve transit efficiency;

Goals 4 and 5: Transforming LA County through regional collaboration with Caltrans and the corridor cities by contributing funds and providing resources to assist Caltrans in completion of these projects

ALTERNATIVES CONSIDERED

The Board may choose not to approve this staff recommendation. This alternative is not recommended as Metro would be unable to provide funding to complete the Project according to the current schedule.

NEXT STEPS

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

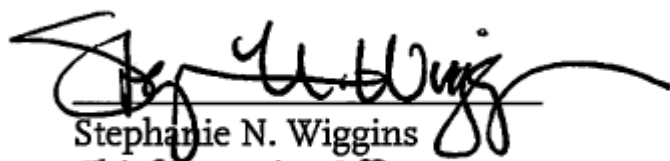
ATTACHMENTS

Attachment A - Funding and Expenditure Plan

Attachment B - Soundwall Package 10 Measure R & Measure M Unified Cost Management Policy

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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT "A"
EXPENDITURE and FUNDING PLAN
SOUNDWALL PACKAGE 10 HIGHWAY PROJECT Cash Flow and Sources of Funds

USES OF FUNDS

	Thru FY23	FY24	FY25	FY26	FY27	Total
PA&ED	\$ 680,241					\$ 680,241
PS&E	\$ 1,965,453					\$ 1,965,453
Construction Support	\$ 1,700,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 9,700,000
Right of Way	\$ 2,347,000	\$ 147,000	\$ 375,000	\$ 375,000	\$ 375,000	\$ 3,619,000
Construction Capital	\$ 3,000,000	\$ 15,000,000	\$ 18,000,000	\$ 8,004,000	\$ 5,196,000	\$ 49,200,000
Unallocated Contingency	\$ 450,000	\$ 2,250,000	\$ 2,700,000	\$ 1,200,600	\$ 779,400	\$ 7,380,000
Total Project Estimate	\$ 10,142,694	\$ 19,397,000	\$ 23,075,000	\$ 11,579,600	\$ 8,350,400	\$ 72,544,694

SOURCES OF FUNDS

Federal Revenue

HIP	\$ 3,000,000	\$ 15,000,000	\$ 18,000,000	\$ 8,004,000	\$ 4,645,000	\$ 48,649,000
Federal Revenue Subtotal	\$ 3,000,000	\$ 15,000,000	\$ 18,000,000	\$ 8,004,000	\$ 4,645,000	\$ 48,649,000

Local Revenue

Measure R 20% / Prop C 25%	\$ 7,142,694	\$ 4,397,000	\$ 5,075,000	\$ 3,575,600	\$ 3,705,400	\$ 23,895,694
Local Revenue Subtotal	\$ 7,142,694	\$ 4,397,000	\$ 5,075,000	\$ 3,575,600	\$ 3,705,400	\$ 23,895,694

TOTAL SOURCES	\$ 10,142,694	\$ 19,397,000	\$ 23,075,000	\$ 11,579,600	\$ 8,350,400	\$ 72,544,694
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ATTACHMENT B

SOUNDWALL PACKAGE 10 HIGHWAY 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 Soundwall Package 10 Highway Project (Project) is subject to this policy analysis.

The life of project (LOP) budget for the Project as approved by the Board is \$50,862,000. The Project is subject to the Policy analysis now due to a proposed \$21,682,694 increase to the LOP budget. Funding for the cost increase is needed through FY 2027. This analysis recommends trade-offs required by the Policy to identify cost reductions or 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. Increases will be measured against subsequent actions on cost estimates taken by the Metro Board of Directors, including the determination of the budget. Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order as appropriate:

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

1) Scope Reductions

The Project received Ready to List (RTL) from Caltrans in July 2021 and was allocation \$48.6M in Highway Infrastructure Program (HIP) Funding with the current scope. Any scope reductions could jeopardize the Funds allocated and could delay the schedule. Because of this, we recommend moving to the next step.

2) 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.

3) Value Engineering

The Project received bids on August 30th 2022 and are anticipated to award a Design/Bid/Build contract with a FY 2026 estimated completion for the construction contract, with plant establishment and project closeout completing in FY 2027. Any value engineering would require negotiation and agreement with the contractor that could delay the schedule. Because of this, we recommend moving to the next step.

4) Other Cost Reductions within the Same Transit or Highway Corridor, or within the Same Sub-region; 5) Countywide Cost Reductions and/or Other Funds

The Project received \$48,649,000 of HIP grant funding in September 2021 that is sufficient to pay for the increase to the LOP budget. Other cost reductions or other funds are not needed to address the Project cost increase.

Recommendation

The LOP, if approved, would increase by \$21,682,694. However, Metro received federal funding through the HIP of \$48,649,000 that is sufficient to pay for the LOP increase without offsetting cost reductions or other funding. No additional action is recommended to address the cost increase.

**Board Report**

File #: 2022-0696, **File Type:** Contract**Agenda Number:** 29.

**CONSTRUCTION COMMITTEE
NOVEMBER 17, 2022****SUBJECT: FUND ADMINISTRATOR FOR METRO PILOT BUSINESS INTERRUPTION FUND
(BIF)****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to Execute Modification No. 8 to the Business Interruption Fund (BIF) Administration Services Contract No. PS56079000 with Pacific Coast Regional Small Business Development Corporation (PCR) in the amount of \$798,631 increasing the contract value from \$3,405,161 to \$4,203,792 to continue to serve as the fund administrator for Metro's Pilot BIF and extend the period of performance from May 1, 2023 to October 31, 2023.

ISSUE

On February 28, 2019, the Metro Board of Directors approved the award of Metro's BIF Administration Services Contract program in the amount of \$3,348,010, inclusive of a two-year base term, plus two (2), one-year options.

Board authorization is requested to increase the second, one-year option amount by \$241,221 and extend the BIF professional services contract period of performance for six (6) months in the amount of \$557,410 to continue support of the ongoing implementation of the BIF as approved by Metro's Board of Directors.

BACKGROUND

Metro's Board of Directors authorized the Pilot Business Interruption Fund (Program) in October 2014 to provide financial assistance to small "mom and pop" businesses directly impacted by Metro's transit rail construction located along the alignment of the Crenshaw/LAX Transit Project, the Little Tokyo area of the Regional Connector, and Section 1 of the Purple Line Extension. In December 2015 Metro's Board of Directors authorized the expansion of the BIF to include "mom and pop" businesses directly impacted by unprecedented full street closures with duration greater than six continuous months, such as the 2nd/Broadway segment of the Regional Connector. In December 2016 Metro's Board of Directors authorized the expansion of the BIF to include eligible businesses along Section 2 of the Purple Line Extension and in February 2019 Metro's Board of Director's authorized the expansion of the BIF to include eligible businesses along Section 3 of the Purple Line

Extension.

Businesses eligible for assistance are those located immediately adjacent to the transit rail corridors (above) that can demonstrate a loss of revenue directly related to the period of Metro construction disruption as compared to the same time in the previous year. Businesses must also have 25 or fewer full-time employees and be in continuous operation for at least two years along their respective transit rail corridor.

DISCUSSION

Metro has continued to provide financial assistance to directly impacted eligible businesses through the contracted professional services of PCR, a Community Development Financial Institution (CDFI) and Small Business Development Center (SBDC), serving as the BIF fund administrator.

The second, one-year option contract modification and a six (6) month contract extension for professional services for the BIF allows PCR to continue to serve as the administrator for Metro's Pilot BIF. The BIF has provided financial assistance to over 430 small businesses and has awarded over \$35 million dollars in BIF grant awards. Continuation of services allows the BIF to provide uninterrupted ongoing financial assistance to the small "mom and pop" businesses impacted by the construction of the Purple Line Extension Sections 1, 2 and 3, the Little Tokyo Area of the Regional Connector and for the remaining work of the Crenshaw/LAX Transit Project as stated in the Crenshaw/LAX Punch List construction items.

The contract modification to increase the second, one-year option amount by \$241,221 takes into consideration levels of service that were not anticipated in the original contract price. Due to construction delays along the Crenshaw/LAX and Little Tokyo Regional Connector projects, an increase in the level of services is needed. Services would include administrative coverage by PCR for an additional 6-month period to support any impacts caused by Punch List construction items along the Crenshaw/LAX project alignment. Additionally, the Regional Connector is slated for substantial completion in early 2023. Per BIF program guidelines, small businesses impacted by construction have 6 months post-construction to apply for grant funding. To date, PCR has processed over 1,100 applications and over \$23 million in grants have been awarded to small businesses along the Crenshaw/LAX and Regional Connector project alignments. It is expected that small businesses will continue to apply for BIF assistance during the post-construction period. Staff is also taking into consideration the level of effort necessary to support small businesses impacted by the construction activity along PLE3. Continuation of BIF services for small businesses impacted by Metro's transit rail construction demonstrates Metro's commitment to helping small businesses sustain during construction and thrive post-construction.

PCR's contract is set to expire on April 30, 2023. A six (6) month contract extension would provide staff time to initiate a new procurement, as well as the financial security to continue services while a procurement is in process. It would also ensure that there is no disruption of BIF services for small businesses that may experience construction impacts.

Staff, in collaboration with PCR, continues to implement various outreach activities and methods to inform and educate small businesses about the BIF, provide direct support throughout the application

process and link businesses to other small business support services such as Metro's Crenshaw/LAX Transit Business Solution Center (BSC), Metro's Little Tokyo Community Relation Office and/or the Little Tokyo Small Business Solution Center co-located at Metro's Community Relations office including PCR's Small Business Development Corporation; and Metro's Eat-Shop-Play program.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The administrative cost for the implementation of the program is allocated from Measure R Administration funds. Funds for FY23 are currently budgeted in Cost Center 0691 Non-Departmental Procurement Project Number 100055, Project Name - Admin-Measure R Task 06.02. Furthermore, Office of Civil Rights, Racial Equity & Inclusion has the necessary funds in the adopted FY23 Budget.

Impact to Budget

Measure R Administration funds were previously identified as eligible for this expense through prior Board of Directors authorization and approval. The annual appropriation of the funding source does not impact transit operations and/or capital projects/programs.

EQUITY PLATFORM

This action will ensure Metro staff have the funding and tools required to continue the implementation of Metro's Pilot Business Interruption Fund and provide financial assistance to the small "mom and pop" businesses impacted by the construction of the Purple Line Extension Sections 1, 2 and 3, and the Little Tokyo Area of the Regional Connector and for the close-out of construction along the Crenshaw/LAX Transit Project. These construction areas traverse through Equity Focused Communities (EFCs) in South Los Angeles, Little Tokyo, and parts of the Westside of the City of LA.

This action will ensure that PCR staff will have the funding needed to exercise necessary outreach to the small business community via door-to-door outreach, community presentations and through collaborative referrals from Metro's Business Solution Center, Metro's Eat, Shop, Play program and Metro's Construction Relations department. Furthermore, PCR's outreach will continue to be inclusive of small "mom and pop" business owners from diverse backgrounds, as exemplified by BIF marketing materials provided in multiple languages. As of Q1, FY23, 69% of BIF grants were disbursed to small "mom and pop" business owners from minority backgrounds. As a result of the aforementioned outreach efforts, approximately 430 small "mom and pop" businesses have received direct financial assistance from the BIF. This contract modification will allow PCR to continue BIF services through the contract expiration date, ensuring all potentially eligible small businesses have the opportunity to apply.

The Diversity and Economic Opportunity Department (DEOD) did not recommend an SBE/DVBE goal for this procurement due to lack of subcontracting opportunities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this item aligns to Metro strategic goal 3 - enhance communities and lives through mobility and access to opportunity, and goal 5 - provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

Staff considered utilizing Metro staff to perform the fund administration services for BIF. This alternative is not recommended, because Metro does not have the required staffing availability, dedicated resources or expertise to serve as a financial administrator such as those possessed by a community development financial institution.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 8 to Contract No. PS56079000 with PCR to increase the contract value and extend the period of performance from May 1, 2023 to October 31, 2023.

ATTACHMENT

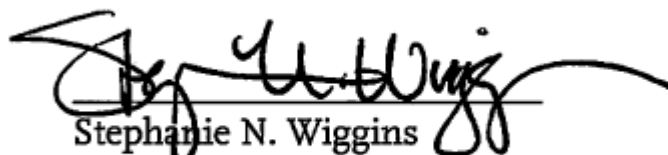
Attachment A - Procurement Summary

Attachment B - Contract Modification/Change Order Log

Attachment C - DEOD Summary

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

Reviewed by: Nicole Englund, Chief of Staff



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

BUSINESS INTERRUPTION FUND ADMINISTRATION SERVICES/PS56079000

1.	Contract Number: PS56079000		
2.	Contractor: Pacific Coast Regional Small Business Development Corporation (PCR)		
3.	Mod. Work Description: Extend the period of performance by six (6) months.		
4.	Contract Work Description: Business Interruption Fund Administration Services		
5.	The following data is current as of : 11/02/22		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	2/28/19	Contract Award Amount: \$1,585,246
	Notice to Proceed (NTP):	3/12/19	Total of Modifications Approved: \$1,819,915
	Original Complete Date:	3/11/21	Pending Modifications (including this action): \$798,631
	Current Est. Complete Date:	4/30/24	Current Contract Value (with this action): \$4,203,792
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639
8.	Project Manager: Eric Chun		Telephone Number: (213) 922-7067

A. Procurement Background

This Board Action is to approve Contract Modification No. 8 issued to extend the period of performance from May 1, 2023 to October 31, 2023 for the continued delivery of professional services to support the ongoing Business Interruption Fund Administration Services.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

On February 28, 2019, the Board awarded firm fixed price Contract No. PS56079000 to PCR for a two-year base period in the amount of \$1,585,246 with two, one-year options, with an optional start-up for the inclusion of future new rail lines in this pilot.

Seven modifications have been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), technical analysis, cost analysis, and fact finding.

Proposal Amount	Metro ICE	Modification Amount
\$798,631	\$755,486	\$798,631

Metro's ICE was based on the current level of effort and projected levels to be performed. However, Program Management determined that additional construction activity may be necessary along the Crenshaw/LAX project alignment which would require an additional level effort for 6 months. PCR's proposal covers services for these months. Therefore, the level of effort and cost proposed has been deemed adequate and proper to complete the work described.

CONTRACT MODIFICATION/CHANGE ORDER LOG

BUSINESS INTERRUPTION FUND ADMINISTRATION SERVICES/PS56079000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Reallocated unused funds from year 1 to year 2.	Approved	10/5/20	\$0
2	Additional level of effort required and extension of period of performance through 4/30/21.	Approved	3/4/21	\$100,000
3	Exercise one-year option extending POP through 4/30/22.	Approved	4/22/21	\$720,882
4	Continuation of the Work (inclusive of Operational Start Up #1).	Approved	7/23/21	\$195,788
5	Additional level of effort to continue services as construction on Crenshaw/LAX Transit Project ongoing.	Approved	12/20/21	\$152,939
6	Exercise one-year option extending POP through 4/30/23.	Approved	4/29/22	\$650,306
7	Reallocated unused funds from option year 1 to option year 2.	Approved	8/17/22	\$0
8	Extend POP through 10/31/23.	Pending	Pending	\$798,631
	Modification Total:			\$2,618,546
	Original Contract:	Approved	2/28/19	\$1,585,246
	Total:			\$4,203,792

DEOD SUMMARY**FUND ADMINISTRATOR FOR METRO PILOT BUSINESS INTERRUPTION FUND
(BIF)/PS56079000****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise/Disabled Veterans Business Enterprises (SBE/DVBE) goal based on the lack of subcontracting opportunities. Pacific Coast Regional Small Business Development Corporation (PCR) did not make an SBE/DVBE commitment on this contract. It is expected that PCR will perform the services with its own workforces.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2022-0472, File Type: Contract

Agenda Number: 1.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 17, 2022

**SUBJECT: NEXTGEN CAPITAL IMPROVEMENT - NEXTGEN WIRELESS CLOUD-BASED
TRANSIT SIGNAL PRIORITY SYSTEM (TSP)**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No.PS87006000 to Kimley-Horn for the design, development, and implementation of a wireless cloud-based transit signal priority (TSP) system on NextGen Tier One network in the City of Los Angeles for a total contract amount of \$5,668,680, subject to resolution of properly submitted protest(s), if any.

ISSUE

In October 2020, the Metro Board approved the NextGen Transit First Service Plan (the Plan), which includes 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 different series of Metro buses.

A loop-based transit signal priority system was installed by Los Angeles Department of Transportation on selected transit corridors within the City of Los Angeles as part of the initial Metro Rapid system. The NextGen Wireless Cloud Based TSP project is one of the key components in the Plan to improve bus speed, reliability, and will replace the loop-based technology with GPS-Wireless technology using an Internet Cloud Service TSP system.

BACKGROUND

In 2018, Metro began the process of redesigning the bus system to improve the service for current and future riders. The Plan was approved by the Metro Board in October 2020 after extensive public outreach and review. The public communicated to Metro that improving bus speed and reliability is the single most important step Metro can take to retain and grow ridership by increasing the people throughput capacity of local roadways and shifting regional travel patterns toward more sustainable modes.

The Plan proposed improvements that would speed up buses, double the number of frequent Metro bus lines and provide over 80 percent of current bus riders with frequent service throughout the day.

Implementation of the Plan includes capital investment in transportation infrastructure utilized in high-frequency bus corridors on the Tier One network. The Tier One network is made up of transportation spines where 53 percent of today's bus riders use one of the top 25 corridors that make up this core network. These NextGen capital improvements include the upgrade and expansion of wireless cloud-based TSP, purchase, and installation of bus mobile validators to enable All-Door-Boarding, design and construction of bus priority lanes, bus bulbs and layover areas.

The NextGen Wireless Cloud Based TSP project will replace the loop-based technology with GPS-Wireless technology using Internet Cloud Service TSP system to improve bus speed and reliability on the NextGen Tier One network. It will develop and implement new cloud-based TSP software to enable TSP capability for all 33 corridors in NextGen Tier 1 network plus two future Bus Rapid Transit (BRT) corridors with approximately 1,638 signalized intersections. Furthermore, this project will design, procure, and install Ethernet communication equipment at 280 traffic signals and communications hubs to provide a more resilient traffic control communications system.

The NextGen capital program aims to improve TSP on numerous Tier 1 and 2 lines throughout the County of LA. This contract will modernize the existing TSP system in the City of LA while other efforts are underway to improve TSP throughout the rest of the County.

In August 2021, Metro applied and was successfully awarded \$25 million from the State funded Local Partnership Program (LPP) to support the implementation of Metro's NextGen Speed and Reliability Improvements Program. The LPP grant plus the local match of \$25 million (the combined \$50 million) will fund four improvement projects: 1) development and implementation of an upgraded wireless cloud-based TSP in the City of Los Angeles to cover all Tier One network; 2) upgrade and expand the Countywide wireless TSP to cover all Tier One network serving Los Angeles County communities outside of the City of Los Angeles; 3) 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; and 4) purchase, design and installation of new Bus Mobile Validators for fare payment to enable all-door-boarding on the Tier One and Two networks.

DISCUSSION

Approval of this contract award will ensure that the NextGen Bus Speed and Reliability Improvements Project remains a priority for the agency and Metro's commitment on the total project budget, match commitment and schedule as requirements of the Road Repair and Accountability Act of 2017 approved projects for the 2020 Local Partnership Program.

With the new cloud-based TSP system, the entire Metro bus fleet of more than 2,000 vehicles will have the capability of requesting and receiving signal priority at all the NextGen Tier One network. The wireless cloud-based TSP will eliminate the dilapidated maintenance needs for pavement loops, sensor cards and undercarriage transponders. As such, this project will deliver greater overall efficiency and future proofing than the existing loop-based TSP technology.

Findings

Metro staff worked closely with representatives from LADOT throughout the contract solicitation and

proposal evaluation processes. Kimley-Horn has demonstrated the technical, engineering experience, and capacity to support Metro to design, develop and implement a wireless cloud-based TSP in the City of Los Angeles.

Staff advertised and reached out to various consulting firms to provide them with information on this procurement to encourage more competition. Proposers were evaluated based upon Project Management Capacity, Technical Capacity of Proposer's Team, Technical Strength of Development and Operations of Cloud-Based TSP, Quality Control Management, and Cost. Four proposals were received in response to this solicitation and Kimley-Horn was ranked number one (1) in score based upon the evaluation criteria; further details can be found on Attachment A: Procurement Summary.

DETERMINATION OF SAFETY IMPACT

Board approval of this recommendation will improve the speed and reliability of Metro bus service on high-frequency corridors, which would potentially improve the safety of overall bus operations in the Los Angeles basin.

FINANCIAL IMPACT

The life of project budget is \$15 million for the NextGen wireless cloud-based TSP (project 203046) which was included in the Capital Improvement Plan and approved by the Board as part of the FY2023 budget adoption. Because this is a multi-year project, the Cost Center Manager within Service Planning and Scheduling will be responsible for ensuring that the future year balance of capital funding is programmed and the cashflow is included in the annual budget adoption process. The estimated operating cost for this NextGen TSP project is \$0.8 million per year to keep the TSP systems operating in an optimal manner with the TSP equipment well maintained and the cloud system updated at all times.

Impact to Budget

The funding source for this contract is Transportation Development Act (TDA) Article 4 Sales Tax Revenues, of which \$1.6 million is included in the FY2023 budget in the Service Planning and Scheduling cost center. Use of these funding sources currently maximizes funding allocations given approved funding provisions and guidelines.

EQUITY PLATFORM

The speed and reliability improvements with the upgraded TSP systems are part of the NextGen Transit First Service Plan, which directly address the critical needs for low-income residents, and others who rely on public transit by serving the community-identified destinations with reliable and fast service, in particular to riders in the Tier One network that is primarily operated in the Equity Focus Communities. Wireless cloud-based TSP improves bus speed and reliability by reducing travel time which translates into more time available for work, leisure, or other activities. According to the Benefit Cost Analysis of the NextGen Project with three capital improvements (i.e., bus priority lanes, transit signal priorities, and all door boarding), the Project can achieve 8.76 M person hours traveled savings that can be accomplished in the period of 20 years.

The Diversity and Economic Opportunity Department (DEOD) established a 14% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Kimley Horn exceeded the goal by making a 14.28% SBE and 3.11% DVBE commitment.

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 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. This project will enhance transit customer experience in those areas by reducing travel times and improving schedule adherence.

ALTERNATIVES CONSIDERED

The Metro Board may elect not to award the contract as recommended by staff. However, this is not recommended since the California Transportation Commission has already approved funding Metro's Speed and Reliability Improvements Program with \$25 million including \$15 million for NextGen Wireless Cloud Based Transit Signal Priority Project. Delay to develop and implement the NextGen wireless cloud-based TSP may jeopardize the awarded LLP grant in its entirety. Furthermore, the existing loop-based TSP on selected Metro Rapid lines is obsolete. Without the implementation of a wireless cloud-based TSP in the City of Los Angeles, Metro will not be able to achieve the speed and reliability improvements outlined on the NextGen Transit First Service Plan, and Metro will not be able to attain improved on-time performance as quickly, without additional resources.

NEXT STEPS

Upon Board approval, staff will execute Contract No.PS87006000 with Kimley-Horn and issue a Notice-To-Proceed (NTP), and begin the design, development, and implementation of the NextGen wireless cloud-based TSP on Tier One network.

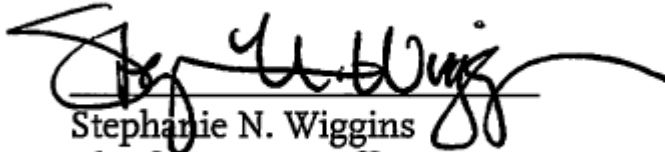
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Joe Forgiarini, Sr. Executive Officer, Service Planning, (213) 418-3400
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Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

TRANSIT SIGNAL PRIORITY SYSTEM/PS87006000

1.	Contract Number: PS87006000	
2.	Recommended Vendor: Kimley-Horn and Associates, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued : 3/22/2022	
	B. Advertised/Publicized: 3/22/2022	
	C. Pre-Proposal Conference: 4/7/2022	
	D. Proposals Due: 6/3/2022	
	E. Pre-Qualification Completed: 4/23/2022	
	F. Conflict of Interest Form Submitted to Ethics: 10/6/2022	
	G. Protest Period End Date: 11/21/2022	
5.	Solicitations Picked-up/ Downloaded: 96	Proposals Received: 4
6.	Contract Administrator: Andrew Conriquez	Telephone Number: 213-922-3528
7.	Project Manager: James Shahamiri	Telephone Number: 213-922-4823

A. Procurement Background

This Board Action is to approve the award of Contract No. PS87006000 to modify an existing Transit Signal Priority (TSP) System to a cloud-based TSP system. Board approval of contract award is subject to the resolution of any properly submitted protest(s).

On March 22, 2022, staff released Request for Proposals (RFP) No. PS87006 in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

Three amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on April 1, 2022, provided the pre-proposal virtual meeting link;
- Amendment No. 2, issued on May 6, 2022, provided changes to the RFP and request for clarification due dates;
- Amendment No. 3, issued on May 12, 2022, provided changes to the Scope of Services and associated attachments.

A virtual pre-proposal conference was held on April 7, 2022. There were 37 attendees from numerous firms. There were 67 questions asked and responses were released prior to the proposal due date.

A total of 96 firms downloaded the RFP and were included in the plan holders list. A total of four proposals were received on June 3, 2022.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Service Planning and Scheduling, Highways Programs, and one external member from Los Angeles Department of Transportation was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- Project Management Capability 20 percent
- Technical Capability of Proposer's Team 20 percent
- Technical Strength of Development and Operations of Cloud-Based Transit Signal Priority Systems 30 percent
- Quality Control Management and Project Execution Plans 10 percent
- Cost/Price 20 percent

Several factors were considered when developing these weights, giving the greatest importance to the Technical Strength of Development and Operations of Cloud-Based Transit Signal Priority Systems.

Of the four proposals received, two were determined to be within the competitive range and are listed below in alphabetical order:

1. Iteris, Inc.
2. Kimley-Horn and Associates, Inc.

Two firms were determined to be outside the competitive range and were not included for further consideration.

During the week of July 11, 2022, the evaluation committee met and interviewed the two firms. Each firm's presentation addressed the requirements of the RFP, their experience with all aspects of the required tasks, coordination between different stakeholders, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives, prior projects, risk factors, project schedule, and system integrations.

Qualifications Summary of Recommended Firm:

Kimley-Horn and Associates, Inc.

Kimley-Horn and Associates, Inc., has been involved with Intelligent Transportation Systems, Systems Engineering, Transit Signal Priority, Emergency Vehicle Priority (EVP), and transportation management software applications including other cloud-based traffic management solutions. Kimley-Horn and Associates, Inc. has numerous staff who are primarily located in Los Angeles and can provide ITS

solutions support quickly. Kimley-Horn has over 30 years of experience in the industry.

In their oral presentation, Kimley-Horn and Associates, Inc. described their experience with developing Intelligent Transportation Systems (ITS) Software and Systems Engineering for more than 100 public agencies who use their Traction, KITS and software for their traffic management. Kimley-Horn has experience in software and traffic management services projects throughout the country, such as the Miami-Dade County, City of Austin, City of San Antonio, and Maricopa Association of Governments (MAG).

Final scoring determined that Kimley-Horn is the highest qualified proposer. Below is a summary of the scores in order of rank:

	Firm	Weighted Average Score	Factor Weight	Average Score	Rank
1	Kimley-Horn and Associates, Inc.				
2	Project Management Capability	87.50	20.00%	17.50	
3	Technical Capability of Proposer's Team	83.00	20.00%	16.60	
4	Technical Strength of Dev. and Ops. of Cloud-Based Transit Signal Priority Systems	83.93	30.00%	25.18	
5	Quality Control Management and Project Execution Plans	80.80	10.00%	8.08	
6	Cost/Price	87.15	20.00%	17.43	
7	Total		100.00%	84.79	1
8	Iteris, Inc.				
9	Project Management Capability	84.00	20.00%	16.80	
10	Technical Capability of Proposer's Team	84.00	20.00%	16.80	
11	Technical Strength of Dev. and Ops. of Cloud-Based Transit Signal Priority Systems	89.60	30.00%	26.88	
12	Quality Control Management and Project Execution Plans	83.60	10.00%	8.36	
13	Cost/Price	59.15	20.00%	11.83	
14	Total		100.00%	80.67	2

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding and negotiation. Staff successfully negotiated a cost savings of \$50,128 for the agency.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Kimley-Horn and Associates, Inc.	\$5,718,808	\$11,307,174	\$5,668,680
Iteris, Inc.	\$8,428,269		

The variance between the ICE and the final negotiated amount is due to staff's inclusion of the purchase and development of an entirely new software for the project. During clarifications, it was determined that the proposed contractor already has an existing software, and no new software is needed to be purchased and developed for the purpose of this project. Since a software system is already developed, the work and cost to develop and implement is not required.

D. Background on Recommended Contractor

The recommended firm, Kimley-Horn and Associates, Inc., headquartered in Raleigh, North Carolina, is a professional engineering, planning and environmental consulting firm providing comprehensive range of services with more than 5,600 employees and 11 offices located in California, including one in Los Angeles. They have demonstrated experience with deployment of software solutions for traffic management with more than 100 public agencies in North America.

The proposed project manager has over 26 years of experience in large-scale multimodal transportation projects, and advanced technology systems such as TSP, Integrated Corridor Management (ICM), traffic control, communications, and 511 systems. With the project manager's experience across the country and California, the project manager demonstrated an understanding of transportation projects, and development of statewide, regional and local strategic transportation initiatives.

Key personnel average over 24 years of experience. Project experience include TSP and EVP systems for the City of Austin, TX, County of Miami-Dade, and City of San Antonio, TX, and Maricopa Association of Governments.

DEOD SUMMARY

TRANSIT SIGNAL PRIORITY SYSTEM/PS87006000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 14% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Kimley Horn exceeded the goal by making a 14.28% SBE and 3.11% DVBE commitment.

Small Business Goal	14% SBE 3% DVBE	Small Business Commitment	14.28% SBE 3.11% DVBE
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	SBE Subcontractors	% Committed
1.	Mindhop, Inc.	8.88%
2.	AET & Associates	5.40%
Total SBE Commitment		14.28%

	DVBE Subcontractors	% Committed
1.	Servitek Electric, Inc.	3.11%
Total DVBE Commitment		3.11%

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. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.



Board Report

File #: 2022-0524, File Type: Plan

Agenda Number: 31.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 17, 2022

SUBJECT: PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the updated PTASP (version 1.2), which documents Metro's processes and activities related to Safety Management System (SMS) implementation in compliance with Federal and State regulations (Attachment A).

ISSUE

Metro's PTASP was developed in accordance with Federal and State mandates that require Metro to establish and implement such a plan. In November 2021, the Bipartisan Infrastructure Law was enacted, requiring revisions to the PTASP. The regulations require the PTASP to be approved by the Board of Directors.

BACKGROUND

The Federal Transit Administration (FTA) published the PTASP Regulation, 49 C.F.R. Part 673, on July 19, 2018. The regulation implements a risk-based SMS approach and requires Metro to have a PTASP, approved by the Board, in place no later than July 20, 2020.

Metro complied with this regulation by completing the development of its PTASP in April 2020. The Board approved the initial version of the plan at its April 2020 Board meeting. The minutes of the April 2020 Board meeting, approving the PTASP, (Agenda Item No. 25) are included as Appendix M in the PTASP. The PTASP, which applies to both the bus and rail mode, is a document describing the various safety programs and processes the agency has in place to manage hazards and safety risks. The PTASP was developed to be a top-down, data driven plan that incorporates the following four critical elements of an SMS-based approach - Safety Management Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. For each of the four key components, the plan describes or references Metro's processes and procedures in place at the agency that complies with the particular requirements. The plan also includes the authorities, accountabilities, and responsibilities of all staff who play a key role in managing safety, as well as performance measures and targets to support the data-driven approach.

The new requirements of the Bipartisan Infrastructure Law have been incorporated into the updated version of Metro's PTASP for Board approval. The PTASP is one element of FTA's comprehensive Public Transportation Safety Program. Our State Safety Oversight Agency, the California Public Utilities Commission (CPUC), adopted the requirements of FTA's regulation in its General Order 164-E and is charged under regulations with the review and approval of agency PTASPs.

DISCUSSION

This version of the plan incorporates new requirements in the Bipartisan Infrastructure Law, such as developing strategies to minimize exposure to Infectious Diseases, establishing a Joint Labor-Management Safety Committee (JLMSC), establishing measures to reduce transit worker assaults, bus accidents, visibility impairments, and developing de-escalation training programs.

The JLMSC, which was established in July 2022, is comprised of an equal number of representatives from management and a representative from each of the five labor unions at Metro - SMART, ATU, TCU, AFSCME, and Teamsters. The Committee, which is alternately chaired by a management or labor representative of the Committee for a one-year term, meets at least quarterly to review risk-based mitigations or strategies to reduce the likelihood and severity of consequences of accidents, to identify mitigations or strategies that may be ineffective, inappropriate, or were not implemented as intended; and to identify safety deficiencies for purposes of continuous improvement.

Once the revised plan, which has been approved by the JLMSC as required by the new legislation, is in effect, staff will audit the plan to verify the processes and programs are being followed and based on trends, implement strategies for continuous safety improvement. In addition to internal audits, the PTASP will also be audited by the FTA and the CPUC at least triennially.

DETERMINATION OF SAFETY IMPACT

Approval of this recommendation will positively impact the safety of Metro's patrons and employees.

FINANCIAL IMPACT

Since all the programs and processes described in the PTASP are currently in place, there is no financial impact as a result of approving this plan.

EQUITY PLATFORM

The adoption of this plan will disproportionately serve Metro's transit riders, who are overwhelmingly very low-income, people of color, and without access to a car. Further, the plan applies to the safety of transit operators, who are majority people of color and, by definition, frontline essential workers. Additionally, approval of the plan would complement other Metro efforts to improve safety for operators and riders, thus positively impacting all who use or work on our transit system.

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 # 5 “Provide responsive, accountable, and trustworthy governance within the Metro organization.” Programs and processes described in the PTASP support the specific actions and initiatives described to advance goal 1 and goal 5 in the strategic plan.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the PTASP. However, this action is not recommended because such action will subject Metro to regulatory enforcement action by the FTA, which could include withholding federal funds for non-compliance with the FTA’s Public Transportation Safety Program.

NEXT STEPS

Upon Board approval, staff will certify to the FTA on an annual basis that Metro has established and implemented its PTASP as required by their regulations.

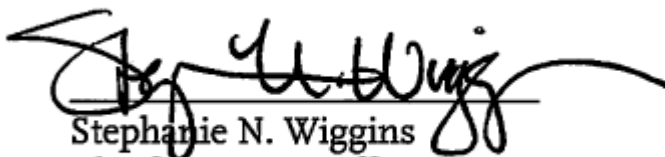
ATTACHMENTS

Attachment A - PTASP, Updated Version 1.2

Prepared by: Vijay Khawani, Executive Officer, Risk, Safety, and Asset Management, (213) 922-4035

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

Reviewed by: Gina L. Osborn, Chief Safety Officer, (213) 922-3055


Stephanie N. Wiggins
Chief Executive Officer



Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Version 1.2: Effective January 2023

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN



PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

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PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

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Subpart A – General

Revision Table

<i>Version History</i>	<i>Issue Date</i>	<i>Revisions</i>	<i>Author(s)</i>
1.0	July 1, 2020	Original Issue	Robert “BJ” Takushi, Vijay Khawani, Ed Boghossian, Raymond Lopez, Steve Flores Abraham Miranda
1.1	July 1, 2021	Revision 1: See Appendix N for Summary of Changes	Robert “BJ” Takushi, Vijay Khawani Abraham Miranda
1.2	January 2023	Revision 2: See Appendix N for Summary of Changes	Vijay Khawani Eddie Boghossian Raymond Lopez Steve Flores

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METRO PTASP POLICY STATEMENT

The Los Angeles County Metropolitan Transportation Authority (Metro) has adopted as its guiding principle that Safety is a primary value for our customers, employees, and business partners. This means that Safety takes a pre-eminent role in decision making before all other considerations. All levels of management and all employees are accountable for the delivery of this highest level of safety performance, starting with the Chief Executive Officer (CEO). This Public Transportation Agency Safety Plan (PTASP) is the means of integrating safety into all Metro rail and bus system operations. With the methodologies contained in the PTASP, we can achieve an optimal level of safety in our operations and services.

The PTASP integrates the four components of Safety Management Systems (Safety Management Policy, Safety Risk Management, Safety Assurance, and Safety Promotion) to lay the foundation of Metro's Safety Culture.

Each department has responsibilities under the PTASP and shall support its implementation. Employees are encouraged to read the PTASP available on MyMetro under Risk, Safety & Asset Management department's webpage. Departments shall also provide the on-going support necessary for achievement of the following PTASP Safety Objectives:

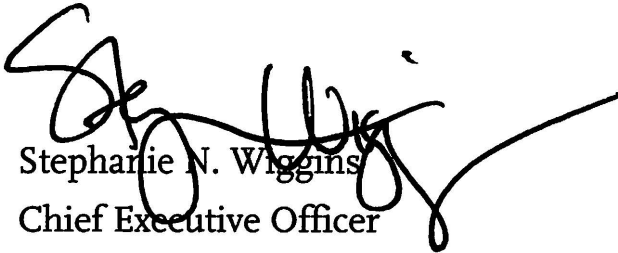
- Establish safety policies, procedures, and requirements that integrate safety into Metro's decision-making and operations.
- Implement Safety Management System (SMS) Principles and utilize the American Public Transportation Association's (APTA) Standards, Recommended Practices, and Guidelines as resources in developing Metro's policies/procedures.
- Assign responsibilities related to safety policies, procedures, and requirements.
- Verify adherence to safety policies, procedures, and requirements.
- Investigate accidents, incidents, fires, and occupational injuries.
- Identify, analyze, evaluate and resolve/mitigate hazards and near misses.
- Evaluate and verify the operational readiness of new systems.
- Minimize system modifications related to safety during the operational stage by reviewing safety requirements at system design and procurement stages.
- Conduct safety performance monitoring to determine trends and implement corrective actions.
- Evaluate the safety implications of proposed system modifications prior to implementation.

A key to the success of the PTASP is for employees to be aware that they are accountable for meeting the safety requirements of their positions. In other words, everyone is responsible for safety. Beyond this, its success depends on all employees actively identifying potential hazards and taking into consideration the safety of others as well as their own. All employees have an obligation to report hazards, and near-miss occurrences to their department management.

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The Corporate Safety Department, led by the Chief Safety Officer (CSO), is responsible for developing, administering and overseeing a comprehensive PTASP with specific objectives, programs and activities to prevent, control and resolve unsafe conditions/hazards that may occur during the life cycle of the bus and rail systems. The Corporate Safety Department will be involved in projects beginning from the conceptual stage, and through the design, procurement, construction, and operational stages. Metro's safety objectives and safety performance targets/measures included in this PTASP are consistent with the National Public Transportation Safety Plan and fulfill the requirements of 49 Code of Federal Regulations (CFR) Part 673, which is the authority that establishes this PTASP.

We must appreciate the fact that our decisions and actions often affect the safety of our employees, our customers, the public, and business partners. By following the processes described in the PTASP, we will have continued opportunities to improve overall performance and safety. Metro's Board of Directors and Executive Leadership are committed to full implementation of this PTASP through their leadership and assuring the allocation of necessary resources.


Stephanie N. Wiggins
Chief Executive Officer

10/19/22
Date

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Board Approval of PTASP

The LA Metro Board has approved this PTASP. Board approval documentation can be found in Appendix P.

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Acronyms/Abbreviations

ADA	Americans with Disabilities Act
AIP	Accident Investigation Procedures
APTA	American Public Transportation Association
ATO	Automatic Train Operation
ATP	Automatic Train Protection
ATS	Automatic Train Supervision
BOC	Bus Operations Control
CAP	Corrective Action Plan
CCTV	Closed-Circuit Television
CEO	Chief Executive Officer
CFR	Code of Federal Regulations
CMF	Central Maintenance Facility
CPO	Chief People Office
CPUC	California Public Utilities Commission (State Safety Oversight Agency)
CSO	Chief Safety Officer
FBI	Federal Bureau of Investigation
FE	Functional Exercise
FLSC	Fire/Life Safety Committee
FOF	Field Observation and Feedback
FSE	Full Scale Exercise
FTA	Federal Transit Administration
GO	General Order
ISR	Internal Safety Review
JLMSC	Joint Labor/Management Safety Committee
LACTC	Los Angeles County Transportation Commission
LADOT	Los Angeles Department of Transportation
LCP	Local Control Panel
LSC	Local Safety Committee
MPO	Metropolitan Planning Organization
MPH	Miles Per Hour

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Metro	Los Angeles County Metropolitan Transportation Authority
NTD	National Transit Database
OCI	Operations Central Instruction
OSHA	Occupational Safety and Health Administration
PLE	Purple Line Extension
PPE	Personal Protective Equipment
PTASP	Public Transportation Agency Safety Plan
PM	Preventative Maintenance
ROC	Rail Operations Control
RSAM	Risk, Safety & Asset Management
RTA	Regional Transit Authority
RTI	Rail Transportation Instruction
RTOS	Rail Transportation Operations Supervisor
SCADA	Supervisory Control and Data Acquisition
SCAG	Southern California Association of Governments
SCRT	Safety Certification Review Team
SCRTD	Southern California Rapid Transit District
SMRC	System Modification Review Committee
SMS	Safety Management System
SOP	Standard Operating Procedure
SSOA	State Safety Oversight Agency
SWAT	Special Weapons and Tactics
TAM	Transit Asset Management
TEPW	Training and Exercise Planning Workshop
TOS	Transportation Operations Supervisor
TSA	Transportation Security Administration
TTX	Tabletop Exercise
U.S.C.	United States Code
VTT	Verification of Transit Training

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Definitions

Definitions have been adapted from 49 CFR 673 and the CPUC's Program Standard. If there is a conflict of definition between the CPUC Program Standard and the FTA definitions, the Program Standard will take precedence provided it is equally, or more restrictive in its language. The source of the definition is also identified.

Accident means an Event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision involving a rail transit vehicle; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at anytime, whatever the cause. (Program Standard definition)

Accountable Executive means a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan in accordance with 49 U.S.C. 5326. In this case Metro's Chief Executive Officer will be considered the Accountable Executive. (673 definition)

Board of Directors means the entity with sufficient authority to review and approve a recipient or subrecipient's Public Transportation Agency Safety Plan. (673 definition only)

Chief Safety Officer means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system. (673 definition only)

Contractor means an entity that performs tasks on behalf of FTA, Commission, or RTA through contract or other agreement. (Program Standard, CPUC only)

Corrective Action Plan (CAP) means a plan developed by a RTA that describes the actions the RTA will take to minimize, mitigate, control, correct, or eliminate risks and hazards, and the schedule for implementing those actions. (Program Standard, CPUC only)

Event means any Accident, Incident, or Occurrence. (673 definition)

FTA means the Federal Transit Administration, an operating administration within the United States Department of Transportation. (673 definition)

Hazard means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock or infrastructure of a RTAs; or damage to the environment. (Program Standard definition)

Incident means an Event that involves any of the following: a personal injury that is not a serious

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injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency. (673 definition)

Individual means a passenger, employee, contractor, pedestrian, trespasser, or any person on RTA-controlled property. (Program Standard, CPUC only)

Inspectors means the Commission's Rail Transit Operations Safety Section personnel that conduct onsite visits to inspect RTA infrastructure, vehicles, operations, maintenance practices, and other activities to identify noncompliance, safety concerns, and unsafe conditions. (Program Standard, CPUC only)

Investigation means the process used to determine the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk. (Program Standard definition)

National Public Transportation Safety Plan means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53. (673 definition only)

Occurrence means an Event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency. (673 definition)

Operator of a public transportation system means a provider of public transportation as defined under 49 U.S.C. 5302(14). (673 definition only)

Passenger means a person who is on board, boarding, or alighting from a rail transit vehicle for the purpose of travel. (Program Standard, CPUC only)

Performance measure means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets. (673 definition only)

Performance target means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration. (673 definition only)

Person means any individual. (Program Standard, CPUC only)

Public Transportation Agency Safety Plan (PTASP) means the documented comprehensive agency safety plan for a transit agency that is required by 49 U.S.C. 5329 and 49 CFR 673. (673 definition)

Rail fixed guideway public transportation system means any fixed guideway system that uses rail, is operated for public transportation, is within the jurisdiction of a State, and is not subject to the jurisdiction of the Federal Railroad Administration, or any such system in engineering or construction. Rail fixed guideway public transportation systems include but are not limited to rapid rail, heavy rail, light rail, monorail, trolley, inclined plane, funicular, and automated

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guideway. Rail transit agency means any entity that provides services on a rail fixed guideway public transportation system. (673 definition only)

Rail Fixed Guideway System (RFGS) means any light, heavy, or rapid rail system, monorail, inclined plane, funicular, trolley, cable car, automatic people mover, or automated guideway transit system used for public transit and not regulated by the Federal Railroad Administration or not specifically exempted by statute from Commission oversight. Part 674, includes “Public Transportation” as part of its definition, and is Rail Fixed Guideway Public Transportation System for a fixed guideway system and to be more inclusive of other systems currently under the Commission’s jurisdiction. (Program Standard, CPUC only)

Rail Transit Agency (RTA) means the entity that plans, designs, constructs, and/or operates a RFGS and is within the jurisdiction of the Commission. (Program Standard, CPUC only)

Risk means the composite of predicted severity and likelihood of the potential effect of a hazard. (673 definition only)

Risk mitigation means a method or methods to eliminate or reduce the effects of hazards. (673 definition only)

Safety means freedom from harm resulting from unintentional acts or circumstances. (Program Standard, CPUC only)

Safety Assurance means processes within a transit agency’s Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information. (673 definition only)

Safety Certification is the series of acts or processes that collectively verify the safety readiness of a Project for public use. (Program Standard, CPUC only)

Safety Certification Plan means a Project-specific document developed by a RTA, which ensures that elements critical to safety are planned, designed, constructed, analyzed, tested, inspected, and implemented, and that employees are trained and rules and procedures followed, in compliance with the RFGS and the regulatory safety requirements. (Program Standard, CPUC only)

Safety Design Criteria means the organized listing of safety codes, regulations, rules, design procedures, existing industry standards, recommended practices, analyses, handbooks and manuals prepared to provide guidance to Project designers in development of technical specifications that meet minimum safety parameters. (Program Standard, CPUC only)

Safety Management Policy means a transit agency’s documented commitment to safety, which defines the transit agency’s safety objectives and the accountabilities and responsibilities of its employees in regard to safety. (673 definition only)

Safety Management System (SMS) means the formal, top-down, organization-wide

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approach to managing *safety* risk and assuring the effectiveness of a transit agency's *safety* risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards. (673 definition)

Safety Management System (SMS) Executive means a Chief Safety Officer or an equivalent. (673 definition only)

Safety performance target means a Performance Target related to *safety* management activities. (673 definition only)

Safety Promotion means a combination of training and communication of *safety* information to support SMS as applied to the transit agency's public transportation system. (673 definition only)

Safety risk assessment means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks. (673 definition only)

Safety Risk Management means a process within a Metro's Public Transportation Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating safety risk. (673 definition only)

Serious injury means any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received; (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) Causes severe hemorrhages, nerve, muscle, or tendon damage; (4) Involves any internal organ; or (5) Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface. (Program Standard definition)

State means a State of the United States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands. (673 definition only)

State of good repair means the condition in which a capital asset is able to operate at a full level of performance. (673 definition only)

State Safety Oversight Agency (SSOA) means an agency established by a state that meets the requirements and performs the functions specified by 49 U.S.C. 5329(e) and the regulations set forth in 49 CFR Part 674. In California, the California Public Utilities Commission (CPUC) is the SSOA, and the CPUC's RTSB implements the CPUC's SSOA program. (Program Standard definition)

Transit agency means an operator of a public transportation system. (673 definition only)

Transit Asset Management Plan (TAM) means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR part 625. (673 definition only)

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1.0 INTRODUCTION

This document is the Los Angeles County Metropolitan Transportation Authority's (Metro) Public Transportation Agency Safety Plan (PTASP) for the Bus and Rail systems. This PTASP embodies the elements in 49 CFR Part 673 established July 19, 2018 which focuses on establishing a Safety Management System (SMS). The section numbers referenced throughout this document refer to the requirements of 49 CFR Part 673. The FTA defines SMS as:

"the formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards."

Metro's PTASP establishes accountability and responsibility at the top levels of the organization, evidenced by the Metro Board's Approval and CEO's commitment to allocate necessary resources to sustain and improve Metro's safety culture. This plan explains each organizational unit's function within the larger Metro System and how accountability for safety is integrated throughout the organization. This PTASP also describes the four components integral to the successful implementation of SMS within the Metro System (outlined below): Safety Management Policy, Safety Risk Management, Safety Assurance, and Safety Promotion.

Metro's Safety Management Policy is divided into four sub-components:

1. Safety Management Policy Statement
2. Safety Accountabilities and Responsibilities
3. Integration with Emergency Management
4. SMS Documentation and Records

Metro's Safety Risk Management component includes:

1. Safety Hazard Identification
2. Safety Risk Assessment
3. Safety Risk Mitigation

Metro's Safety Assurance component includes:

1. Safety Performance Monitoring and Measurement
2. Management of Change
3. Continuous Improvement

Metro's Safety Promotion component includes:

1. Safety Training Program
2. Safety Communication

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1.1 METRO BACKGROUND

Assembly Bill 1784 required the Los Angeles County Transportation Commission (LACTC) and the Southern California Rapid Transit District (SCRTD) to submit a plan to the legislature by January 1992, which reorganized the agencies to provide “a unified comprehensive institutional structure which requires maximum accountability to the people.”

Assembly Bill 152, signed by Governor Pete Wilson on May 19, 1992 merged the LACTC and SCRTD into the Los Angeles County Metropolitan Transportation Authority (Metro), effective April 1, 1993. All responsibilities and obligations previously assumed by SCRTD and LACTC have been assumed by Metro, which is a public corporation of the State of California. Metro is generally responsible for the planning, design, construction, operation, and maintenance of rail and bus transit in the County of Los Angeles, however, the State Legislature has designated other agencies who are responsible for the design and construction of certain projects, such as the Gold Line Extension Project.

The 13-member Board of Directors that governs Metro is comprised of:

- The five Los Angeles County Supervisors
- The Mayor of Los Angeles
- Three Los Angeles mayor-appointed members
- Four City Council members representing the other 87 cities in Los Angeles County

The Governor of California appoints one non-voting member.

Metro has authority to furnish public transportation services in Los Angeles County and in parts of adjacent counties. Metro is also authorized to administer Proposition A funds for the operation of municipal transit agencies in this area.

1.2 SCOPE AND PURPOSE

The PTASP defines Metro’s technical and managerial safety activities. The PTASP applies to all organizational units affecting, or affected by, the Metro bus and rail systems from planning through the operations and maintenance phases. Management’s compliance with identified responsibilities in the PTASP ensures that the goals and objectives are achieved.

The PTASP will be used to identify programs and processes to minimize injuries and accidents. It also demonstrates Metro’s commitment to safety. In addition, this PTASP complies with the requirements of 49 Code of Federal Regulations Part 673, issued by the FTA.

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1.3 ORGANIZATIONAL CHART

Metro Leadership and Executive Management is displayed in Appendix A. Metro Operations organizational chart can be seen in Appendix B.

1.4 SYSTEM DESCRIPTION

Metro's operational system is summarized within Appendix C.

1.5 SAFETY AND SECURITY GOALS

- Provide a level of safety and security in transit services that meets if not exceeds industry standards and practices
- Identify, eliminate, minimize, and/or control safety hazards and their associated risks
- Improve safety by implementing practical and reasonable strategies to reduce the number and rates of accidents, injuries and assaults on transit workers based on data submitted to the NTD
- Comply with the applicable requirements of regulatory agencies
- Maximize the safety of future operations by affecting the design and procurement processes
- Continuously improve the safety culture by striving to incorporate innovative technologies
- Mitigate employee assaults and crime related incidents

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Subpart B - Safety Plan

Subpart B of this PTASP incorporates Metro's conformance with 49 CFR 673 including establishing safety performance targets, review and update of this document, emergency management protocols, and coordination with planning stakeholders.

§673.11(a)(3) SAFETY PERFORMANCE MEASURES AND PERFORMANCE TARGETS

Metro's safety performance measures are based on the measures established under the National Public Transportation Safety Plan. A detailed list of these safety performance measures and performance targets are found in Appendix D.

§673.11(a)(4) CONFORMANCE WITH FTA GUIDELINES

This PTASP addresses all requirements and standards as set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan. The PTASP will be revised when FTA establishes standards through the public notice and comment process.

§673.11(a)(5) REVIEW AND UPDATE OF PTASP

This PTASP is meant to be a living document that has the flexibility to address additional safety and security issues as needed. The PTASP will be reviewed at least annually, by the RSAM department, to make necessary updates, corrections, and modifications in accordance with the CPUC established rules. RSAM will seek feedback from affected departments and the JLMSC to determine if any changes are needed. Any significant changes (such as Hazard Management Program, Accident Investigation Procedures, regulations that affect the content of this plan), excluding nominal administrative changes, to the body of the plan will be made and presented to the JLMSC and the Metro CEO for adoption by the Board of Directors. RSAM will update the Revision table annually with a new Revision number for the PTASP regardless if any changes need to be made.

After the PTASP review, the RSAM department will provide the revision to the CPUC. Metro will request CPUC's review and approval in accordance with CPUC established rules if any significant changes are made to the PTASP.

The RSAM department is responsible for preparing, maintaining, and updating the PTASP.

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§673.11(a)(6) EMERGENCY MANAGEMENT PROGRAM

Operational Emergencies:

Metro has developed emergency procedures to respond to all-hazard emergencies on the system. These procedures include roles and responsibilities for departmental staff who respond to these emergencies. For emergencies with cascading implications or significant impacts, Metro's Emergency Operations Center (EOC) procedures will be triggered to ensure internal/external coordination and collaboration for response and recovery activities.

RAIL MODE

Currently, all emergency response procedures for rail operations are found in Metro Rail Book of Operating Rules and SOPs. Examples of these emergencies are Train vs. Person, Collision, Earthquake, Flood, etc. For an extensive list, refer to Metro Rail SOPs. Additionally, in accordance with the CPUC General Order 172 series requirements, Metro has developed Metro Rail SOP #65, which are procedures for contacting employees in the event of a personal or family emergency. For large scaled incidents to the rail system, Metro's EOC Manual would determine activation levels to support emergency response.

BUS MODE

Currently, all emergency response procedures for bus operations are found in BOC Standard Operating Procedures. Examples of these emergencies are Requests for Police or Emergency Medical Assistance, and Earthquake. For an extensive list, refer to Metro BOC SOPs. Additionally, Metro BOC is responsible for contacting Bus employees in the event of a personal or family emergency. For larger scaled or incidents impacting systemwide bus service, Metro's EOC Manual would determine activation levels to support emergency response.

Emergency Preparedness:

RAIL MODE

Rail Operations in coordination with Metro's Emergency Management Department conducts emergency response training, familiarization, and exercises at least once each year on every rail line comprised of either an operation based Full Scale Exercise (FSE), Functional Exercise (FE), or multiple scenario rapid response exercises to prepare for emergencies. Determinations are driven based on recent real world rail incidents, change of policy/procedures/equipment, or transit industry security/safety concerns.

Emergency Management's annual Training & Exercise Planning Workshop (TEPW) with Rail Operations and Corporate Safety Department determines exercise scenarios, locations, and schedules for each Rail line. Incident scenarios may be selected based on recent/past real-world rail incidents worldwide, changes in changes in policy, procedures and/or technology systems, adoption of new best practices in training, and lastly transit industry security/safety concerns identified by management.

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policy, procedures and/or technology systems, adoption of new best practices in training, lastly transit industry security/safety concerns identified by management. Additionally, within the Multi-Year Training and Exercise Program (MYTEP) a training and exercise calendar is developed for when training and/or exercises will be conducted throughout a calendar year.

Based on the type of exercise, FSE or FE, a discussion-based Tabletop Exercise (TTX) may be conducted where participants can discuss in detail their response procedures that will be used in the FSE or FE. Additionally, all lesson learned are documented as strengths and improvements in after-action reports and a corrective action matrix is developed. These exercises enhance inter-agency communication and coordination with State, Federal, regional, and local first responder agencies, (such as CPUC, FBI, TSA, Fire and Law Enforcement personnel within the 88 Cities, regional hospitals and other external transit/non transit partners), and enable Metro staff to train for potential emergency scenarios.

Prior to each exercise, an Initial Planning Meeting (IPM) is scheduled with the appropriate agencies to plan and discuss the exercise scope, objectives, and specific response activities to test capabilities. Additional meetings may be scheduled depending on the complexity of the exercise. Following the exercise, a post-exercise debriefing is convened with representatives from all participating agencies to review the performance of the exercise, and to identify "lessons learned."

When "lessons learned" affect current procedures or processes, the affected disciplines determine what changes are needed and implement them. If such changes are made, all stakeholders receive a copy of the revised procedure or are notified of procedure changes.

Metro Rail Training Instruction staff collaborates with Emergency Management staff and provides familiarization training to outside agencies on an as-needed basis when requested. Training includes familiarization of the rail cars, station, equipment, tunnel orientations, and tours of the ROC. Periodic reminders of the availability of this emergency preparedness training are presented to fire and law enforcement with jurisdiction emergency response responsibility to the Rail system.

Metro's Emergency Management Department is responsible for coordinating all system-wide emergency response planning efforts. Prior to opening new segments of the rail system, training sessions, familiarization, exercises are conducted for all emergency response agencies which have jurisdiction along the route.

BUS MODE

Bus Operations in coordination with Metro's Emergency Management Department conducts emergency response training, familiarization, and exercises throughout the year. Emergency Management's annual Training & Exercise Planning Workshop (TEPW) with Bus Operations selects 4-6 Divisions to conduct an exercise along with recommended scenarios. Divisions and scenarios may be selected based on recent/past real-world incidents worldwide, changes in policy, procedures and/or technology systems, adoption of new best practices in training, and lastly transit industry security/safety concerns identified by management.

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Additionally, within the MYTEP a training and exercise calendar is developed for when training and/or exercises will be conducted throughout a calendar year.

These exercises enhance inter-agency communication and coordination with State, Federal, regional, and local agencies, (such as FBI, TSA, Fire and Law Enforcement personnel within the 88 Cities, and regional hospitals), and enable Metro staff to train for potential emergency scenarios.

Prior to each exercise, an IPM is scheduled with the appropriate agencies to plan and discuss the exercise scope, objectives, and specific response activities. Additional meetings may be scheduled depending on the complexity of the exercise. Following the exercise, a post-exercise debriefing is convened with representatives from all participating agencies to review the performance of the exercise, and to identify lessons learned.

When lessons learned affect current procedures or process, the affected disciplines determine what changes are needed and implement them. If such changes are made, all stakeholders receive a copy of the revised procedure or are notified of procedure changes.

Metro Office of Central Instruction (OCI) staff collaborates with Emergency Management staff and provides familiarization training to outside first responder agencies on an as-needed basis when requested. Training includes familiarization of the bus, access points, shutoffs, cameras and other equipment.

Disaster Recovery:

Metro's Emergency Preparedness Department manages disaster recovery efforts and uses the Disaster Recovery Plan as a guideline in the event of catastrophic scenarios outlined in the plan. Metro's Emergency Management Department oversees major or catastrophic disaster response and recovery efforts.

§673.13 CERTIFICATION OF COMPLIANCE

Metro will certify this PTASP initially and annually thereafter through the FTA's Certification and Assurances process via Metro's Grants Management and Oversight department.

§673.15 COORDINATION WITH PLANNING STAKEHOLDERS

During the development of the original PTASP, Metro coordinated with the CPUC and the local Metropolitan Planning Organization (MPO), which is the Southern California Association of Governments (SCAG). Metro provided a copy of the PTASP to SCAG for their review and comments, including sharing Metro's proposed performance targets to aid in their planning process.

Subpart C- Safety Management System (SMS)

As outlined in the introduction section of this PTASP, the SMS components lay the foundation of Metro's Safety Culture. The processes identified in the four SMS components below lead Metro to a safer more reliable system allowing for teamwork, vigilance, and accountability to permeate all facets of the organization.

§673.23 SAFETY MANAGEMENT POLICY

Metro's Safety Management Policy is the organization's commitment to safety, which defines our objectives, accountabilities and responsibilities of our employees regarding safety.

§673.23(a) WRITTEN STATEMENT OF POLICY

With respect to the organizational accountabilities and responsibilities, please refer to Metro's Safety Management Policy Statement at the beginning of this document.

§673.23(b) PROCESS FOR REPORTING UNSAFE CONDITIONS/NEAR - MISS INCIDENTS

Metro has established a process for employees to report hazards, unsafe conditions and near-miss occurrences to management as described in §673.25 *Safety Risk Management* of this document.

Metro's hazard reporting process (SAFE-7) affords employees protection from reprisal* by providing an opportunity to submit hazards/near-miss occurrences transparently or anonymously. Furthermore, as mentioned in Metro's Safety management policy, "All employees have an obligation to report hazards, and near-miss occurrences to their department management".

*Near-Miss occurrences that are captured through Metro's reporting systems, such as SCADA, SMART DRIVE, and Supervisor Observation are not subject to protection from reprisal, if they are deemed to be egregious or violate a major rule as defined by the collective bargaining agreement.

§673.23(c) SAFETY MANAGEMENT POLICY COMMUNICATION

Metro's Safety Policy will be distributed to Metro personnel using various methods, such as, email and/or sign-for documentation. This policy will be posted at all divisions, and will be incorporated into the New Hire Orientation process during the On-Boarding Presentation.

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§673.23(d) AUTHORITIES, ACCOUNTABILITIES, AND RESPONSIBILITIES

The central approach used in achieving PTASP goals and objectives involves having all Metro personnel being responsible for safety and taking into consideration the safety implications of their decisions. It uses a proactive approach that stresses looking at systems, and proposed modifications to these systems from a safety perspective before losses occur. The PTASP also requires that employees look at how their actions may affect the safety of other interrelated systems.

All Metro personnel have general safety-related tasks under the PTASP. These include the following:

The Chief Executive Officer, who is the Accountable Executive, has the following Authorities, Accountabilities, and Responsibilities under this plan:

- Control and Direction over human and capital resources needed to develop and maintain both the PTASP, in accordance with 49 USC 5329 (d), and the TAM Plan in accordance with 49 U.S.C. 5326
- Designate a CSO in accordance with 49 CFR 673.23(d)(2)
- Ensure that Metro's SMS is effectively implemented throughout Metro's public transportation system
- Ensuring action is taken to address substandard performance in Metro's SMS
- Metro's Safety Performance
- Ultimate responsibility for carrying out Metro's PTASP
- Carry out Metro's TAM Plan
- Establishment and implementation of the PTASP

The CSO reports directly to the CEO. The CSO has the following Authorities, Accountabilities and Responsibilities under this plan:

- Day-to-day Implementation and Operation of Metro's SMS
- Ensure action is taken to address substandard performance in Metro's SMS
- Advise Accountable Executive on SMS progress/status
- Ensure Metro policies are consistent with PTASP Goals and Objectives

The CSO does not have any responsibilities for Operations and Maintenance functions at Metro.

Metro Leadership and Executive Management* has the following Authorities, Accountabilities and Responsibilities under this plan:

- Implementation and Operation of the Metro's SMS as it applies to their respective business unit
- Allocate resources within respective business units to accomplish Goals and Objectives of PTASP

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- Accountable for business unit oversight, day-to-day operations and maintaining compliance with the PTASP
- Modify policies consistent with implementation of the PTASP and other Statutory regulations

*These are staff who have a direct reporting relationship to the Chief Executive Officer (Accountable Executive).

Key Staff** has the following Authorities, Accountabilities and Responsibilities:

- Accountable for maintaining the infrastructure or program within their area of responsibility
- Accountable for compliance with the Programs and Processes identified within the PTASP
- Support development, implementation and operation of SMS within Metro's PTASP
- Maintain Documents that support the implementation of the PTASP
- Review and investigate SAFE 7 reports and implement corrective actions, as appropriate, in a timely manner
- Investigate employee injuries and document findings of investigations in Metro's reporting system
- Verify PTASP compliance and report deviations to the Corporate Safety Department

**Key Staff are people who directly oversee a division, facility, craft, and all staff in the organizational structure up to but not including Executive Management.

Additional departmental roles and responsibilities are outlined in Appendix E.

§673.25 SAFETY RISK MANAGEMENT

Safety Risk Management is a cornerstone to SMS. During this process Metro identifies, evaluates, and devises means to eliminate, mitigate the risk of, or accept hazards. Not all hazards can be eliminated given the resources at hand. Metro's goal with Safety Risk Management is to mitigate the risk of hazards to a level as low as reasonably practicable - to a level where the cost involved in reducing the risk further would be grossly disproportionate to the benefit gained. The processes outlined in this section describe Metro's approach for identifying hazards, reporting them, investigating them, evaluating them, and finally mitigating the risk from them.

§673.25(a) SAFETY RISK MANAGEMENT PROCESS

This process involves identifying, reporting, investigating, evaluating, and mitigating risk of work place hazards and near-miss incidents through various means. Once identified and reported, the hazard's risk is evaluated, corrected or mitigated by implementing design changes, installing safety devices, installing warning devices/signage, or changing work practices/work procedures to provide a level of safety that is practical with the available resources of the agency.

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§673.25 (b) SAFETY HAZARD/NEAR-MISS INCIDENT IDENTIFICATION, REPORTING, AND INVESTIGATION

Hazards may be identified by the following sources or methods:

1. As a result of occupational injury or illness investigations
2. As a result of accident investigations
3. By observing the working environment and any changes in the workplace. (e.g. FOF)
4. As a result of routine and non-routine Inspections
5. From Hazard/Near-Miss Incident Reporting by Employees
6. As a result of Lessons Learned
7. From Internal and External Audits
8. Provided by the CPUC/FTA in their inspection reports (§673.25(b)(2))

Metro has adopted an electronic Hazard/Near-Miss Incident Reporting System called SAFE-7 that is available to all Metro employees. Any employee can use the SAFE-7 system to report a Hazard/Near-Miss Incident and can submit reports transparently or anonymously if they choose to do so. However, all hazards/near-miss incidents identified by employees must be reported through the SAFE-7 system. Hazards and findings identified by CPUC and other external agencies are tracked separately. This consistent process is necessary to properly record, track, and trend hazards and it also allows management to provide a response back to the employee who submitted the Hazard/Near-Miss Incident.

After a hazard(s) is entered into the SAFE-7 system, the responsible department head shall:

1. Conduct an investigation of the SAFE-7 Report.
2. Document the results of the investigation in the SAFE-7 system within 30-days of notification. The documentation must include all supporting information as necessary (i.e. Photos, Measurements, etc.) to explain how the investigation was performed.
3. Provide a response back to the employee who submitted the SAFE-7 report, or post it on the safety bulletin board if the report was submitted anonymously.
4. Approve the mitigation, monitor the mitigation to completion, close the incident in the SAFE-7 system, and post the summary of reported hazards/near misses (SAFE-15 logs).

The employee is responsible for checking the status of their reported hazard via their incident number which is provided to them once the hazard is reported, or if they submitted an anonymous report, by checking their respective Safety Bulletin Board, which is at every division, facility or location. If within 30 days the results of the investigation are not in the SAFE-7 system or have not been posted on their Safety Bulletin board, the employee may submit their SAFE-7 report to Corporate Safety, Mail Stop 99-11-3 for follow up.

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The Corporate Safety Department will report to the CPUC any specific hazards as identified in CPUC regulations.

§673.25(c) SAFETY RISK ASSESSMENT

The Corporate Safety Department will be responsible for assessing each safety hazard and assigning a priority level as listed below. See Table 1 for Priority Matrix.

- Priority #1 Hazard will occur frequently or often and could result in fatality
- Priority #2 Hazard will occur infrequently and could result in a fatality; or frequently or often and could result in a serious disabling injury
- Priority #3 Hazard will occur infrequently with a serious disabling injury; or any probability with a minor injury or no injury

- Frequently = once per week for 4-5 consecutive weeks at a specific location on a specific line
- Often = once per month for 3-4 consecutive months at a specific location on a specific line
- Infrequently = once every 6 months

Priority #1	Priority #2	Priority #3
Frequently with Fatality	Infrequently with Fatality	Infrequently with Serious Disabling Injury
Often with Fatality	Frequently or often with Serious Disabling Injury	Any probability with minor or no Injury
Table 1: Priority Matrix		

The Corporate Safety Department may determine that even though a particular hazard does not meet one of the above priority ratings, it may warrant an assessment and mitigation.

Regardless of how the hazard was originally identified, the Local Safety Committees (LSC) maintain a log (SAFE-15) to track all hazard reports and to record the completion of corrective actions. All hazards will be reported and discussed at the monthly LSC meetings. The CPUC is invited to all LSC meetings. Priority 1 hazards will be reported to the CPUC within 2 hours of being assessed as such. The Corporate Safety Department will be responsible for notifying the CPUC of Priority 1 hazards.

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§673.25(d) SAFETY RISK MITIGATION

The department/division management to whom the SAFE-7 is reported will attempt to correct all hazards identified. For those hazards that cannot be rectified in a reasonable and timely manner, (depending on the nature of the hazard, and whether the resolution is within Metro's control), management will establish a target completion date. The department/division management will analyze the hazards, including near-miss incidents, and develop recommendations for elimination or risk mitigation of the hazard. Interim measures to mitigate the risk of the hazard should be implemented until the final corrective action is completed. Recommendations may include modification of equipment or facilities design, changes to maintenance schedules or practices, revision of operating rules/procedures, employee training, relocation of bus stop locations, modifications to rail stations, installation of traffic control devices or traffic signs, and markings, etc. Although other Metro departments or external agencies may have the responsibility to implement corrective actions, the department head who received the SAFE-7 report is ultimately responsible for follow up activities and making sure the corrective action is completed. If another department is responsible for the implementation of the mitigation, department management shall include the name of the person and entity responsible (i.e. Metro Department, City, LADOT, etc.) for taking corrective action with a target date of implementation.

Once the hazard has been corrected or risk has been mitigated, division management is responsible for documenting the resolution within SAFE-7. If the risk from the unsafe condition is not or cannot be mitigated, a reason should be provided within the SAFE-7 system. If a proposed solution requires funding that cannot be implemented by division management, it shall be elevated to the Joint Labor Management Safety Committee (JLMSC). Corporate Safety staff monitors the closure of hazards/near-miss incidents reported in the SAFE-7 system.

Imminent Safety Hazards

- For serious hazards that are immediately dangerous to life and health, employees shall take immediate action to mitigate the risk of the hazard. Documentation of the hazard within SAFE-7 can follow after such immediate action is taken.
- If the hazard cannot be immediately abated, all personnel are to be removed from the affected area until their health and safety can be assured. Corporate Safety and department/division management will be notified.

Proactive Risk Mitigation through Procurement

Metro's Procurement process ensures that materials and services obtained by Metro do not degrade the safety of the transit system. This involves including safety requirements in contracts and obtaining Safety Data Sheets (SDS). The SDS Program has established specific procedures for the acquisition and dissemination of information regarding hazardous materials. Approved SDS information can be accessed via Metro desktop computers at all Metro Divisions via the SDS database.

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Materials are evaluated by the Corporate Safety Department for safety implications prior to purchase and/or use. When new materials/chemicals are delivered, the inventory control department verifies via Metro's enterprise asset management software system, that the item delivered has been previously approved. The Operations and Maintenance Departments must meet applicable state, federal, and local regulations for the proper labeling, storage, handling, and disposal of hazardous materials including documentation and record keeping requirements.

The procurement of parts must follow established procedures. Parts may not be substituted without prior authorization of a manager within the department and only if the substitution will not adversely affect the safety of any system.

Functions of the Procurement/Vendor Contract Management Department include:

- Ensure procurement process complies with established procedures for evaluating materials and products for use by Metro
- Ensure that products purchased meet SDS requirements, copies of SDS are delivered with all materials and that materials undergo an evaluation before purchase by the Industrial Hygiene and Environmental Safety Section is performed
- Develop, maintain, and utilize a list of hazardous materials and equipment; Procurement enforces restrictions and other procurement procedures
- Adhere to safety procedures as defined by Corporate Safety related to hazardous substance acquisition, handling, labeling, storage, disposal, and record keeping. Ensure that SDS requirements are met and copies maintained for all materials and that the materials undergo an evaluation by the Industrial Hygiene and Environmental Safety Section prior to use
- Ensure that contractors meet requirements related to the safety of Metro employees, property and the public

Proactive Risk Management through Asset Management Condition Assessment

Metro's Enterprise Transit Asset Management Department conducts condition assessments of some of Metro's assets consistent with TAM Rule 49 CFR Part 625. The results of the condition assessments performed for TAM purposes are shared with various Metro stakeholder departments such as Operations and Corporate Safety. Metro's TAM plan includes a process for reviewing funding needs in the Long Range Plan and capital project proposals against the prioritized asset inventory which serves as a decision support tool. Department heads will be responsible for prioritizing and addressing the safety issues as identified in the condition assessment reports. The implementation of remediation measures will be tracked and reviewed in the Maintenance and Engineering Senior Staff meetings. Based on the condition assessment reports that are provided to internal stakeholders, Operations uses these reports to inform and make prioritization decisions of assets that need to be replaced.

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Infectious Diseases Exposure Control Plan

Metro Corporate Safety, in collaboration with the Chief People Office (CPO), Emergency Preparedness and other departments, has developed the Metro Public Health/Pandemic Plan for Infectious/Communicable Diseases to prepare the agency for dealing with the effects of a health pandemic, communicable and other reportable diseases. The plan is consistent with the requirements and guidance of the Centers for Disease Control and Prevention, Los Angeles County Department of Public Health, and California Occupational Safety and Health Administration (OSHA).

Each department has the responsibility to follow, as outlined, this Public Health Plan. The Plan is consistent with Metro's policy to provide a safe and healthy working environment for employees and a safe transit system for the public.

For additional information, employees can retrieve Metro's Public Health/Pandemic Plan for Infectious/Communicable Diseases on RSAM's Website via the Intranet.

§673.27 SAFETY ASSURANCE

Metro ensures that Safety Assurance is maintained through efforts in three core areas:

1. Safety Performance Monitoring and Measurement
2. Management of Change
3. Continuous Improvement

This section outlines the means and methods that Metro uses to ensure Safety Assurance in each core area.

§673.27 (b) SAFETY PERFORMANCE MONITORING AND MEASUREMENT

Metro has several programs to monitor its bus and rail systems for safety and regulatory compliance. These programs include the following:

RAIL MODE

FIELD OBSERVATION AND FEEDBACK (FOF)

The FOF is a behavior-based safety process that creates a safety partnership between management and employees/contractors that focuses on evaluating employees performing tasks and their actions. Moreover, the FOF process is the means for management to monitor and document the safety performance of personnel working in their work environment.

An FOF session must include a "safety contact(s)." A safety contact is an observation of a safe or unsafe act or behavior of an employee followed by dialogue addressing the situation. Observations focus on constructively and positively reinforcing safe acts, gaining employee commitment to stop unsafe acts and encouraging two-way communication about safety-related concerns. Life threatening and unsafe behaviors observed are addressed and acted on immediately.

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With respect to Wayside Maintenance Employees, Supervisors are responsible for verifying compliance with established rules and procedures.

EFFICIENCY TESTING/ PERFORMANCE EVALUATIONS

The head of the Rail Transportation Instruction department is responsible for developing the Rule Book, managing changes to the Rule Book and overseeing efficiency testing to determine the knowledge and application of operating rules and procedures. Rules and procedures that affect safety are contained in the Metro Rail Book of Operating Rules and Procedures. Compliance with these rules and procedures is routinely checked as part of line rides and performance evaluations.

Each month, the Rail Transportation Instruction (RTI) staff issues 2 rules compliance tests, based on the rulebook, that must be completed by Division Management. The tests evaluate operators' knowledge and conformance with the selected rules. A minimum of 20 operators per line, per month are randomly selected by Supervisors on the AM and PM shift (10 per shift) to evaluate compliance with the rules.

VIDEO BASED ENFORCEMENT AND MONITORING PROGRAM

Metro has installed a video-based monitoring system in the operating cabs of each rail car. Metro uses this video-based system to supplement the random monitoring and enforcement of its operating rules, including rules and policies governing the use of electronic devices. Operations staff utilizes the video-based system to download and observe 10% of the operators on each line per quarter to determine compliance with the CPUC General Order 172 series, and includes, as part of the 10%, incidents involving the following:

- a derailment
- a collision
- a complaint or observation of an alleged violation of the GO 172 series

Records of the observations from this video-based program are maintained for a period of three (3) years. Video recordings only for instances of any violation of rules/policies and the above described three instances are maintained. These videos are made available to the CPUC staff upon request but are maintained until the last appeal of any litigation or disciplinary action is complete.

FACILITY INSPECTIONS

A safety inspection program is essential in order to reduce unsafe conditions that may expose staff, and visitors to incidents that could result in injury, illness and exposure or property/capital asset damage. It is the responsibility of each organizational level, down to the lowest applicable cost center, to ensure that appropriate, systematic safety inspections are conducted periodically.

Periodic safety inspections will be conducted at each operating facility by department management/division trained personnel to identify (which may include survey/polling) and document unsafe conditions, work rules or work practices inconsistent with Federal, State and Local government agencies.

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Rail Communications and Facilities Maintenance performs inspections of the public rail facilities, such as rail stations, in accordance with their respective departments' maintenance plan.

In addition to public facility inspections, Division/Location Facility Inspections are conducted at each rail division on a monthly basis for both Transportation and Maintenance Departments utilizing the facility inspection checklist for their respective department type.

Each department's Facilities Inspection responsibilities include:

- Utilize checklists to periodically inspect work areas for unsafe and unhealthy conditions and report and correct conditions as appropriate
- Maintain inspection documentation records
- Track and take appropriate corrective action(s)
- Report unsafe conditions and failures, both physical and operational, to appropriate organizational units so the condition can be corrected and/or operational changes can be made
- Submit hazards and proposed system modifications resulting from inspections to the appropriate committees

INTERNAL SAFETY REVIEW

The PTASP Internal Safety Review (ISR) provides a comprehensive method of measuring effectiveness of the PTASP in achieving its objectives.

Under requirements of the CPUC GO 164 series, this review ensures that the state required elements of the PTASP are reviewed in an on-going manner and completed over a three-year cycle. The ISR is conducted on an annual basis and a schedule of the reviews is submitted to the CPUC staff prior to the start of such reviews, allowing for CPUC staff participation. A list of items to be reviewed is developed at least a month in advance. This review includes checklists that address both quantitative and qualitative aspects of performance.

Each department is responsible for PTASP compliance and for reporting deviations to the Safety department, which has overall verification responsibility. The ISR process will provide a means of documenting whether organizational units are fulfilling their PTASP responsibilities.

The Corporate Safety Department is responsible for establishing a review team and for conducting the ISR. Reviewers who conduct the reviews are independent from the first line of supervision responsible for the activity being reviewed.

Review Reporting

The Corporate Safety Department submits the ISR Report directly to the Chief Executive Officer (CEO) for review. This report includes an evaluation of the adequacy and effectiveness of the PTASP with findings, conclusions, and any necessary recommendations/corrective actions. After the CEO reviews the report, it is submitted to the CPUC

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for approval and then to the responsible departments for implementation, if applicable, of the corrective action plans described in the report.

Follow-Up/Action Plans

Departments and other organizational units are responsible for implementing their respective approved recommendations and action plans. Any department or other organizational unit that foresees or encounters a problem in completing implementation within the established time frame shall inform the Corporate Safety Department head.

LINE RIDES

Line rides provide an opportunity for one-on-one interaction between the Operator and Instruction staff. Line rides allow for firsthand observation of an Operator's habits and result in immediate verbal and written feedback. The purpose is to uncover and point out unsafe practices, as well as to give positive reinforcement for safe operating practices. Line rides can occur as a reactive measure (post-accident rides or rides initiated in response to customer complaints or documented violations of safety rules), or proactively, such as when the Operator is learning a new rail line or receiving other types of instruction.

BUS MODE

FIELD OBSERVATION AND FEEDBACK (FOF)

The FOF is a behavior-based safety process that creates a safety partnership between management and employees/contractors that focuses on evaluating employees performing tasks and their actions. Moreover, the FOF process is the means for management to monitor and document the safety performance of personnel working in their work environment.

An FOF session must include a "safety contact(s)." A safety contact is an observation of a safe or unsafe act or behavior of an employee followed by dialogue addressing the situation. Observations focus on constructively and positively reinforcing safe acts, gaining employee commitment to stop unsafe acts and encouraging two-way communication about safety-related concerns. Life threatening and unsafe behaviors observed are addressed and acted on immediately.

FACILITY INSPECTIONS

A safety inspection program is essential in order to reduce unsafe conditions that may expose staff, and visitors to incidents that could result in injury, illness and exposure or property /capital asset damage. It is the responsibility of each organizational level, down to the lowest applicable cost center, to ensure that appropriate, systematic safety inspections are conducted periodically.

Periodic Safety Inspections will be conducted at each operating facility by department management/division trained personnel to identify and document unsafe conditions, work rules or work practices inconsistent with Federal, State and Local government agencies.

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Facility Inspections are conducted at each bus division on a monthly basis for both Transportation and Maintenance Departments.

SMARTDRIVE VIDEO MONITORING

The SmartDrive is g-force based video monitoring utility. When an event on a bus reaches a threshold, the SmartDrive system records video footage. There are four types of events that are triggered and recorded by the SmartRecorder for use in the Measured Safety Program: Erratic, Shock, Speeding, and Manual. Erratic Events are characterized as Moving Events.

They are triggered by sustained forces from multiple directions (front/back, left/right, and up/down) over relatively long periods of time (typically between 0.25 and 1.5 seconds) as measured by an accelerometer in the SmartRecorder. Erratic Events capture risky driving maneuvers such as hard braking, acceleration, turning, swerving, speed bumps, dips in the road, etc. Shock Events are also characterized as Moving Events. They are triggered by sudden changes in force in any direction as measured by an accelerometer in the SmartRecorder. Shock Events have a higher likelihood of recording Collisions, but they can also be triggered by other actions that involve sudden changes in forces such as when a vehicle hits a pothole or a bump at high speed.

Speeding Events are characterized as Moving Events. They are triggered when the vehicle speed exceeds a specified threshold. For example, if the threshold is set for 70 mph then the SmartRecorder will record a Speeding Event when the vehicle speed exceeds 70 mph. To balance the number of Speeding Events that may be recorded at any given time, the SmartRecorder will only record one Speeding Event within a 30-minute timeframe.

Unlike the other three event types, Manual Events are not Moving Events. They are triggered when the driver or other occupant of the vehicle presses the manual trigger button on the SmartRecorder or on the keypad. Manual Events enable Operators to record Videos which contain actions of interest that are not necessarily related to risky driving.

Operations Staff reviews SmartDrive events daily to ensure timely coaching, retraining or discipline for unsafe acts. Coachable events are placed in the Coaching Queue. Additionally, Supervisors review manually-triggered events when Operators submit written notification. Coachable events belonging to the Maintenance Department are brought to the attention of the Maintenance Manager for coaching, retraining, and/or discipline.

LINE RIDES

Line rides provide an opportunity for one-on-one interaction between the Operator and Instruction staff. Line rides allow for firsthand observation of an Operator's driving habits and result in immediate verbal and written feedback. The aim is to uncover and point out unsafe practices, as well as to give positive reinforcement of safe driving practices. Line rides can occur as a reactive measure (post-accident rides or rides initiated in response to customer complaints or documented

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violations of safety rules), or proactively, such as when the Operator is learning a new bus line or receiving other types of instruction.

§673.27(b)(2) SAFETY RISK MITIGATION MONITORING PROCESS

Metro monitors its operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended. Metro also reviews pre-mitigation and post-mitigation trend data captured in various Metro electronic systems to determine the effectiveness of the safety interventions.

As part of Metro's risk reduction program, it has implemented several initiatives, some of which are listed below, to improve safety by reducing the number of accidents, injuries, assaults and visibility impairments on buses.

For example, Metro has been tracking the effectiveness of the following projects:

- Ped-gate/swing-gate project (monitored through Blue Line Quarterly Report)
- Left turn gate project (monitored through Blue Line Quarterly Report)
- In-pavement street lights on Gold Line East Side Extension
- Bar signals interfaced with interlocking signals on the Gold Line
- Photo Enforcement for rail and bus on the Orange Line
- Bus turn alert system
- SmartDrive for bus and rail
- 2-section barriers to deter assaults on bus operators (Metro's entire bus fleet is equipped with barriers)
- Video cameras and closed-circuit video monitors on all busses that show passengers boarding and in the seating areas of the bus to deter bus operator assaults

Metro will continuously canvas and evaluate technologies regarding reducing visibility impairments for buses. New technological advances that have proven to be effective will be incorporated in future procurement specifications for the bus fleet.

To address visibility impairments on Metro's current buses, Metro has developed training and SOPs that address how best to avoid accidents, especially when making right- and left-hand turns.

Metro has also incorporated de-escalation training as part of its efforts to mitigate transit worker assaults. Furthermore, Metro's System Security and Law Enforcement Department conduct routine patrols and inspections to deter transit worker assaults.

Metro will also evaluate advancements in technology to address other system operational improvements and enhancements such as communication systems, CCTV systems, train control systems, etc.

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§673.27(b)(3) ACCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING

Metro conducts investigations of accidents to identify causal factors through Accident Investigation Procedures (AIP). The AIP are outlined in Appendix F for the rail mode, and Appendix G for the bus mode. If there is a difference of opinion as to rail accident investigation findings, this will be resolved through CPUC established procedures as outlined in the “Rail Transit Safety Branch Program Standard - Procedures Manual State Safety and Security Oversight of Rail Fixed Guideway Systems.”

RAIL MODE

The Corporate Safety Department submits a Monthly Service Record, Accident, Hazard, and Corrective Action Summary Report (Form V) to the CPUC, within 30 calendar days after the last day of the month in which the accident occurred. Moreover, it also submits accident data to the Federal Transit Administration (FTA) via the National Transit Database (NTD).

BUS MODE

The Corporate Safety Department submits monthly accident data to the FTA via the National Transit Database (NTD).

§673.27(b)(4) INTERNAL SAFETY REPORTING PROGRAM MONITORING

Metro monitors information reported through Safety Data Acquisition and Analysis, its internal safety reporting program, SAFE-7, the drug and alcohol abuse program, as well as through various committees described below.

A. Safety Data Acquisition and Analysis

This function involves collecting and analyzing incident data in order to identify trends, mitigate any associated hazards and prevent recurrence of incidents on the bus and rail system. For example, the Corporate Safety Department compiles the Summary of Metro Blue (A) Line Train/Vehicle and Train/Pedestrian Accidents - this quarterly report summarizes the contributing factors, direction of travel of the train, and the location where accidents have occurred on the A Line. The Corporate Safety Department also reviews the bus and rail accident statistics and determines the types of mitigating measures, if any, to be implemented. Often, incidents are the result of unsafe behaviors of third parties, which are beyond the control of Metro, and for which mitigations are not feasible. Based on the collection of data and analysis of the data, the Corporate Safety Department has, over a number of years, implemented several enhancements on its bus and rail system. Some of these enhancements include four quadrant gates, active train warning signs for motorists and pedestrians, photo enforcement system, in-pavement warning lights, left turn gates in street running, pedestrian gates/swing gates, bus operator barriers, bus monitors on buses, pilot programs of bus audible and visual alerts to mitigate bus/auto and bus/pedestrian collisions, on-board video based

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enforcement system (SmartDrive), and in-cab camera system. Safety data is exchanged with other transit systems and is provided to external agencies as required. Because of the significantly lower number of accidents on the Metro L Line, Metro E Line, Metro C Line and Metro B Line, with the latter two lines experiencing mostly suicide type accidents, no meaningful trend can be established; hence, similar quarterly reports as the one for the Metro A Line, are not helpful and, therefore, not developed. However, the Corporate Safety Department maintains a data base of accidents that occur on these lines and based on trends, implements enhancements as warranted.

Other data, such as assaults on transit workers, is also collected and analyzed to better determine law enforcement strategies to mitigate such incidents.

B. SAFE-7 Reporting

As outlined in our Hazard/Near-Miss incident Reporting Process, SAFE-7 is Metro's repository for reporting operational safety issues. Refer to the Hazard/Near-Miss incident Reporting Process in §673.25(b) for more detailed information on how this element is achieved.

C. Drug and Alcohol Abuse Program

The CPO administers Metro's policy titled Drug and Alcohol Free Work Environment. CPO ensures that the policy is compliant with applicable regulations, is updated periodically, and is disseminated to all employees. CPO also monitors training of newly hired safety-sensitive employees as well as trainings for supervisors and/or other company officers authorized to make reasonable suspicion determinations. CPO ensures that informational materials on the dangers of substance abuse and the Employee Assistance Program, designed to provide counseling, guidance, and information to help with many topics such as substance abuse, parenting, childcare, elder care, relationships, work-life balance, grief, crime victim or witness to crime, death and or other trauma, well-being, etc. is readily available to all Metro employees.

In addition, CPO staff takes the lead in training supervisors to fulfill their responsibilities as related to the policy. The guidelines, procedures, and programs set forth in this policy comply with all applicable state and federal regulations governing workplace anti-drug use and alcohol misuse in the transportation industry. These regulations include, but are not limited to, the following:

- Department of Transportation (DOT) 49 Code of Federal Regulations Part 40, as amended (Procedures for Transportation Workplace Drug Testing Programs)
- Federal Transit Administration (FTA) 49 Code of Federal Regulations Part 655 (Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations)
- 41 U.S.C. Section 701-707 (Federal Drug-Free Workplace Act of 1988)
- California Government Code Section 8350. et seq. (Drug-Free Workplace Act of 1990)
- California Public Utilities Commission (CPUC) General Order 143 Series

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Some of the functions of the CPO include:

- Develop and administer Medical Standards for each position
- Ensure that successful candidates for positions are capable of safely performing the tasks of these positions on a repetitive basis
- Administer Metro's medical services coordination and Metro's drug and alcohol program/policy
- Oversee medical examinations and testing and the retention of related records

Each Metro Departments' role in supporting the Drug and Alcohol Program is to:

- Comply with procedures established by the CPO for testing and disciplining employees in accordance with Alcohol and Drug Free Work Environment Policy
- Deter and detect employees' use of illegal drugs and misuse of alcohol
- Discipline employees who violate the Policy, up to and including termination

D. COMMITTEES

There are various committees that coordinate Metro's SMS activities:

Bus Change and Material Review Committee (BCMRC)

The purpose of this committee is to provide consistency and uniformity to the changes made to, or material used for Metro's Bus Fleet. The committee is responsible for ensuring that changes to the buses or material are safe, economical, practical and comply with Metro's policies and procedures. The proposed modifications are submitted to the Vehicle Technology department. This department then distributes the proposed changes to the BCMRC.

Chemical Standards Committee (CSC)- This committee shares information and provides oversight for the qualification and introduction of new chemical commodities and the disqualification of existing chemicals. The committee jointly reviews all requests to set up chemical products to ensure compliance with Metro's requirements. The committee also reviews the current inventory catalog to confirm the chemical requested does not already exist in the Metro inventory under another name.

Chemical Standards Committee Functions:

- Inventory Control (Review new set-up or request/Committee Chairperson)
- Procurement (Vendor request and purchases of new products)
- Quality Assurance (New product testing/Product Complaints)
- Corporate Safety (Reviews new product SDS for Safety Compliance)
- Maintenance Bus/Rail (Users/Testing)
- General Services Bus, Rail, Gateway (Users/Testing)
- Material Planning (Set order points for Divisions)
- Environmental Compliance (Environmental Impact and Guidelines)

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Fire/Life Safety Committee (FLSC) The FLSC evaluates and resolves fire and life safety issues on Metro. It verifies that system designs, operations, and modifications meet fire and life safety requirements, such as NFPA 130 Standard for Fixed Guideway Transit and Passenger Rail Systems. In this capacity, the FLSC coordinates with other Metro departments and with other fire departments and other emergency response agencies for familiarization with Metro emergency procedures.

The FLSC evaluates issues against FLSC design criteria, verifies compliance with the criteria, and evaluates variances or deviations from the criteria via a Request for Special Consideration form. The FLSC also facilitates the issuance of the certificate of occupancy for new facilities.

Staff from the Corporate Safety Department chairs the FLSC which is comprised of representatives from the Los Angeles City Fire Department, Operations departments, and the CPUC. Some of the typical functions of the FLSC include:

- Develop Fire/Life Safety Criteria for Metro and monitor compliance with fire/life safety requirements
- Serve as liaison between Metro and fire departments and other emergency response agencies
- Verify that fire departments and other emergency response agencies are familiar with Metro emergency procedures and have access to facility site maps
- Ensure that materials, equipment, and systems are appropriate for use and are maintained in a manner consistent with fire/life safety requirements
- Review municipal and county fire regulations/codes, building codes, building plans, vehicle specifications, fire protection systems, emergency procedures, emergency ventilation systems and procedures, and evacuation plans in order to ensure compliance with fire/life safety requirements
- Provide support for emergency exercises
- Review Metro and other transit agency incidents for lessons learned
- Provide support to Rail Operations as needed

Local Safety Committee (LSC) - The formation of LSCs at the Bus and Rail Operating facilities gives employees and division management a forum for exchanging information related to safety issues, programs, policies, and practices. Each Metro Division has formed a committee, with the head of Operations or Maintenance chairing the effort. The LSC responsibilities include the following:

- Meet monthly to evaluate and resolve any identified safety hazards, near misses, and track action items
- Administer safety programs for department employees, facilities, equipment, and operations
- Review investigation of injuries/incidents and near misses, and make recommendations to mitigate them

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Joint Labor/Management Safety Committee (JLMSC)

The JLMSC is comprised of an equal number of representatives from management and all five labor unions. This PTASP has been approved by this committee (see appendix O) which meets at least quarterly to review risk-based mitigations or strategies to reduce the likelihood and severity of consequences of accidents, to identify mitigations or strategies that may be ineffective, inappropriate, or were not implemented as intended; and to identify safety deficiencies for purposes of continuous improvement. The committee will also establish performance targets using a 3-year rolling average of NTD data once FTA updates their National Public Transportation Safety Plan. The Committee is alternately chaired by a management or labor representative of the committee for a one year term. The JLMSC is intended to be an ongoing Committee and is dedicated to continuous improvement of all Metro's safety programs, trainings, and other safety measures.

Further, the JLMSC will discuss, evaluate, and address all safety and security issues related to employee, patron, and contractor safety. All relevant safety/security data will be shared with all committee members so that they can engage in discussions to propose safety/security programs, policies, and protocols that are based on this data.

While either party (Management or Labor) may bring a safety/security topic to the JLMSC, the JLMSC is not authorized nor will it engage in any collective bargaining, grievance processing, or meet and confer activities.

Safety Certification Review Team (SCRT) - The SCRT is a multi-disciplinary team that is formed for each Major Rail Capital Project or Line Extension. Its purpose is to review project compliance to the Safety Certification program, in compliance with CPUC General Order 164 Series. The objective of the SCRT is to provide guidance and oversight to the safety certification program so that the project can be opened without any hazard to passengers and employees. Members are selected to serve on an as-needed basis from various operating departments, the Designer, Construction Contractor, or specialty consultants. Typical activities include review of in-progress verification checklists, field inspections, or other document reviews. A representative from the Corporate Safety Department or designee chairs this Team.

System Modification Review Committee (SMRC) - The purpose of this committee is to review and comment on any proposed changes or modifications to the Metro Rail Operating System(s)/Facilities prior to implementation, and to evaluate whether any new hazards are posed by the proposed modifications. The proposed modifications are submitted to the Program Control department. This department then distributes the proposed changes to the SMRC for review and comments via email. Meetings are held only if any comments cannot be resolved via the email process.

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§673.27(c) MANAGEMENT OF CHANGE

Metro's Program Control, Vehicle Technology, and Rail Vehicle Engineering departments facilitate changes to rail and bus operations through the System Modification and Configuration Management Process.

System Modification

Changes to Metro systems and subsystems must not be made without first determining how the change might affect the safety of the system, or of any other system. The proposed modification must be evaluated for its potential to create additional hazards or to reduce the effectiveness of existing hazard controls. Metro has implemented a procedure, Operations Configuration Change Control, found in the CF15 procedure that establishes a process to ensure notification and review of proposed changes.

Individual departments must submit proposed system changes involving facilities, equipment/software or other physical modifications to Program Control, Vehicle Technology, or Rail Vehicle Engineering in accordance with procedures established in CF15.

Each Metro Departments' role in this function is to:

- Incorporate safety into proposed modifications of Metro transit systems
- Meet the safety requirements established for all purchases of equipment and supplies including its proposed storage, transfer, use, record keeping, and disposal
- Submit proposed system modifications to the respective party for document control
- Carry out assigned system modification tasks
- Evaluate proposed system and subsystem modifications from a safety perspective

Configuration Management

Configuration Management is a process which attempts to ensure that all changes to facilities, equipment, systems, design elements, etc., are updated to reflect the most current configuration, accurately and completely.

Program Control, Vehicle Technology, and Rail Vehicle Engineering is responsible for distributing proposed physical modifications to the appropriate Operations, Maintenance, Engineering, Safety department, and other necessary units for review and comments and for processing the approval of these configuration modifications. The appropriate Engineering department head is responsible for updating the as-built configuration drawings and notifying the Program Control Department when they are completed.

Functions of the Program Control, Vehicle Technology, and Rail Vehicle Engineering departments include:

- Maintain a computer database log of proposed changes.
- Submit the change proposal to the Operations, Maintenance, and Corporate

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Safety Department and others for review and comments. The Corporate Safety Department will review the proposed change to determine any negative safety impacts in accordance with the Safety Risk Management Process, described in §673.25(a).

- Coordinate resolution of all comments on the proposed changes
- Process change control documents
- Maintain Change Request/Order files; action items; general drawing and change status reports
- Provide updated drawings to affected Operations (field) Technical Libraries
- Respond to requests for latest drawing configuration, changes pending on drawings, and the status of each change in the system

Safety Certification Process

The Safety Certification process verifies that safety-related requirements are incorporated into rail transit projects. The goal is to verify that safety standards are met or exceeded in the design, construction and start-up of these projects. This process also verifies that safety concerns and hazards are adequately addressed.

Projects may include new rail systems or extensions, the acquisition and integration of new vehicles and safety critical technologies into existing service or major safety critical redesign projects, excluding functionally and technologically similar replacements.

Metro certifies its rail transit projects to the CPUC. The CPUC requirements for safety certification are identified in General Order 164 Series, which Metro adheres to.

The Safety Certification Review Team (SCRT) is responsible for overseeing the activities of the Safety Certification Plan. The goals of the Safety Certification Program are to:

- Verify that acceptable safety levels are met or exceeded in all Metro rail transit projects
- Document the verification of safety standards
- Provide a consistent manner to certify projects

Bus Acceptance Process

Metro's Bus Warranty Department manages the acceptance of all new buses. Through their acceptance program, buses are inspected and accepted into the Metro Bus Fleet based on established industry safety standards. The goal is to verify that safety standards are met or exceeded in the design before being introduced into revenue service.

Rule/SOP Modification

Rail Mode:

The Rail Transportation Instruction (RTI) department is responsible for developing

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operating rules and Standard Operating Procedures (SOPs), and for managing the process of modifying rules and SOPs. Rules and procedures are reviewed periodically and when new rail lines or extensions are opened or when accidents or incidents indicate a possible rule modification or clarification is necessary.

Any rail employee may submit a request to his or her supervisor for a new or revised rule/procedure at any time. The supervisor or manager, in turn will forward the request to the RTI department. The RTI department will evaluate the proposal and distribute all the Rules/Standard Operating Procedures that need to be revised to the affected departments including the Corporate Safety Department for review and comments, before implementing the revisions.

URGENT REQUESTS FOR A NEW OR REVISED RULE/PROCEDURE - These may be sent by any employee to Rail Transportation Instruction, for immediate action. These may be sent verbally, with written documentation to follow. The above process may be bypassed to accommodate the urgency, to provide a temporary new or revised Rule/Procedure if approved by the department head of Rail Transportation. Changes to rail operating rules and procedures are submitted by the Corporate Safety Department to the CPUC in accordance with CPUC GO 143 Series.

Bus Mode:

Operations Central Instruction (OCI) department is responsible for developing operating rules and Standard Operating Procedures (SOP's), and for managing the process of modifying rules and SOP's for Bus Operations. Any bus employee may submit a request to his or her supervisor for a new or revised rule/procedure at any time. The supervisor or manager, in turn will forward the request to OCI.

OCI will evaluate the proposal and distribute all the Rules/Standard Operating Procedures that need to be revised to the affected departments including the Corporate Safety Department for review and comments, before implementing the revisions.

Rules and procedures are reviewed periodically and when accidents or incidents indicate a possible rule or procedural deficiency. In addition, any employee can propose a rule or procedure modification.

Following the modification, the unit overseeing the process is responsible for disseminating rule and procedure modifications to appropriate parties.

Urgent changes are made by department heads having control over specific rules and procedures by means of bulletins, notices, or orders. The development of site-specific rules and procedures must be controlled. In addition, site specific rules and procedures must fulfill existing safety requirements; not create new hazards or reduce the effectiveness of existing safety controls; and not increase the risk to individuals, equipment, property, or the environment.

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§673.27(d) CONTINUOUS IMPROVEMENT

Metro has established multiple processes to assess its safety performance and facilitate continuous improvement. The programs include but are not limited to:

- a. Quarterly JLMSC meetings.
- b. Outside Auditing agencies (Systemwide) - Metro is audited by multiple outside agencies, including Federal, State, and contracted agencies which serve as a mechanism to implement enhancements for continuous improvement.
- c. Internal Safety Reviews - Corporate Safety Department conducts internal reviews of elements included in this PTASP to ensure that responsible departments follow safety expectations of this PTASP. When these reviews include recommendations, a corrective action plan is initiated and seen through to completion in accordance with GO 164 series.
- d. RAP Sessions-Are meetings between Division Management, and staff to discuss concerns that employees may be experiencing in the field, and in the work process. Employees can use their experiences and suggest solutions to issues that they encounter. Employees also get updates on Division activity that they may not normally receive in the performance of their usual duties.

Metro has various levels for continuous improvement, specifically in accordance with 49 CFR 673, the Internal Safety Review and CPUC's Triennial Audit may generate recommendations that are approved and directed by the Chief Executive Officer.

In addition to the above processes, Metro personnel can make suggestions to any Department or group where they may see an area of needed safety improvement. This may be coordinated through discussion with various department heads, at LSC meetings, etc.

§673.27(d)(2)

Through the Continuous Improvement Processes described above, Metro is then able to develop and carry out a plan to address the identified safety deficiencies by:

- i. Prioritizing identified deficiencies
- ii. Creating Strategic Initiatives to overcome such deficiencies
- iii. Re-evaluating progress on our improvement measures through our SMS program.

If a safety recommendation made to improve a program, process, or safety deficiency is not implemented, the department(s) involved shall provide a written justification to the Corporate Safety Department.

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§673.29 SAFETY PROMOTION

The promotion of safety is accomplished through Metro's Safety Training program and other means of safety communication described below. Metro fosters active, open and on-going communication through various outlets explained in this section. Employees can communicate to management about issues as they arise, and in turn, management has the opportunity to provide training, messaging, and use other communication tools to promote a safety culture. Through open dialogue, hazards can be identified, and understood so employees know what risks they may encounter, and what Metro is doing to eliminate or mitigate the risk.

§673.29(a) SAFETY TRAINING PROGRAM

All Metro personnel directly connected with the operation of buses or trains will be required to undergo certification and re-certification training, as necessary.

Each Metro Departments' role in this function is to:

- Maintain each of their employees' training, certification, and recertification records.
- Train department employees in elements of the PTASP and safety programs that have relevance to their positions.
- Document the training in accordance with their department's practices. This may be through electronic database, or through hard copy files.
- Develop programs to ensure training adequately communicates the specific hazards employees may be exposed to; implement appropriate hazard control methods; provide warnings and restrictions; develop safety rules and procedures; and practice emergency procedures including those related to response, communication, and evacuation. Employees must receive required training and/or certification/re-certification as it pertains to their discipline.
- Distribute and display safety information, bulletins, notices, rule changes, posters, etc. in a manner that effectively communicates the information to employees.
- Monitor and document compliance with the training through FOFs or efficiency tests.

Employees, whose duties directly impact the safe operation of the system, will be formally trained and certified by successfully passing specialized training courses. Also, these employees must pass recertification on a regularly scheduled basis to retain their positions.

In addition to the safety programs mentioned in §673.29(b), Metro also offers a variety of security training programs including training to respond to incidents involving drug overdose and other emergency procedures such as cardiopulmonary resuscitation.

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Rail Specific Safety Training:

Safety Training is generally required for all persons working on the Metro Rail System. In certain cases, persons may conduct work on the Metro rail system without attending safety training, provided they are escorted by an individual who is currently certified in roadway worker protection training, consistent with GO 175 Series. SOP #55 Wayside Worker Protection outlines on-track protection requirements for Roadway Workers.

The purpose of safety training is:

- To identify the rail system operating practices and standards
- To ensure safe operation of the rail system
- To ensure the safety of all persons working on or about the rail systems as well as the riding public.

Rail Transportation Instruction provides the training and refresher training required to employees, contractors, subcontractors, law enforcement and fire services personnel as identified in Appendix H. They maintain these documents in accordance with their department's practices.

Upon completion of safety training, employees are issued a picture identification badge. The badge is to be worn or be in the possession of persons at all times, while accessing Metro facilities or systems. Any person not wearing or having a badge, is subject to being escorted to a safe area.

All METRO Rail Departments' role in this function is to:

- Comply with rules/procedures and operating techniques to ensure safety requirements are met.
- Evaluate proposed rule and/or procedure changes from a safety perspective.
- Ensure that rules and procedures are developed, maintained and followed.
- Document results of compliance checks.
- Notify the appropriate department head whenever deviations from established procedures occur or are needed.

Rail Vehicle Maintenance Training

Safety training records are maintained between the local Rail Vehicle Maintenance staffs work location and the Metro Training Tracking System. Topics include applicable OSHA training required based upon hazards that maintenance personnel may encounter. Examples of training include: Fall Protection Training, Bloodborne Pathogen, and Personal Protective Equipment.

Rail Vehicle Maintenance Rules and Procedures

The two primary documents containing maintenance rules and procedures are the Maintenance Safety Handbook and the Rail Fleet Services Rulebook and Standard Operating Procedures. The Rail Fleet Services Instruction and Rail Vehicle Engineering units have approval authority over maintenance procedure manuals. In addition, Quality Assurance and Vehicle Acquisition issue Informational Memos as needed to inform organizational units of various equipment related issues and changes in procedures and work practices. The Maintenance Safety Handbook

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highlights the major safety topics and top safety work practices in rail vehicle maintenance.

Safety Oversight Training

Consistent with 49 CFR 672, all Metro personnel directly responsible for safety oversight of Metro Rail Operations have completed training specified in Appendix A of 672 Public Transportation Safety Certification Training Program. Additionally, Metro's CSO will also complete this training within 3 years of onboarding with Metro.

Bus Specific Safety Training:

Bus Transportation Rules and Procedures

The *Operator's Rulebook and Standard Operating Procedures* is re-evaluated as warranted. Bulletins, Operations Notices, and memoranda are also periodically reviewed. Urgent changes to Bus Operator rules/procedures can be made by OCI. A General Notice or Operations Notice is posted on division bulletin boards whenever there is a change to the Operator's Rulebook and Standard Operating Procedures. Operators are required to check the board for notices. If a major change is made, Operators receive additional training.

Bus Maintenance Rules and Procedures

The two primary documents containing maintenance rules and procedures are the *Maintenance Guide Book* and the *Revenue Service Bus Maintenance Plan*. The Maintenance Instruction unit has approval authority over maintenance procedure manuals. In addition, Quality Assurance and Vehicle Acquisition issue Informational Memos as needed to inform organizational units of various equipment related issues and changes in procedures and work practices. The *Maintenance Safety Handbook* highlights the major safety topics and top safety work practices in bus maintenance.

There are formal training programs for operators and employees involved in maintenance activities. These include training classes, training manuals, and lesson plans. Testing is conducted as necessary to ensure training effectiveness, and all safety training is documented.

Metro utilizes safety training programs as a means of informing employees about hazards associated with their jobs and the appropriate methods for controlling these hazards. The safety training efforts of Metro fall into three main types of training: 1) Initial, 2) Periodic, and 3) Retraining. Training mechanisms include classroom, written and video communications, computer-based training, field exercises, and drills.

Bus Operator Training

OCI is responsible for training new Bus Operators in defensive driving, rules pertaining to safe vehicle operation, pre-trip and pre-pullout inspections, emergency procedures, and injury and illness prevention. This group also performs re-training

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following traffic accidents, occupational injuries, and as otherwise warranted. A list of required Bus personnel training can be found in Appendix I.

Verification of Transit Training (VTT)

Operators are required to receive 8 hours of training per year under the VTT Program. This training is conducted at the operating divisions by the Division Instruction staff and is described in the VTT manual maintained by OCI. During the license renewal year, each Operator must complete 8 hours of classroom training; in all other years the training may consist of a combination of classroom, hands-on, and behind-the-wheel training.

Operator's Training Documentation

Training records are maintained at the Bus Operator's work location and follow the Operator whenever transferred to a new division.

Bus Maintenance Training

Safety training records are maintained between the local Bus Maintenance staff's work location and Central Maintenance Facility (CMF). Topics include applicable OSHA training required based upon hazards that maintenance personnel may encounter. Examples of training may include, Fall Protection Training, Bloodborne Pathogen, and Personal Protective Equipment (PPE).

Bus System Safety Orientation

Safety orientation is required for all persons, outside of Bus Operations, such as contractors and consultants. This orientation shall be conducted by Division Maintenance staff prior to the commencement of work. The purpose of safety training is:

- To identify the bus system practices and standards
- To ensure safe operation of the bus system
- To identify hazards and the procedures necessary to ensure the safety of all persons working on or about the bus systems

§673.29(b) SAFETY COMMUNICATION

Metro believes in the importance of effective communication to build a more robust safety culture. Training is merely one example of communication. The following methods are the various ways in which Metro communicates safety and safety performance information with employees throughout Metro. In addition to regular safety messages, many of these communication methods convey information on hazards and safety risks relevant to employees' roles and responsibilities.

Safety Communication Methods:

1. New Hire Orientation On-Boarding Safety Presentation - All new Metro employees undergo new hire orientation which includes a safety training presentation.
2. Safety Training - Bus and Rail Divisions conduct safety training for their employees based on the hazards that they will encounter while performing assigned tasks.

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3. Toolbox Safety Talks - Employees are provided relevant safety topics talking about safety issues that may affect their job duties.
4. Craft Specific Training - Each department conducts training pertinent to the tasks that they will perform, such as, hi-rail operations for wayside workers, grade crossing maintenance procedures, customer service training.
5. Sign-For Documentation - When there is an update to rules or SOPs, bus and rail operators are given the information upon sign-in to review, and sign that they have received copies. In addition, when special notices, or memos are distributed, sign-for documentation aids in ensuring that all affected employees have received the communication.
6. Safety TVs - These TVs are located at all divisions. They typically have rolling messages, videos, or power point presentations that remind employees of various hazards they may encounter or special procedures they need to know in order to perform their duties.
7. Safety Banners - Each division has the ability to make safety unique to their environment. Many divisions have enlisted the use of safety banners to count the number of days without an accident, or injury that the division has accomplished. This particular safety communication can help with morale, especially when tied to a reward of some kind (i.e. BBQ for 180 days of no injuries).
8. Safety Bulletin Boards - Every bus and rail division has Safety bulletin boards. These boards will contain applicable safety regulations, safety policies, or key performance indicators information. These boards are typically in a conspicuous location where all employees frequent, such as a lunch or break room.
9. SAFE-7/SAFE-15 Process - The SAFE-7 process is outlined in 673.25 Safety Risk Management and is one of the main pillars of safety communication that employees have to identify hazards to management.
10. LSC Meetings - LSC give employees and division management a forum for exchanging information related to safety issues, programs, policies, and practices. Each Rail Division has formed a committee, with the manager of operations or maintenance chairing the effort.
11. RAP Sessions - Meetings between Division Management, and staff to discuss issues that employees are having in the field, and in the work process. Employees can use their experiences and suggest solutions to issues that they encounter. Employees also get updates on Division activity that they may not normally receive in the performance of their usual duties.

Safety Requirements:

Employees are Metro's number one asset. Making safety Metro's first concern will positively affect employees' health and well-being, our working and home lives, our efficiency and ability to get the job done and the quality of our service. The Corporate Safety Department is responsible for compliance with CPUC and OSHA requirements. OSHA requires developing and implementing health and safety programs to comply with federal, state, and local regulatory requirements (e.g., California Code of Regulations). The following are some examples of programs designed to anticipate, recognize, evaluate and control hazards in the

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workplace and the environment that affect the health and safety of employees:

- Asbestos Management
- Blood borne Pathogens
- Confined Spaces
- Hazard Communication
- Ergonomics
- Lead Management
- Hearing Conservation
- Respiratory Protection
- Personal Protective Equipment (PPE)
- High Voltage Awareness
- *Compressed Natural Gas (CNG)
- *System-wide Hazardous Materials Emergency Response

*Not covered under OSHA Title 8 Employee Safety regulations.

Hazardous Materials Program

All Metro activities must comply with applicable federal (Title 3, Section 313), state, and local environmental protection laws. Procedures have been established in order to control hazards associated with procurement, storage, transfer, use, and disposal of hazardous substances. Methods used in this process include product and substance evaluations, procurement procedures, monitoring, testing, inspections, and training. These procedures also address record keeping and reporting requirements. Hazardous Material Business plans are developed for each facility and must comply with Code of Federal Regulations Title 40, Part 372.

The Corporate Safety Department develops and implements the Occupational Environmental Health & Safety (OEHS) Plans & Programs. In particular, they assure that the program complies with federal, state, and local regulatory requirements. The Hazard Communication Program (one of the Occupational Environmental Health & Safety Plans and Programs) has been designed to help maintain a healthy work environment by increasing employee awareness of workplace chemicals and their potential health effects, safe work practices and emergency procedures. This program affects all departments that buy, store, handle and/or use hazardous substances.

The Corporate Safety Department has the following role:

- Advise all departments within Metro, on a need to know basis, of all mandated environmental and safety rules and regulations as they pertain to operations.
- Conduct Hazard Communication Program training classes. All employees who work with chemicals are required to attend this training class.

The Quality Assurance Department has the following role:

- Monitor the collection and disposal of used oils, waste antifreeze, waste fuel, and waste water clarifier sludge to affect safe handling and minimize employee exposure to potentially hazardous and toxic by-products in the waste streams.
- Hazardous waste disposal
- Universal waste disposal

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- Perform monthly environmental compliance review with the Hazardous Material coordinators of each facility.

Track Allocation/Work Permit Process

Prior to performing work on Metro's right-of-way, all contractor companies are required to attend the Track Allocation meeting, where approval for the work proposed to be conducted must be attained. Track Allocation determines if the work the contractor or employee proposes to perform necessitates any restrictions, and/or flagging, and/or reduced train speed. Regardless of whether the work is to be performed during revenue or non-revenue hours, all contractors or employees must follow the requirements of the Track Allocation Procedures administered by Rail Operations.

CPUC Safety Requirements

In addition to the above safety requirements, Metro rail employees are governed by various CPUC General Order requirements. The safety elements that are part of this PTASP are found in Appendix J.

Each Metro Departments' role in this function is to:

- Ensure that employees know and follow safety requirements
- Meet the safety requirements established in Rules and Procedures
- Distribute and display safety information, bulletins, notices, rule changes, posters, etc. in a manner that effectively communicates the information to employees
- Report any individuals who appear to be working unsafely along the right of way to the Rail Operations Control (ROC) Center

Corrective Action Plans

Metro complies with GO 164 series with regard to Corrective Action Plans (CAPs). The Corporate Safety Department is responsible for monitoring the completion of CAPs that are identified and providing appropriate updates to CPUC Staff in regards to status of and closure of each CAP.

CAPs may be developed as a result of:

1. Accident investigations as outlined in Appendix F
2. Recommendations contained in CPUC triennial review reports
3. Recommendations identified in Metro's own Internal Safety Review
4. CPUC inspection findings identified through CPUC inspection reports
5. Hazards identified by Metro through the Risk Management Process, when appropriate

In the event an emergency corrective action is required to ensure immediate safety, Metro may initiate the corrective action prior to receiving CAP approval from CPUC staff.

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Rail Contractors

To help support the execution of this PTASP and the principles of SMS, contractors who work in Metro Rail Facilities and/or Operational Right-of-Way are provided a copy of the Safety Management Policy Statement for distribution to their employees.

Rail Contractors must notify their Metro-Employee escort of any hazards they identify prior to or during their work assignment. If the contractor(s) are not being escorted, they must inform a Metro Supervisor or Metro contractor liaison who will follow the Safety Risk Management Process outlined in §673.25. This process is communicated through training discussed in §673.29(a) Safety Training program.

Additionally, Metro Rail contractors working on the Right-of-Way without an escort provide FOFs in the form of Efficiency and Compliance (E&C) on their employees as prescribed in their respective contracts.

Bus Contractors

Metro requires Bus contractors providing bus operations service to the public and maintenance on the buses to create their own Agency Safety Plan in accordance with 49 CFR 673. Metro contract management staff, in coordination with Bus Corporate Safety Department staff, will review compliance with each contractor on a triennial basis.

Zero Tolerance Policy

Metro's Zero Tolerance policy for electronic devices is referenced in Metro's OPS-1 policy.

Other Regulatory References

Appendix K and Appendix L outline rule 49 CFR 673 and the National Public Transportation Safety Plan

Subpart D- Safety Plan Documentation and Recordkeeping

§673.31 Safety Plan Documentation

Metro will maintain documents that are included in whole, or by reference, that describe the programs, policies, and procedures used to carry out this PTASP as required by CPUC regulations. Compliance with the retention requirements is ensured through Metro's ISR Process.

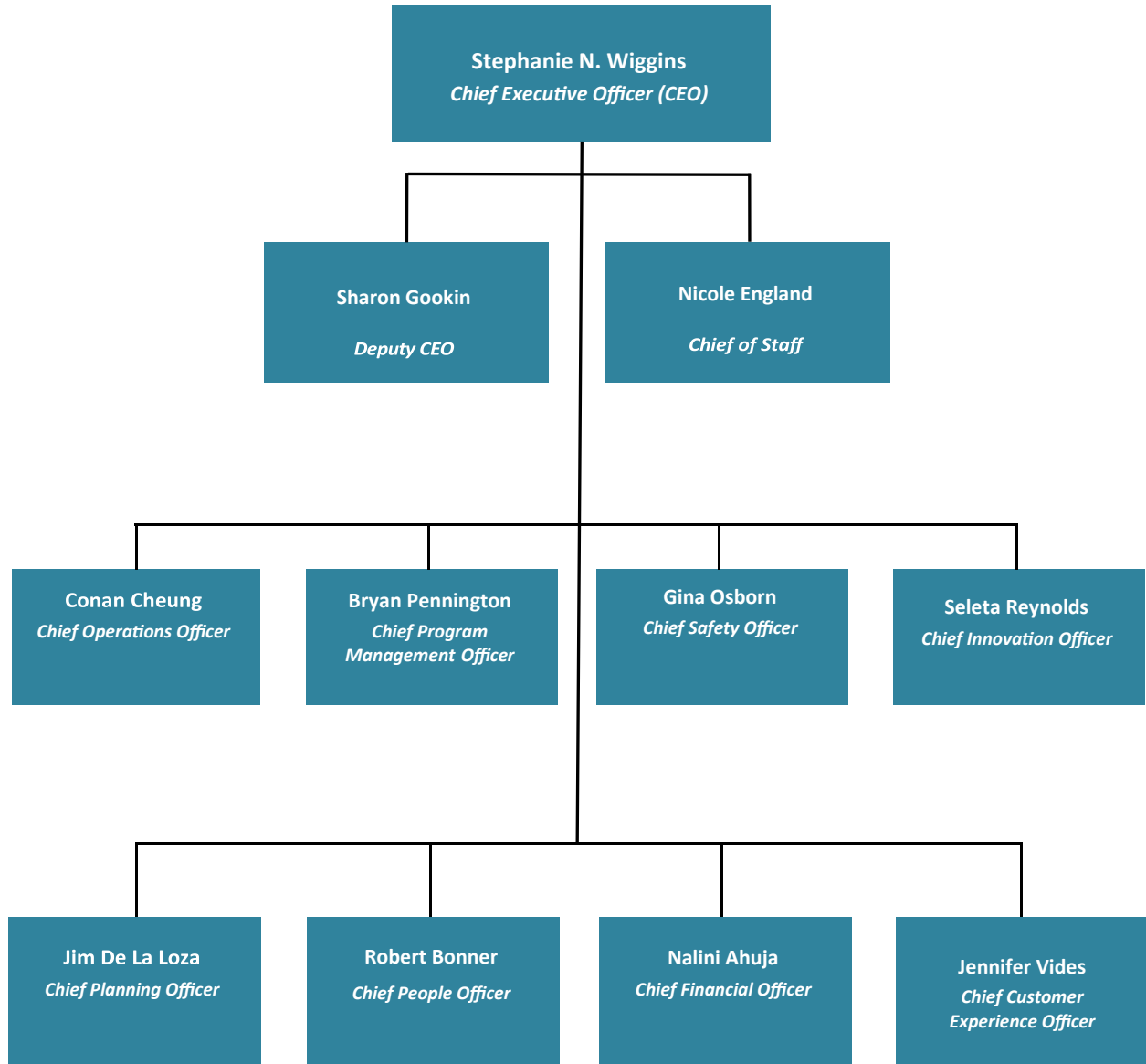
PTASP documents will be made available upon request to the FTA or other Federal entity, or a State Safety Oversight Agency (SSOA) having jurisdiction. The Corporate Safety Department will be the primary point of contact when providing PTASP related information to external agencies.

Appendices

Appendix A: Metro Organization Chart



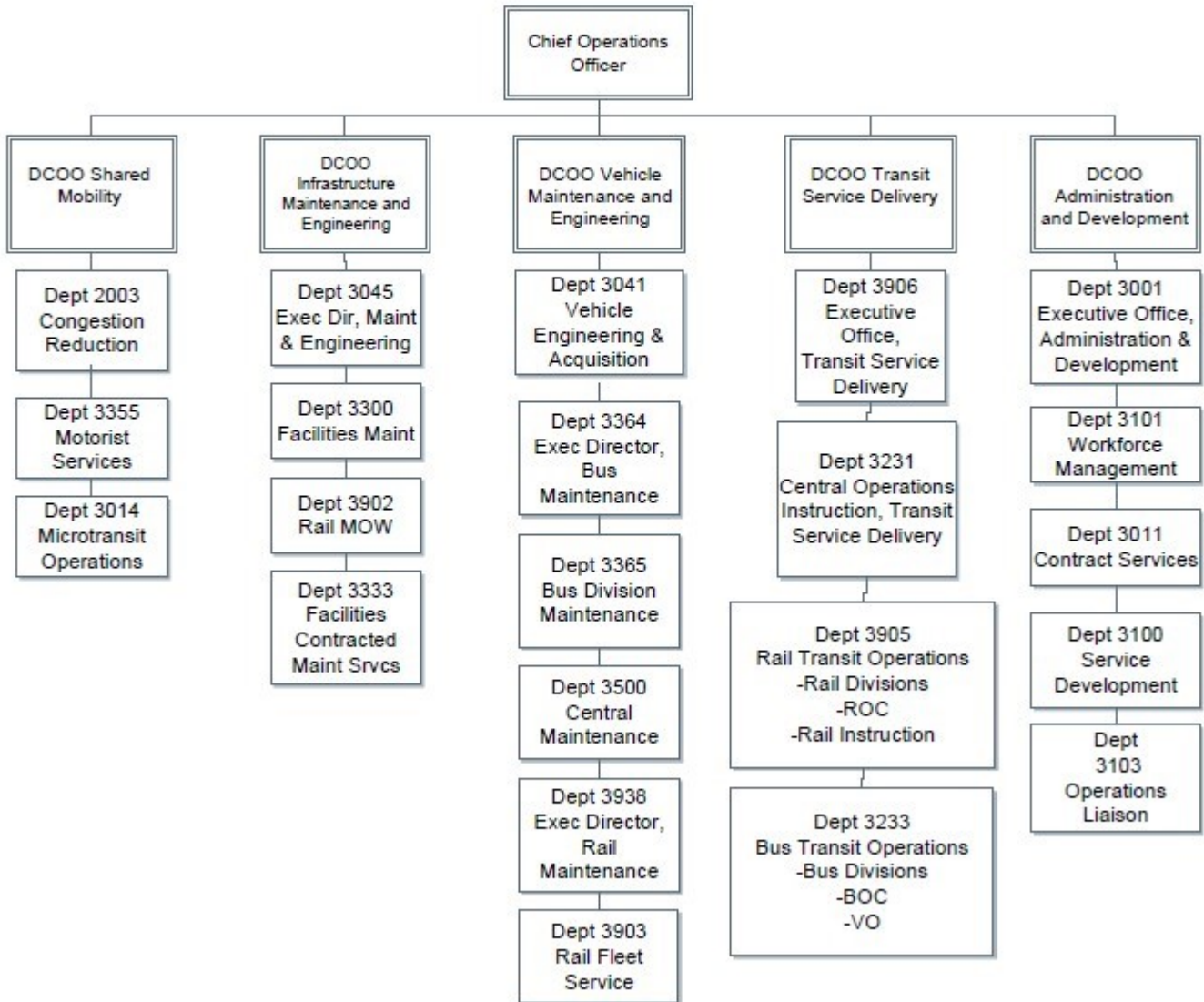
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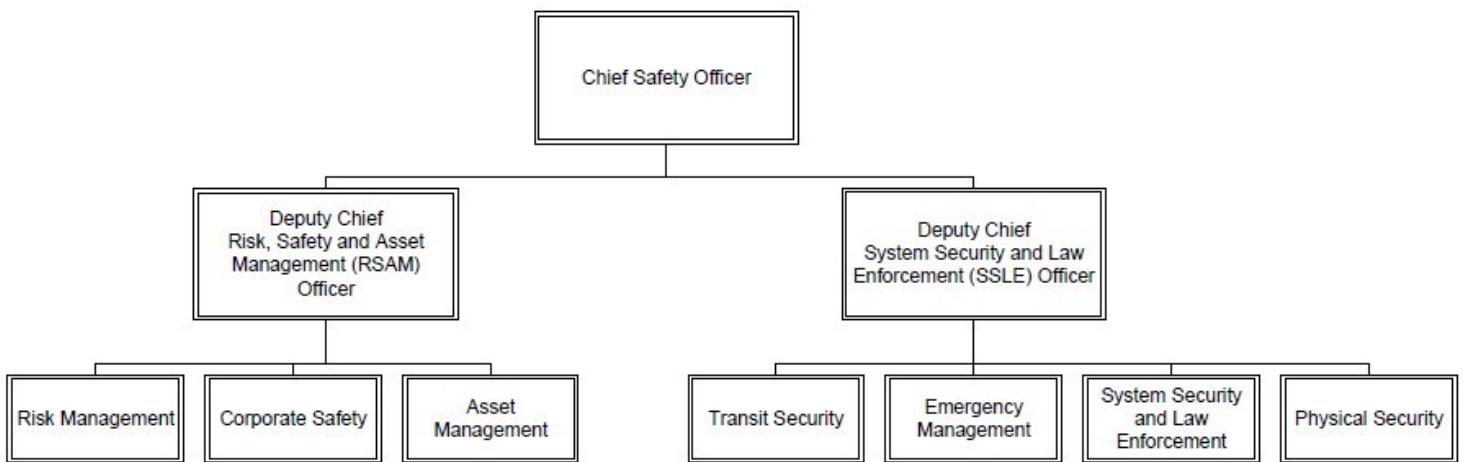
Appendix B: Operations and Maintenance Organization Chart
: Chief Safety Office Organization Chart
: Corporate Safety Organization Chart

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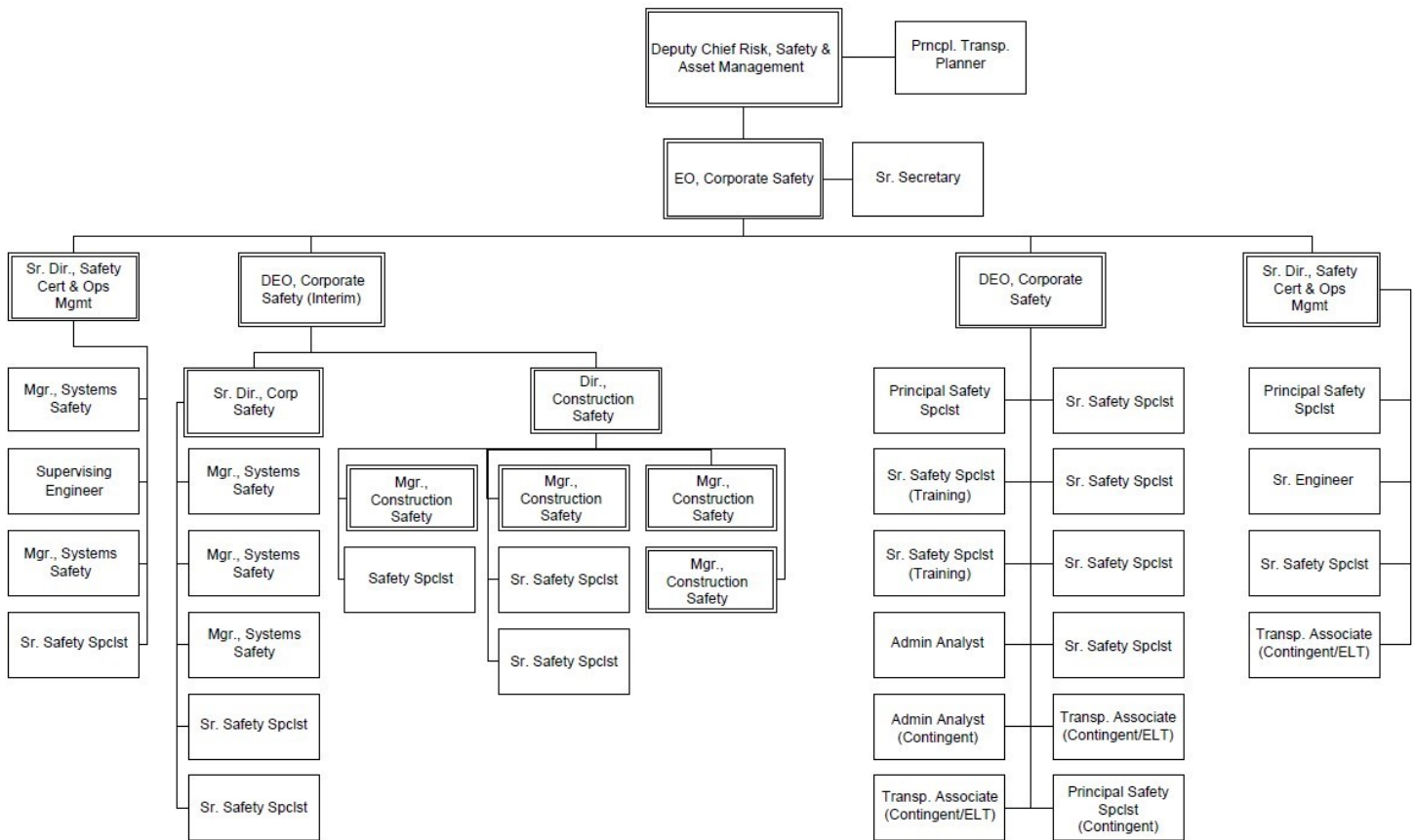
Operations



Chief Safety Office



Corporate Safety



Appendix C: System Description



APPENDIX C: SYSTEM DESCRIPTION

C.1 LOS ANGELES TRANSIT HISTORY

After decades of air pollution and traffic congestion, Los Angeles County voters recognized the need for improved public transportation, and they passed Proposition A, the half-percent sales tax for public transit in 1980. Thirty-five percent of the funds from this tax were allotted to the design, construction, and operation of a rail transit network.

In 1990, county voters approved another half-percent sales tax increase to speed construction of rail and highway projects. Known as Proposition C, this measure sets aside 40% of its funds for improved bus and rail transit.

In 2008 and again in 2016 county voters approved additional tax increased with Measure R and Measure M. Measure R is a half-cent sales tax for Los Angeles County to finance new transportation projects and programs and accelerate those already in the pipeline. The tax took effect July 2009. Measure R alone does not fully fund all projects. The Measure contains an Expenditure Plan that identifies the projects to be funded and additional fund sources that will be used to complete the projects. Measure M added an additional permanent half-percent sales tax increase and was passed with approximately 70% of the vote showing Los Angeles County taxpayers commitment to expanding public transportation efforts in and around Southern California.

C.2 SCOPE OF TRANSIT SERVICES

Metro provides public transportation services in the urbanized area of Los Angeles County and in parts of adjacent counties. It has approximately 9,800 employees in over 27 different physical locations to assist in the operation both bus and rail systems.

C.3 ORGANIZATIONAL STRUCTURE

Metro's organization structure is displayed in Appendix A.

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C.4 RAIL MODE DESCRIPTION

C.4.1 Metro Rail Lines at a Glance

Rail Line	Length of System	Number of Stations	Maximum Speed	Station Design/Line Description
Blue Line (Light Rail) Los Angeles to Long Beach July 1990	22 miles	22	55 mph	There are 21 center-platform stations, partially roofed, open air structures with seating and one station with side platforms in the subway. The alignment consists of two street running segments and one cab-signaling segment.
Red Line Segment 1 January 1993	4.4 miles	5	70 mph	Runs through downtown Los Angeles between Union Station and Westlake/ MacArthur Park. It connects with commuter trains (Metrolink) at Union Station and Metro Blue Line at 7th Street/Metro Center Station.
Red Line Segment 2A/D Line July 1996	2.1 miles	3	70 mph	Extended from Westlake/MacArthur to Wilshire/Western. Rebranded as D Line in August 2006.
Red Line Segment 2B June 1999	4.6 miles	5	70 mph	Turns northward under Vermont Avenue from Wilshire/Vermont Station to Hollywood/Vine Station
Red Line Segment 3 June 2000	6.3 miles	3	70 mph	Extended from Hollywood/Vine Station to North Hollywood Station.

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Rail Line	Length of System	Number of Stations	Maximum Speed	Station Design/Line Description
<p>C Line (Light Rail) Norwalk to Redondo Beach</p> <p>August 1995</p>	20 miles	14	65 mph	<p>Operates primarily in the center of the Glenn Anderson (I-105) Freeway with fourteen platforms at freeway level. Five stations are elevated center platforms on an aerial guideway on the portion of the line away from the freeway.</p>
<p>Gold Line (Light Rail) Los Angeles to Pasadena</p> <p>July 2003</p>	13.7 miles	13	55 mph	<p>The alignment consists of both cab signaling and street running segments. 12 stations are partially roofed, open air structures with seating and one station is partially underground. There are 5 side-platforms and 8 center-platforms.</p>
<p>Gold Line Eastside Extension (Light Rail) Los Angeles to East LA</p> <p>November 2009</p>	6 miles	8	55 mph	<p>Connects the Eastside to Downtown LA and Pasadena. There are 6 at-grade center-platforms and 2 subway stations. The 6 at-grade stations are partially roofed with open air structures and seating.</p>
<p>Gold Line Foothill Extension (Light Rail) Pasadena to Azusa (Phase 2A)</p> <p>March 2016</p>	11 miles	6	55 mph	<p>Phase 2A Foothill Extension Line connects Pasadena to Azusa. The alignment will consist of at-grade street running segments and cab- signaling segments.</p>
<p>Exposition Line (Phase 1)</p> <p>April 2012</p>	8.6 miles	10	55 mph	<p>Phase 1 connects Downtown to Culver City. The alignment consists of at-grade street running segments, cab- signaling segments, and aerial guide ways. Phase 1 has 10 stations, three of which are aerial.</p>

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Rail Line	Length of System	Number of Stations	Maximum Speed	Station Design/Line Description
Exposition Line (Phase 2) May 2016	6.6 miles	7	55 mph	Phase 2 of the Exposition Line connects Culver City with Santa Monica. The alignment consists of at-grade street running segments, cab- signaling segments, and 5 aerial guide ways.
Crenshaw 2022	8.5 miles	9	65 mph	The Crenshaw Project will run between the E Line on Exposition Blvd. and the Metro C Line. The alignment will consist of aerial, below-grade, and at grade stations. The initial segment, which opened in 2022, will operate between the Crenshaw station and the Westchester/Veterans station and includes 7 stations. The second segment, which is scheduled to open in Fall 2023, will extend the line to the Aviation/Imperial (LAX) station on the C Line which will be the 8th station. The AMC station, is scheduled to open in late 2024 and will be the 9th station.
Totals	113.8 miles	105		

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Future Lines Under Construction	Length of Systems	Number of Stations	Maximum Speed	Station Design
Regional Connector	1.9 miles	3	55 mph	The Regional Connector is an under- construction light rail subway corridor through Downtown Los Angeles to connect the A and E Lines to the current L Line and Union Station.
Purple Line Extension (PLE1)	3.92 miles	3	70 mph	The first section between Wilshire/Western and Wilshire/La Cienega is now under construction and is scheduled for completion in 2023.
PLE2	2.59 miles	2	70 mph	Section 2 of the Purple Line Extension Project will extend the subway to downtown Beverly Hills and Century City. Section 2 is also currently under construction and is scheduled for completion in 2025.
PLE3	2.56 miles	2	70 mph	Section 3 will then extend the project to two stations in Westwood. The passage of the Measure M sales tax ballot measure by county voters in 2016 will allow this section to be accelerated. Section 3 received the approval to move forward by Metro's board in 2016. Currently, in pre- construction, the project is anticipated to begin construction in 2019 and be open for operations in 2026.
Gold Line Foothill Extension (Light Rail) Azusa to Pomona (Phase 2B)	9.1 miles	4	55 mph	Phase 2B Foothill extension will extend the Gold Line from the Azusa station to the Pomona station, with stations in Glendora, San Dimas, La Verne, and Pomona. The alignment will consist of cab signaling and aerial segments. A future extension to Montclair is being planned and will be built once funding is secured.

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C.4.2 METRO RAIL SAFETY FEATURES

Automatic Train Control (ATC)

This system automatically controls train movement, enforces train safety, and directs train operations. Automatic train control includes the subsystems of automatic train operation, automatic train protection, and automatic train supervision.

(B, C, D Lines)

Automatic Train Protection (ATP)

This system maintains safe train operation through a combination of train detection, train separation, and speed limit enforcement.

(A,B, C, D, E, K, L Lines)

Automatic Train Operation (ATO)

This system performs any or all of the functions of speed regulation, programmed stopping, door control, performance level regulation, and other functions normally assigned to the train operator.

(B, C, D, Lines)

Automatic Train Supervision (ATS)

This monitors the system status and provides the appropriate controls to direct the operation of trains in order to maintain intended traffic patterns and minimize the effect of train delays on the operating schedule.

(B, C, D, Lines)

Local Control Panel (LCP)

This control panel is located in train control rooms/buildings along the right-of-way. The Local Control Panel performs control and indication functions for the signals and switches at the interlockings.

(A,B, C, D, E, K, L Lines)

Grade Crossing Warning System

Devices placed at grade crossings to warn motorists and pedestrians of on-coming trains.

(A, E, K, L Lines)

Four Quad Gates

Consists of two exit gates used in combination with standard entrance gates. The additional gate arms, combined with standard entrance gates, restrict access to the track crossing area.

(A, E, K, L Lines)

Train to Wayside Communication (TWC)

Using the TWC system, the train operator has the ability to control and activate certain switches, crossovers, and/or grade crossing warning devices.

(A,B, D, E, K, L Lines)

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Pedestrian Swing Gates

Pedestrian swing gates provide pedestrian a visual and physical barrier to the railroad Right-of-Way. The gates open away from the tracks to allow easy ROW egress while forcing pedestrians to take a second to make a conscious effort to cross the tracks.

(A, E, K, L Lines)

Pedestrian Gates

Metro has implemented pedestrian gates to give a visual queue to pedestrians that they should not be crossing the tracks. These gates are synced with at-grade crossing gates to descend upon the approach of a train.

(A, E, K, L Lines)

In-pavement Lights

In-pavement lights help to alert automobiles and other vehicular traffic of an on-coming train on approach to an intersection.

(A, L Lines)

Left Turn Gates

Metro has implemented a parking lot type gate arm in coordination with the city of Los Angeles signal system to prevent illegal left hand turns where practicable.

(A, K Lines)

Active TRAIN Warning Signs

To alert automobile and other vehicular and pedestrian traffic of an approaching train, Metro has installed active train approaching signs.

(A, E, K, L Lines)

LOOK BOTH WAYS signs

To alert pedestrians of an active train track, Metro has installed Look Both way's signs at all grade crossings systemwide.

(A, E, K, L Lines)

Active turn-prohibition blank out signs

To alert automobile and other vehicular traffic that they should not attempt to turn, Metro has installed active turn prohibition blank out signs that activate upon the approach of a train.

(A, E, K, L Lines)

Photo Enforcement System

Metro has initiated a traffic light violation campaign to mitigate the amount of violations at a number of high risk intersections.

(A, E, K, L Lines)

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In-cab cameras

All Metro rail cars are equipped with in-cab cameras which assist in accident investigation, rules violations, and customer complaints.

C.4.3 RAIL FLEET

Car Manufacturer	Breda (Heavy) (A650)	Siemens (P2000)	Breda (Light) (P2550)	Kinki Sharyo (P3010)	CRRC (HR400 0)
No. of cars in fleet	100	52	50	235	64
Car length	75 feet	89 feet	90 feet	89 feet	75'
Car width	10 feet, 4 inches	8.7 feet	9 feet, 10 inches	8.7 feet	10'4"
Car height	12 feet, 7 inches	12 feet, 6 inches	12 feet, 6 inches	12 feet 6 inches	12'5" with antenna
Car weight (empty)	80,000 lbs.	98,043 lbs.	110,000 lbs.	99,000 lbs.	83,500 lbs.
Passenger capacity, seated	59 (1 wheelchair space)	76	76	68	48
Maximum speed	70 mph	65 mph	55 mph	65 mph	70 mph

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C.5 BUS MODE DESCRIPTION

C.5.1 Metro Bus Lines at a Glance

- 12,200 Bus Stops
- 119 Bus Routes
- 2,162 Bus fleet

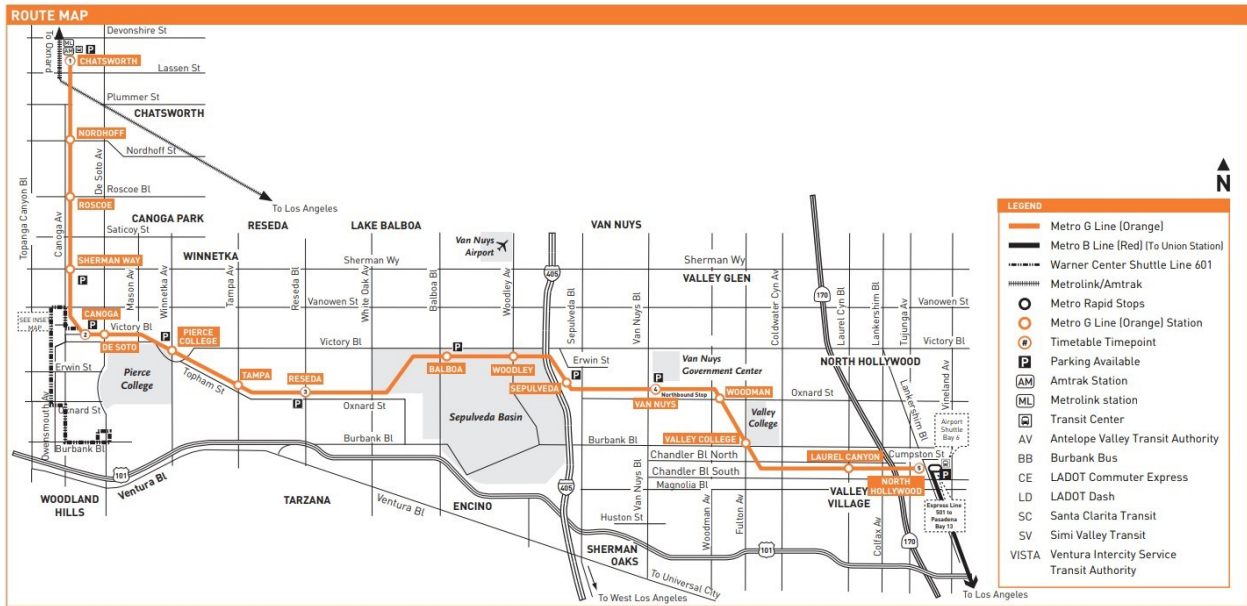
C.5.2 Bus Rapid Transit (BRT)

Bus Lines	Length of System	Number of Stations	Route(s) Description
Orange Line BRT (G Line)	18 miles	17	Metro Orange Line buses operate between North Hollywood and Chatsworth 24 hours a day. At peak hours (between 6 am and 7pm eastbound, 5 am and 6 pm westbound), alternate buses run only between North Hollywood and Canoga Station. Passengers can transfer at Canoga to a shuttle bus that serves the Warner Center area.
Silver Line BRT (J Line)	38 miles	11	Two services are operated under the Silver Line name: <ul style="list-style-type: none"> • Route 910 operates with daily 24-hour service serving only the portion of the route between El Monte station, Downtown Los Angeles and the Harbor Gateway Transit Center. • Route 950 operates with daily service serving the entire route between El Monte station, Downtown Los Angeles and San Pedro.
NoHo to Pasadena BRT (Future Route)	18	21-22	The North Hollywood to Pasadena BRT Project will operate between the North Hollywood Metro Red/Orange Line Station to Pasadena City College at Hill Street and Pasadena. Hoping to get dedicated lanes between the Red/Orange Line Station and the Memorial Park Station and operate in mixed flow along Colorado in Pasadena to PCC.
Vermont BRT (Future Line)	12.4 Miles	9 to 10	The Vermont BRT Project will operate between Hollywood Blvd and 120th Street. We are looking at both side and combo side and center running BRT with dedicated lanes and enhanced stations with a number of passenger amenities.

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C.5.3 METRO ORANGE (G) LINE ROUTE MAP



C.5.4 METRO SILVER (J) LINE ROUTE MAP



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C.5.5 METRO LOCAL

Metro Local buses are painted in an off-orange color which the agency has dubbed “California Poppy”. This type of service makes frequent stops along major thoroughfares. As at 2022, we have approximately 12,200 stops served by 119 bus lines (including local, Metro Rapid, Metro G Line (Orange) and J Line (Silver), express, and shuttle services). Some Metro Local routes make limited stops along part of their trip but do not participate in the Rapid program. Some Metro Local bus lines are operated by contractors MV Transportation, Southland Transit, and Transdev. Metro Local buses cover both local, limited-stop, and shuttle bus services.

Metro Local buses can also be found on 400-series (4xx) and 500-series (5xx) routes, which are Metro Express routes with different fare structures and routing.

C.5.6 METRO RAPID

Metro Rapid buses are distinguished by their bright red color which the agency has dubbed “Rapid Red”. Metro Rapid service operates on three of Metro’s most heavily utilized bus services (Line 720 – Wilshire Bl, Line 754 – Vermont Av, Line 761 Van Nuys Bl – Westside). Studies of public bus transportation in Los Angeles have shown that half the time a bus is in service it is stopped either at a traffic signal or at a stop to board patrons.

To improve bus speeds, the Metro Rapid Program was introduced in June 2000. Through system integration of bus signal priority and fewer stops, passenger travel times have been reduced by as much as 29%. As a result, ridership increased up to 40% in the two demonstration corridors, with one-third of the ridership increase consisting of new riders who have never before ridden transit.

Key Metro Rapid Attributes:

- Simple route layout: Makes it easy to find, use and remember.
- Frequent service: Buses arrive as often as every 3-10 minutes during peak commuting times.
- Fewer stops: Stops spaced about $\frac{3}{4}$ of a mile apart at most major transfer points.
- Bus priority at traffic signals: New technology reduces traffic delay by extending the green light or shortening the red light to help Metro Rapid get through intersections.
- Color-coded buses: Metro Rapid’s distinctive red paint makes it easy to identify Metro Rapid buses.
- Enhanced stations: Metro Rapid stations have a very distinct design that includes passenger information and lighting.

C.5.7 METRO EXPRESS

Metro Express buses are routes designed as, minimal stop services along Los Angeles's extensive freeway network. There are 8 lines running as of 2018: 460, 487, 489, 501, 550, and 577.

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C.5.8 BUS FLEET

Bus Manufacturer	Fuel Type	No. of busses in fleet	Bus length	Passenger capacity, seated
BYD	Electric	3	40 feet	38
BYD	Electric	2	60 feet	55
Eldorado National	CNG	549	40 feet	38
NABI	CNG	29	32 feet	25
NABI	CNG	1	40 feet	35
NABI	CNG	412	45 feet	46
NABI	CNG	95	60 feet	55
New Flyer	CNG	897	40 feet	39
New Flyer	CNG	134	60 feet	55
New Flyer	Electric	40	60 feet	55
Grand Total		2162		

The Metro bus fleet (as of October 2022) consists of buses of various makes and models.

All buses in the fleet have wheelchair lifts or ramps, and Metro has purchased 45-foot Composite buses, and 60-foot articulated buses for the dedicated “Orange Line” busway as well as use on regular and rapid routes. Metro has over 2,162 buses in service on an average weekday.

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C.5.9 METRO BUS SAFETY FEATURES

In addition to safety features required by Federal Motor Vehicle Safety Standards, Metro includes safety features in its bus procurement specifications as a means of increasing customer and operational safety.

SMARTDRIVE:

The SmartDrive is g-force based video monitoring utility. When an event on a bus reaches a threshold, the SmartDrive system records video footage. There are four types of events that are triggered and recorded by the SmartRecorder for use in the Measured Safety Program: Erratic, Shock, Speeding, and Manual. Erratic Events are characterized as Moving Events. They are triggered by sustained forces from multiple directions (front/back, left/right, and up/down) over relatively long periods of time (typically between 0.25 and 1.5 seconds) as measured by an accelerometer in the SmartRecorder.

- **Erratic Events:** These capture risky driving maneuvers such as hard braking, acceleration, turning, swerving, speed bumps, dips in the road, etc. Shock Events are also characterized as Moving Events. They are triggered by sudden changes in force in any direction as measured by an accelerometer in the SmartRecorder.
- **Shock Events:** These have a higher likelihood of recording Collisions, but they can also be triggered by other actions that involve sudden changes in forces such as when a vehicle hits a pothole or a bump at high speed.
- **Speeding Events:** These are characterized as Moving Events. They are triggered when the vehicle speed exceeds a specified threshold. For example, if the threshold is set for 70 mph then the SmartRecorder will record a Speeding Event when the vehicle speed exceeds 70 mph. To balance the number of Speeding Events that may be recorded at any given time, the SmartRecorder will only record one Speeding Event within a 30-minute timeframe.
- **Manual Events** Unlike the other three event types, manual events are not Moving Events. They are triggered when the driver or other occupant of the vehicle presses the manual trigger button on the SmartRecorder or on the keypad. Manual Events enable Operators to record Videos which contain actions of interest that are not necessarily related to risky driving.

OPERATOR BARRIERS

In 2013 Metro began the process of retrofitting buses with a steel and polycarbonate barrier that protects the driver from assault. All busses are equipped with these barriers, and all future busses will also come equipped with such barriers.

COLLISION AVOIDANCE TECHNOLOGY

Metro is undergoing a pilot program to implement an audible/visual system to help to mitigate collisions with both automobiles and pedestrians.

Appendix D: Safety Performance Measures and Performance Targets



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APPENDIX D: SAFETY PERFORMANCE MEASURES AND TARGETS

Metro's safety performance measures are based on the measures established under the National Public Transportation Safety Plan. These measures will be evaluated using a three-year rolling average of NTD data. Because of the pandemic, data from 2020-2022 will not be utilized given that Metro was operating reduced service and traffic patterns were significantly less in the LA region. Therefore Metro's three-year rolling average will include data from 2023, 2024, 2025.

RAIL MEASURES AND TARGETS

Performance Measures	Targets
Fatalities	0
Fatality Rate per 100000 Revenue Miles	0
Reportable Injuries	≥5% Reduction based on a three-year rolling average of NTD reported numbers.
Reportable Injuries Rate per 100000 Revenue Miles	Based on Total Reported Injuries
Reportable Safety Events	≥5% Reduction based on a three-year rolling average of NTD reported numbers.
Reportable Safety Events Rate per 100000 Revenue Miles	Based on Total Reported Safety Events
System Reliability Rail (mean distance between major mechanical failures)	≥ 5% Increase in System Reliability based on a three-year rolling average of NTD reported numbers.

BUS MEASURES AND TARGETS

Performance Measures	Targets
Fatalities	0
Fatality Rate per 100000 Revenue Miles	0
Reportable Injuries	≥5% Reduction based on a three-year rolling average of NTD reported numbers.
Reportable Injuries Rate per 100000 Revenue Miles	Based on Total Reported Injuries
Reportable Safety Events	≥5% Reduction based on a three-year rolling average of NTD reported numbers.
Reportable Safety Events Rate per 100000 Revenue Miles	Based on Total Reported Safety Events
System Reliability Bus (mean distance between major mechanical failures)	≥ 5% Increase in System Reliability based on a three-year rolling average of NTD reported numbers.

*Note: Historical data has been obtained from the NTD System/ **Single year data chosen due to varying NTD Reporting Thresholds Safety Events: • Collisions • Fires • Derailments including non-revenue vehicles • Hazardous Material Spills • Acts of God • Other Safety Events as described in 2019 NTD Safety and Security Policy Manual Page 23 - (Slip/ trip/ fall, smoke, power failure event, maintenance issues or electrical shock that require 1 or more persons transported; runaway train).

Safety Performance Targets:

- 0 FATALITIES (total number of reportable¹ fatalities and rate per 100,000 vehicle revenue miles by mode).
- ≥5% Reduction of INJURIES (total number of reportable¹ injuries and rate per total vehicle revenue miles by mode) based on Metro's three-year rolling average of NTD reported numbers.
- ≥5% Reduction of SAFETY EVENTS (total number of reportable events and rate per total vehicle revenue miles by mode) based on a three-year rolling average of NTD reported numbers.
- ≥5% Increase in SYSTEM RELIABILITY (mean distance between major mechanical failures² by mode) based on previous year's incidents.

¹The thresholds for "reportable" fatalities, injuries, and events are defined in the NTD Safety and Security Reporting Manual.

²Major Mechanical System Failures: Major mechanical system failures prevent a vehicle from completing or starting a scheduled revenue trip because actual movement is limited or because of safety concerns. Examples of major bus failures include breakdowns of brakes, doors, engine cooling systems, steering, axles, and suspension.

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Appendix E: Operations and Maintenance Department



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APPENDIX E: OPERATIONS AND MAINTENANCE DEPARTMENTS

Per the organization chart as seen in Appendix B, the department head of Operations is responsible for ensuring the overall safety for Metro Rail and Bus system.

The department head of Operations:

- Directs the utilization of resources available to departments within Operations for the Bus and Rail modes.
- Provides direction and support to all transit operations functions to ensure attainment of Metro and departmental objectives within established policies and parameters
- Coordinates activities within transit operations to assure peak performance and productivity, as well as conformance with established or mandated external regulations and policies affecting Metro operations
- Develops and implements strategic business plans focusing on transportation needs in cooperation and coordination with all Metro departments involved in regional decisions
- Provides counsel to the CEO on significant matters affecting Metro transit operations and policies
- Creates Metro's safety vision; approves and adopts the agency's safety rules, policies, and procedures; communicates safety expectations; and maintains accountability for the safety performance of the entire agency
- Assists the CEO in developing and implementing short-range and long-range goals and business plans
- Formulates policy recommendations for the Board of Directors, attends Board meetings, and advises Board

E.1 METRO RAIL MODE

Per the organization chart as seen in Appendix B, the department head is responsible for ensuring the overall safety for Metro Rail Operations. The Rail Operations Department and Management staff (Transportation, RFS, & Wayside Systems) are responsible for implementing the requirements as outlined in this PTASP including training requirements of all Rail Maintenance Supervisors and other Rail Maintenance employees, Rail Wayside employees, Rail Facilities and Custodial personnel, Rail Transit Operations Supervisors (Rail TOS's), ROC Controllers (Train and Communication Controllers), Train Operators, Contractors, and emergency response personnel as required to ensure compliance with Standard Operating Procedures (SOPs).

E.1.1 RAIL TRANSPORTATION

The Senior Executive Officer of Transportation oversees all the rail transportation divisions, field operations, Rail Transportation Instruction department, ROC, and is responsible for the following activities:

- Develop operating rules and procedures

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- Implement changes in rules and procedures by issuing bulletins and notices to Train Operators
- Develop and maintain rail system emergency preparedness and response for rail facilities
- Maintain certification and re-certification requirements as outlined in the training matrix found in Appendix H
- Oversee the activities of the Rail Operating and Maintenance Divisions.
- Develop and oversee implementation of the Efficiency Testing Program
- Comply with Metro's System Modification Procedure (CF15)

E.1.1.1 Rail Transportation Divisions

The department head of each Transportation Division has the following responsibilities:

- Manage day-to-day operations at the Division, monitor train operators' in-service operation; communicate safety messages to Train Operators; investigate accidents and occupational injuries; take corrective actions to prevent or mitigate recurrences including discipline and counseling; inspect facilities; and maintain safety records at the division
- Ensure Train Operators have the required licenses and up-to-date medical certificates; operators receive training, and re-training
- Take appropriate action(s) to resolve reported or otherwise identified hazards and near-miss incidents as required under the Hazard Management Program
- Oversee the performance of Rail Transit Operations Supervisors as Line Supervisors, and Yard Controllers
- Interact with the Instruction Management team
- Oversee the Rail Transit Operations Supervisors' Investigation of rail system operational incidents, injuries and property losses
- Schedule and conduct the required annual emergency drills

E.1.1.2 Rail Operations Control (ROC)

The ROC monitors and controls Metro rail operations for all rail lines. Operations include train control, traction power, fire-life safety systems, communications, issuance of train orders, operating clearances and/work permits for mainline maintenance work. This facility also has emergency operations functions that include monitoring of warnings and alarms through the Supervisory Control and Data Acquisition (SCADA) system, and control of ventilation systems that evacuate smoke and gases from tunnels. SCADA monitors or controls virtually all the subsystems on the rail systems. The ROC is staffed twenty-four hours per day, seven days per week.

The department head of ROC is responsible for overall supervision of the ROC staff, who are responsible for monitoring and authorizing train movement and Closed-Circuit Television operations. The Closed-Circuit Television staff monitors and reports on issues such as platform congestion, vandalism, safety, and security problems.

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The department head of ROC is responsible for the following activities:

- Oversees the activities of Rail Controllers, Rail Controller Instructors and Closed-Circuit Television staff
- Ensures Rail Controllers have the required licenses, up-to-date medical certificates, training, and re-training
- Implements changes in procedures by issuing bulletins and notices to the Controllers
- Develops and maintains rail system emergency preparedness and response plan for the ROC

E.1.1.3 Rail Transportation Instruction

The Rail Transportation Instruction department is responsible for delivering and administering comprehensive instruction to trainees. In addition, the department ensures that all employees, contractors, and outside agencies demonstrate and maintain a satisfactory level of job knowledge and performance in keeping with Metro's standards of operation. Training responsibilities include:

- Oversees operating rules and procedures
 - Development
 - Implementation of changes
- Oversees training lesson plan development and implementation
 - New Hire Rail Operator Training
 - New Hire Rail Transportation Operation Supervisor (RTOS) Training
 - Line Instructor Training
 - Rail Safety / Wayside Worker Protection (WWP) Training
 - Retraining / Return to Work Training
 - Familiarization Training / Training for Change
 - Certification / Re-certification
- Takes corrective actions as necessary to prevent or mitigate recurrences of incidents, accident or occupational injuries.
 - Post-Accident/Incident Training
 - Refresher Training
 - Efficiency Testing
 - Performs observation checks on assigned personnel and evaluates their performance, including safety behaviors, and any need for further instruction
 - Supports investigations of incidents and accidents as necessary

E.1.2 RAIL FLEET SERVICES (RFS)

The department head of Rail Fleet Services oversees RFS. The RFS Shops are where vehicle inspections and maintenance for the entire fleet occurs. The RFS Department is split into two groups. The first group, RFS, is responsible for meeting daily rollout and for maintenance and repair of both light and heavy railcar fleets. The second group, Rail Vehicle Engineering, is responsible for quality assurance/ warranty, fleet engineering, and the overhaul programs.

E.1.2.1 Rail Fleet Service Shops

The RFS Shops are tasked with providing a safe and mechanically reliable fleet of rail cars. RFS utilizes preventative maintenance programs that include performing maintenance on vehicles at regularly scheduled mileage intervals. The intent is to maintain vehicles in a condition compatible with the highest safety, dependability, and appearance standards. Well-designed preventative maintenance procedures, and enforcement of these procedures, ensure the highest possible reliability of the rail vehicles.

The scheduled preventative maintenance programs attempt to identify problem areas before they require unscheduled corrective maintenance. Therefore, reporting requirements are developed for each inspection procedure to support future preventative maintenance activities as well as effectively communicate the specific need for corrective maintenance. The flow of information between preventative and corrective maintenance activities is critical to the success of both types of Maintenance.

Records of all preventative maintenance actions are documented in the Maintenance Management System database. The preventative maintenance programs include the following:

- Inspection - All rail vehicles are subjected to a periodic inspection program (based on accumulated mileage) to determine if conditions exist that require a maintenance action. The level and frequency of inspections is consistent with contractor and supplier recommendations, industry standards, the safety-criticality of the equipment, and operational experience.
- Servicing - Servicing consists of regularly scheduled activities that are necessary to maintain the performance of the vehicle and its components. These activities include lubrication and adjustment, but they also may involve the replacement of consumables such as air filters. Equipment manufacturers provide recommended servicing schedules in their maintenance manuals. Although manufacturer recommendations will be followed during the warranty period of rail vehicles, servicing schedules may subsequently be modified to suit the operating conditions of each particular rail system.

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For planning purposes, the preventative maintenance of rail vehicles is performed on the basis of miles of operation in accordance with the RFS Maintenance Plan. RFS functions include:

- Conduct prescribed inspections of the rail vehicles in the manner specified by the RFS Maintenance Plan
- Conduct non-scheduled maintenance and inspections
- Develop equipment overhaul specification for all fleets supporting Procurement/ Vendor Contract Management Department throughout bid process
- Provide project management for railcar overhaul programs
- Perform failure analyses, as necessary, to determine the cause(s) of failures and recommend corrective action
- Develop and update maintenance rules and procedures as necessary
- Inspect trains involved in accidents for compliance with all maintenance and operational specifications related to safe operation, e.g., horn functionality, brakes, etc. Place a "hold" on equipment if there is evidence of a system being in a condition outside of its normal & safe operating capability
- Ensure Rail Equipment personnel have been trained and have the required licenses and/or certification
- Train personnel in injury and illness prevention, emergency procedures, and safe vehicle operation; communicate safety messages to personnel; investigate occupational injuries; take corrective actions to prevent or mitigate recurrences including discipline and counseling; investigate reports of unsafe conditions; inspect facilities; and maintain safety records at the facility
- Perform and document random checks of completed maintenance activities at the various mileage intervals
- Comply with Metro's System Modification Procedure (CF15)

E.1.2.2 Rail Vehicle Engineering

The Rail Vehicle Engineering Department's functions include:

- Provide engineering support to both light and heavy railcar fleets in matters other than normal maintenance activities
- Develop test and modification bulletins for all fleets and coordinate with affected departments on these modifications

The quality assurance functions that are performed include the following:

- Perform quality assurance and warranty support activities as necessary to ensure equipment and maintenance activities comply with approved procedures and are being followed
- Inspect all new rail equipment to ensure compliance with all technical, operational and contractual requirements
- Provide quality assurance and warranty inspection on new, rebuilt and overhauled parts and components to ensure compliance with all technical requirements and good manufacturing practices

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- Monitor new equipment test programs for functionality, maintainability and safety

E.1.3 WAYSIDE SYSTEMS

The department head of Wayside Systems oversees the activities of Track Maintenance, Traction Power, Signal, Rail Communications and Supervisory Control and Data Acquisition (SCADA) Engineering, and Rail Facility Maintenance and Custodial Services.

All maintenance is performed in accordance with the Wayside Systems Maintenance Plans for each discipline. Manufacturers recommendations, Federal regulations, Industry Standards, and operational experience were used as guidelines in developing the maintenance plans.

E.1.3.1 Track Maintenance

CPUC GO 143-B, Section 14.05, requires the establishment of a track inspection and maintenance program. All rail system tracks will be inspected and maintained in accordance with CPUC General Order 143-B, Section 14.05. All design and construction will be done using the American Railway Engineering and Maintenance of Way Association Manual as a guideline, as required by CPUC GO 143-B, Section 9.01.

Frequent track inspection is performed to identify potential safety hazards and to report on the changing conditions of track geometry. Main line track is inspected twice each week with at least one-day interval between inspections. Track geometry and fit is inspected for obvious gage and alignment defects, improper ballast section and washouts, tightness and proper fit of switch points and other moving parts. Rail is checked for cracks, deterioration, corrugation, excessive wear, and the right-of-way is inspected for vegetation growth. There are also inspections of the right-of-way for possible clearance infringements.

Track Maintenance responsibilities include:

- Maintain the guideway that consists of ballasted track, embedded track, and direct fixation track
- Maintain crossovers, turnouts and track on the mainline and in yard storage areas
- Utilize a maintenance plan to ensure inspections and maintenance activities are followed and performed timely
- Document and maintain accurate records of inspections, maintenance work, accident related activities, and emergency responses; make records available to the CPUC for review and audit.
- Comply with Metro's System Modification Procedure (CF15)

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E.1.3.2 Traction Power Maintenance

The Traction Power preventative maintenance plan is a scheduled program that was developed through standard maintenance and operating procedures, based on manufacturer recommendations and experience. Inspection forms have been developed for each piece of equipment to document that the preventative maintenance has been performed.

Corrective maintenance consists of trouble-shooting failures and returning equipment to service. Personnel are dispatched by ROC via radio regardless of their assigned preventative maintenance areas. Once on the scene, the inspector will determine what the failure is and take the corrective measures necessary to maintain continuity of revenue service. When necessary, temporary repairs are made in order to maintain revenue service and permanent repairs are performed during non-revenue hours.

Traction Power Maintenance responsibilities include:

- Inspect and maintain electrical power substations, third rail system, overhead contact systems, auxiliary power equipment, ventilation system, tunnel lighting, uninterruptible power supply, and other associated equipment
- Utilize a maintenance plan to ensure inspections and maintenance activities are followed and performed timely
- Document and maintain accurate records of inspections, maintenance work, accident related activities, and emergency responses; make records available to the CPUC for review and audit
- Comply with Metro's System Modification Procedure (CF15)

E.1.3.3 Rail Signal Maintenance

The Rail Signal preventative maintenance plan is a scheduled program routinely performed at specific intervals. The maintenance intervals are set by following the Association of American Railroads (AAR) guidelines, equipment Operations and Maintenance manuals, industry standards such as American Public Transportation Association (APTA), and by tracking equipment performance through routine inspections and failure reports. Manpower deployment is accomplished by means of a check off schedule that lists the routine tasks to be accomplished during the set time frame. This system is designed to prevent duplication of tasks and provides a means whereby many different tasks can be performed in an efficient and timely manner. Reports are filed for each task that is completed and are reviewed to determine if any further action is needed. The objectives of the preventative maintenance plan are to ensure operational safety and system dependability by means of periodic testing and inspections; to reduce service failures; to prolong equipment life; to minimize maintenance costs; and to optimize manpower allocations.

The maintenance consists of troubleshooting failures, the repairing of failed equipment, and returning equipment to operation in a safe, efficient, and timely manner. Equipment failures that affect the operation of revenue service are handled by response crews, who are notified by ROC through radio dispatched trouble calls. Failed equipment is replaced in kind and repaired at a later date to minimize disruption to revenue service. The response

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crews file trouble reports to track equipment failures and to aid in troubleshooting the failed equipment.

Equipment is repaired in-house whenever possible or through an exchange program with the manufacturer and returned to stores as spare equipment. The philosophy of the corrective maintenance plan is to repair failed equipment as quickly as possible with minimal effect on revenue service. Rail Signal Maintenance responsibilities include:

- Inspect and maintain train protection system, train control and crossing warning systems; maintain the track switches, wayside cab signaling system, wayside signals and associated track circuits
- Utilize a maintenance plan to ensure inspections and maintenance activities are followed and performed timely
- Document and maintain accurate records of inspections, maintenance work, accident related activities, and emergency responses; make records available to the CPUC for review and audit
- Comply with Metro's System Modification Procedure (CF15)

E.1.3.4 Rail Communications and Supervisory Control and Data Acquisition (SCADA)

Rail Communication Systems, Transit Automatic Control System (TRACS)/Supervisory Control and Data Acquisition (SCADA) responsibilities include:

- Service and maintain ROC Supervisory Control and Data Acquisition systems, Public Announcement systems, Radio systems, Closed-Circuit Television systems, the Transit Passenger Information System (TPIS) and the Emergency Telephones (ETEL's)
- Utilize a maintenance plan to ensure inspections and maintenance activities are followed and performed timely
- Document and maintain accurate records of inspections, maintenance work, accident related activities, and emergency responses; make records available to the CPUC for review and audit
- Perform facilities inspections as outlined in the department's maintenance plan
- Comply with Metro's System Modification Procedure (CF15)

E.1.3.5 Rail Facility Maintenance and Custodial Services

Specialized supervisors and technical staff maintain rail facilities and systems in safe operating condition. Responsibilities of Facilities Maintenance include the following:

- Perform preventative and remedial maintenance of shop and rail facility equipment; perform building construction and repair and maintenance work on station platforms, parking lots and structures, deluge systems, and on the right-of-way (fences and signs, etc.)
- Perform facilities inspections
- Utilize a maintenance plan to ensure inspections and maintenance activities are followed and performed timely

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- Document and maintain accurate records of inspections, maintenance work, accident related activities, and emergency responses; make records available to the CPUC for review and audit
- Comply with Metro's System Modification Procedure (CF15)

E.2 METRO BUS MODE

E.2.1 BUS TRANSPORTATION

The Senior Executive Officer of Bus Transportation oversees eleven bus transportation divisions and directs the overall activities of Metro's bus service delivery.

E.2.1.1 Bus Transportation Divisions

The head of each Bus Transportation Division has the following responsibilities:

- Safety within their organizational units including the safety of employees, facilities, equipment, operations, and services provided.
- Safety programs within their organizational units
- Coordinating the implementation and maintenance of these safety programs.
- Ensuring employees comply with safe and healthy work practices, communicating with employees regarding occupational health and safety issues, identifying, evaluating and correcting hazards in a timely manner, ensuring that all accidents, injuries, and illnesses are investigated and that recommendations, if appropriate, for corrective actions are developed and implemented as warranted.
- Evaluating the potential impact of proposed modifications on the safety of all affected systems prior to implementation.
- Ensuring that employees have required licenses, and all required up-to-date certifications.
- Ensuring that supervisors and employees under their control are trained in the elements of hazards associated with their work environment, job specific safety requirements, and safety-related policies, procedures, rules, and work practices.

E.2.1.2 Bus Operations Control (BOC)

The BOC manages daily bus operations. This facility dispatches Transit Operations Supervisors in response to collisions and other operational problems. The BOC also provides notification to various departments in the event of emergencies and arranges for replacement equipment. The BOC contacts Field Equipment Technicians and division maintenance to respond to bus road calls. The BOC is staffed 24 hours a day, seven days a week.

E.2.2 BUS MAINTENANCE

E.2.2.1 Bus Maintenance

The Senior Executive Officer of Bus Maintenance oversees eleven bus maintenance divisions and directs the overall maintenance activities for Metro's bus fleet.

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Bus maintenance is tasked with providing a safe and mechanically reliable fleet of buses. Bus maintenance utilizes preventative maintenance programs that include performing maintenance on vehicles at regularly scheduled mileage intervals. The intent is to maintain vehicles in a condition compatible with the highest safety, dependability, and appearance standards. Well-designed preventative maintenance procedures, and enforcement of these procedures, ensure the highest possible reliability of bus fleet.

The scheduled preventative maintenance programs attempt to identify problem areas before they require unscheduled corrective maintenance. Therefore, reporting requirements are developed for each inspection procedure to support future preventative maintenance activities as well as effectively communicate the specific need for corrective maintenance. The flow of information between preventative and corrective maintenance activities is critical to the success of both types of maintenance.

Records of all preventative maintenance actions are documented in the Maintenance Management System. The preventative maintenance programs include the following:

- Inspection - All buses are subjected to a periodic inspection program (based on accumulated mileage) to determine if conditions exist that require a maintenance action. The level and frequency of inspections is consistent with contractor and supplier recommendations, industry standards, the safety-criticality of the equipment, and operational experience.
- Servicing - Servicing consists of regularly scheduled activities that are necessary to maintain the performance of the vehicle and its components. These activities include lubrication and adjustment, but they also may involve the replacement of consumables such as air filters. Equipment manufacturers provide recommended servicing schedules in their maintenance manuals. Although manufacturer recommendations will be followed during the warranty period of bus vehicles, servicing schedules may subsequently be modified to suit the operating conditions of each particular bus division.

For planning purposes, the preventative maintenance of buses will be performed on the basis of miles of operation in accordance with the Revenue Service Bus Maintenance Plan.

Bus Maintenance functions include:

- Conduct prescribed inspections of buses in the manner specified by the Revenue Service Bus Maintenance Plan.
- Conduct non-scheduled maintenance and inspections
- Perform failure analyses, as necessary, to determine the cause(s) of failures and recommend corrective action
- Develop and update maintenance rules and procedures as necessary
- Ensure bus maintenance personnel have been trained and have the required licenses and/or certification

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- Train personnel in injury and illness prevention, emergency procedures, and safe vehicle operation; communicate safety messages to personnel; investigate occupational injuries; take corrective actions to prevent or mitigate recurrences including discipline and counseling; investigate reports of unsafe conditions; inspect facilities; and maintain safety records at the facility
- Perform and document random checks of completed maintenance activities at the various mileage intervals
- Comply with Metro's System Modification Procedure (CF15)

E.2.3 Central Maintenance Facility (CMF)

CMF provides maintenance support to operating divisions. The facility consists of Central Maintenance Shops, Fleet Management and Support Services, and Quality Assurance. The Quality Assurance staff also serve as Metro's liaison with the California Highway Patrol and is responsible for managing compliance with Title 13 of the California Code of Regulations.

The Central Maintenance Shops provide heavy maintenance and bus refurbishment for all bus operating divisions including complete bus painting, major accident repair, engine replacements, and mid-life overhauls/ refurbishments. Additional Central Maintenance Shop functions include the rebuild and fabrication of parts and tools used by bus maintenance and other Metro departments.

Fleet Management and Support Services controls and assigns the bus fleet, aids in repair to buses en-route and at layover zones to avoid service disruption and provides Maintenance Management System technical support to maintenance departments.

The Quality Assurance department is directly responsible for the management of goods and services contracts, bus fire investigations, and brake tests.

The Contract services department is directly responsible for contracted operations oversight.

The non-revenue department is directly responsible for non-revenue vehicle/equipment.

The Revenue Collection department is directly responsible for fare collection maintenance, and radio equipment maintenance.

E.2.4 Operations Central Instruction (OCI)

Metro's OCI Department provides the training ground and continual support to the agency's Operations employees working in Bus Maintenance and Transportation. Mission critical training responsibilities include:

- New Hire Bus Operator Training
- Post-Accident Training
- Safety Training (several certification courses)

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- Customer Relations Training
- Line Instructor Mentor Training
- De-Escalation Training
- Transportation Safety Institute (TSI) Instructor's courses in:
 - Bus Operator Training Accident Investigation Training
 - Return to Work Training
 - World Class Customer Service training

Additionally, OCI produces and implements ad - hoc training programs to address any of the numerous endeavors Metro undertakes to improve service to our customers.

OCI serves as an extension of the Department of Motor Vehicles (DMV) for commercial licensing purposes through DMV's Employer Testing Program (ETP). Through ETP, all OCI instructors are trained and certified by the DMV to conduct official pre-trip, skills and road examinations of employees required to obtain a commercial driver license. The Transportation Safety Institute (TSI) also partners with OCI's own official TSI certified instructors who dedicate themselves to train and certify others to become official train-the-trainers. This credential is necessary to provide legally sanctioned training for coach Bus Operators and supervisors who must receive annual training to maintain CDL validity.

E.2.6 Vehicle Technology

Vehicle Technology identifies, reviews, tests, and procures high-capacity, alternative fueled, advanced technology buses. It provides operational and technical support and training on the operation and maintenance of new vehicles, manages all bus acquisitions, processes bus warranty claims, and oversees advanced vehicle technology projects that can increase operating efficiency or improve services provided for Metro transit passengers and employees.

E.3 FACILITIES MAINTENANCE


The Central Facilities Maintenance group provides direct support to all Metro operating divisions. An important function of facilities includes the development, implementation, and management of capital programs for Metro's facilities to improve existing facilities and the promote employee safety.

Facilities Maintenance has the following functions:

- Provides HVAC, locksmith services, plumbing, painting, and other property maintenance tasks
- Manages select contracted services such as crane inspection/repair, graffiti abatement, glass service, landscaping and railroad right-of-way and parcel property maintenance.
- Produces decals for Metro buses in addition to signs for bus stops, rail, facilities and yard signage (Sign Shop).
- Maintains terminals, bus stops, layover zones, and inactive right-of-way (Stops and Zones)

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Appendix F: Rail Accident Investigation Procedures (Rail AIP)

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PART 1 GENERAL OVERVIEW

1.1 INTRODUCTION

Section 99152 of the Public Utilities (PU) Code authorizes the California Public Utilities Commission (CPUC) to regulate and oversee the safety of rail transit systems in the State of California. To fulfill its oversight responsibilities, the CPUC establishes safety requirements by adopting rules and procedures, known as General Orders (GO). In 1996, the CPUC adopted GO 164 series, “Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems”, in response to the Federal Transit Administration’s Final Rule 49 Code of Federal Regulations, Part 673, which requires State safety oversight of rail fixed guideway systems. The requirements for reporting and investigating rail accidents by transit agencies are found in the GO 164 series. Section 315 of the PU Code specifically addresses the investigation of accidents by the CPUC and reads in part:

“The Commission shall investigate the cause of all accidents requiring, in the judgment of the Commission, investigation by it, and may make such order as in its judgment seems just and reasonable.”

The CPUC has the authority to conduct its own independent accident investigations. However, in actual practice the CPUC has delegated this responsibility to the Rail Transit Agencies (RTA’s) on behalf of the Commission.

To meet these requirements, the Los Angeles County Metropolitan Transportation Authority (METRO) has developed the following procedures to be used in the event of rail accidents.


1.2 PURPOSE AND OBJECTIVES

The purpose of this document is to establish procedures and guidelines to be followed by METRO personnel responding to rail accidents. These procedures are intended to facilitate the following objectives:

- To improve system safety by reporting and investigating all reportable rail accidents and implementing corrective measures, if warranted, to prevent or mitigate recurrences.
- To define the role and responsibilities of individuals, and departments who respond to rail accidents which occur on Metro’s operating rail lines.

These procedures detail the accident reporting procedures from the initial notification, through investigation, to the actual preparation of the final report, and tracking of any corrective measures.

Each department is responsible for carrying out their tasks as defined in the Rail Accident Investigation Procedures.

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PART 2 GENERAL INVESTIGATION PROCESS

2.1 RESPONSE

Upon notification of an accident by ROC, Metro staff shall proceed to the accident scene and report to the Metro On-Scene Coordinator (OSC), and support the accident investigation process as described below.

2.2 ACCIDENT INVESTIGATION ACTIVITIES


Metro will identify an On-Scene Coordinator (OSC) who will act as a liaison with ROC for all at the scene activities. The Metro OSC will report to the Incident Command Post, if it has been established, or to the Fire or Police personnel assigned or acting as Incident Commander. The OSC will afford the Incident Commander assistance to mitigate the situation.

The OSC or their designee will conduct the investigation for all accidents. The Incident Commander jointly with the OSC will determine when to release the scene for normal operations.

The following activities should be conducted by the OSC or their designee, or support departments, **if applicable and to the extent possible:**

- Secure the scene
- Inspect/preserve physical evidence
- Document fact/findings
- Conduct interviews
- Take photos
- Take measurements
- Assess requirement for drug test per Metro Drug and Alcohol Policy
- Prepare Supervisor's Report

The OSC should document the facts concerning the following: damage to equipment and infrastructure, weather conditions, position and status of signals, switches, cab controls and cut out controls, use of audible warning devices, application of brakes, use of sand, area of impact, and point of rests of other parties involved in the accident, etc.

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PART 3 ROLES AND RESPONSIBILITIES

3.1 GENERAL

The following sections support the foregoing accident investigation process; identify and expand on roles and responsibilities of responding personnel representing the various departments within Metro. This information has been established to ensure that each Department and all personnel within each section understand and provide support to the Rail Accident Investigation Procedures.

It is recognized that not all departments will need to respond to all types of accidents occurring on the operating rail system. The detailed functions described in this part apply to the investigation of accidents described under Section 3.2.2 of this document.

3.2 SAFETY DEPARTMENT


3.2.1 RESPONSIBILITY

The safety department has primary responsibility for developing and updating the Accident Investigation Procedures. In addition, it will provide accident investigation training resources for use by other departments.

The safety department will be responsible for preparing the report that is required by the California Public Utilities Commission (CPUC), by reviewing information contained in various internal and third party reports, videos, and data/information collected by Corporate Safety staff.

The safety department will be the liaison for all accidents investigated by the CPUC or National Transportation Safety Board (NTSB), and for arranging accident reconstructions when warranted. In the event of an NTSB investigation, the safety department will coordinate secure storage and protection of physical evidence at or away from the accident scene.

In the event information such as Police Reports, Coroner's Reports, etc. is not available at the time the CPUC report is due, an interim report will be submitted to the CPUC per the GO 164 series requirements, including 30-day updates.

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3.2.2 NOTIFICATION TO REGULATORY AGENCIES

The safety department will notify the CPUC within two (2) hours of any event/accident that occurs on Rail Transit Agency-Controlled Property⁽¹⁾ which meets the following thresholds identified in 49CFR674 and FTA’s Two-Hour Accident Notification Guide.

- Fatality (occurring at the scene or within 30 calendar days following the accident).
- One or more persons suffering serious injury.⁽²⁾
- Property damage⁽³⁾ resulting from a collision involving a rail transit vehicle.
- Any collision between a rail transit vehicle and another rail transit vehicle.
- Any collision at a grade crossing resulting in serious injury or fatality.
- A collision involving a rail transit vehicle and any other vehicle, object, or individual.
- A runaway train.
- Evacuation due to life-safety reasons⁽⁴⁾.
- A derailment (mainline or yard) of any rail transit vehicle at any location, at any time, whatever the cause.
- Fire resulting in a serious injury or fatality.

⁽¹⁾Rail Transit Agency-Controlled Property accidents are defined as events occurring on the right-of-way between a moving train and a person, vehicle, or object.

⁽²⁾Serious injury as defined in 49CFR674 means an injury which: (1) Required hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received; (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or nose); (3) causes severe hemorrhages, nerve, muscle, or tendon damage; (4) involves any internal organ; or (5) involves second or third degree burns, or any burns affecting more than 5% of the body surface.

⁽³⁾Substantial damage (as defined in the Guide) is any physical damage to transit or non-transit property including vehicles, facilities, equipment, rolling stock, or infrastructure. Substantial damage includes damage which adversely affects the structural strength, performance, or operating characteristics of the vehicle, facility, equipment, rolling stock, or infrastructure requiring towing, rescue, onsite maintenance, or immediate removal prior to safe operation.

⁽⁴⁾An evacuation for life safety reasons is a condition that occurs when persons depart from transit vehicles or facilities for life safety reasons, including self-evacuation.


A life safety reason may include a situation such as a fire, the presence of smoke or noxious fumes, a fuel leak, a vehicle fuel leak, an electrical hazard, a bomb threat, a suspicious item, or other hazard that constitutes a real potential danger to any person. **DO NOT PROVIDE** Two-Hour Accident Notifications for evacuations that are not for a life safety reason such as an evacuation of a train into the right of-way or onto adjacent track; or customer self-evacuation or transfer of passengers to rescue vehicles or alternate means of transportation due to obstructions, loss of power, mechanical breakdown and system failures, or damage.

The following information will be provided as part of the electronic notification (record of notifications are available from the CPUC):

- The time and date of the accident;
- The location of the accident;
- The number of fatalities and/or injuries;
- The rail transit vehicle involved in the accident;
- The type of incident and brief description of accident,
- The emergency response organizations at the scene of the accident.

The safety department representative shall also notify other Regulatory Agencies in accordance with existing requirements of the Federal Transit Administration, Federal Railroad Administration, and the National Transportation Safety Board.

The safety department shall be responsible for providing the CPUC staff an opportunity to participate to the fullest extent possible in all aspects of the investigation. The safety department representative will provide advance notification of additional (other than those conducted at the scene) interviews, inspections, measurements, tests, examinations and meetings with investigators, consultants, review boards, etc. to review, analyze and draw conclusions regarding accident related information.

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3.2.3 CPUC INVESTIGATION REPORT

On behalf of the CPUC, the safety department is responsible for preparing the investigation report, which includes reviewing external reports such as Police, Fire, Coroner, etc., if applicable. The safety department is also responsible for tracking any corrective action plans resulting from the investigations.

Investigation reports for accidents meeting the thresholds described in section 3.2.2 will be submitted to the CPUC within 60 calendar days of the occurrence of the accident.

3.3 RAIL OPERATIONS CONTROL (ROC)

3.3.1 NOTIFICATION

Rail Operations Control (ROC) receives the initial report of any accident on the rail system. Upon notification, ROC dispatches a field supervisor to respond to the scene and then notifies all pertinent internal departments and external agencies such as law enforcement and emergency response agencies of the nature of the incident.


ROC is responsible for supporting all activities required at the accident scene through the On-Scene Coordinator (OSC).

ROC is responsible for maintaining service, if possible, or arranging for alternate transportation services and preserving video, Supervisory Control and Data Acquisition (SCADA)/ Transit Automatic Control System (TRACS) and voice and data communication information prior to, during, and following all accidents.

ROC will document all requests and events as they occur at the accident scene from initial notification of an accident until service is re-established.

3.3.2 ROC FOLLOW UP ACTIVITIES

ROC is responsible for maintaining the above information and for providing it in support of the accident investigation process and for supporting subsequent activities related to the process.

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3.4 RAIL TRANSIT OPERATIONS SUPERVISOR (RTOS)

The Rail Transit Operations Supervisor will be responsible for assuming the role of On Scene Coordinator (OSC), conducting an investigation and completing the required reports.

3.4.1 RAIL TRANSIT OPERATIONS SUPERVISOR (RTOS) FOLLOW UP ACTIVITIES


The On-Scene Coordinator is responsible for completing the Supervisors Report, in the Metro's electronic database system.

3.5 TRAIN OPERATORS

3.5.1 AT SCENE PROCEDURES

Train Operator's shall:

- a.) Contact ROC immediately & describe the type of accident, location, injuries and damage.
- b.) Protect self and passengers from hazards created by the accident.
- c.) Attempt to extinguish any fires, if possible, without taking undue risks.
- d.) Coordinate evacuation, if necessary, with ROC/OSC. Make PA announcements to keep passengers informed of the situation and status of response agencies.
- e.) In case of injuries, protect the injured parties, but do not attempt to move them, unless they require assistance in evacuating if a fire is involved. Do not volunteer ambulance service or ask persons if an ambulance is desired, unless it is obvious that such service is necessary. However, if a person requests an ambulance, immediately notify the OSC or ROC.
- f.) Pass out Courtesy Cards to bystanders and other persons who were in a position to have witnessed the accident. If injuries occurred on that train, use Courtesy Cards and indicate on the card "passenger."
- g.) Provide the police and other driver (s) with necessary information.

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3.5.2 TRAIN OPERATOR FOLLOW UP ACTIVITIES

The Train Operator is responsible for completing and preparing his or her accident report in Metro’s electronic database system. The train operator is also responsible for co-operating in the accident investigation process.

3.6 DEPARTMENT MANAGERS

3.6.1 DEPARTMENT MANAGERS FOLLOW UP ACTIVITIES

The Department Manager is responsible for coordinating the following activities in all accidents.

- a.) Ensure employee(s) involved in the accident are interviewed and complete their required reports.
- b.) Ensure the completion and accuracy of all reports.
- c.) Support accident investigation process by providing information such as training records, accident history, hours of service, fatigue, etc.
- d.) Implement remedial action(s) necessary to prevent or mitigate recurrences.

3.7 RAIL FLEET SERVICES

3.7.1 AT SCENE PROCEDURES


Upon arrival at the accident scene, the Rail Fleet Services representative will report to the OSC and shall be responsible for the following tasks:

- a.) Provide information and/or assistance to the OSC as requested.
- b.) Make and implement recommendations to the OSC in regard to their specialty, for expediting restoration of normal revenue service.

3.7.2 FOLLOW UP ACTIVITIES

The Rail Fleet Services Department will be responsible for the following activities after the incident train has returned to the shop:

- a.) Conduct a post accident inspection of the incident train(s) and document findings.
- b.) Provide maintenance records & technical data, & make recommendations as appropriate.
- c.) Take any remedial actions necessary to prevent or mitigate recurrences.

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3.8 WAYSIDE SYSTEMS

3.8.1 AT SCENE PROCEDURES


Upon arrival at the accident scene, the responding Wayside Systems representatives shall report to the OSC and shall be responsible for the following tasks as applicable:

- a.) Inspect the integrity of infrastructure and systems as it pertains to their discipline.
- b.) Make and implement recommendations to the OSC in regard to their specialty, for expediting restoration of normal revenue service.

3.8.2 FOLLOW UP ACTIVITIES

As part of the follow-up activities, the Wayside Systems department is responsible for:

- a.) Document the findings from the accident and any repairs performed on any components or systems.
- b.) Providing previous inspection and maintenance activity records on Wayside Systems equipment that are applicable to the incident, such as Preventative Maintenance (PM) records for warning devices for accidents at a grade crossing, or PM records for track for a mainline derailment.

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3.9 Accident Reporting Requirements


The safety department will submit one of three types of accident/incident reports to the CPUC as follows:

For security related events and evacuations due to a bomb threat, small trash can or debris fires, smoking brakes, false gas alarms, suspicious package etc. *that do not constitute a real potential danger to any person*, staff will submit the Incident Report prepared by the ROC.

The safety department will submit a “MAJOR EVENT REPORT” (Form B) to the CPUC within 60 days of the date of the accident for events listed in section 3.2.2 with the exception of collisions that result in non-serious injuries and non-substantial damage. The “CPUC MINOR EVENT REPORT” will be submitted within 60 days of the date of the accident for collisions that meet the exceptions. The formats for the MAJOR EVENT REPORT (Form B) and the CPUC MINOR EVENT REPORT are shown on the following pages.

3.9.1 Accident Reports

The Safety Department will make every attempt to collaboratively work with the CPUC regarding Commission comments and approval in compliance with General Order 164 series as it relates to submittal of Accident Reports.

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**CALIFORNIA PUBLIC UTILITIES COMMISSION
MINOR EVENT REPORT
(Not to be used for Fatalities or Serious Injuries¹)**

REPORTED TO CMC (Yes / No)


REPORTED TO NTD (Yes / No) (NTD # _____)

RAIL TRANSIT AGENCY: 					
LOCATION:		TRAIN/CARS #:	TRAIN DIRECTION OF TRAVEL:		NO. OF NON-SERIOUS INJURIES:
LIGHTING (DAY/NIGHT/DUSK/DAWN):	WEATHER:	DATE:	TIME:	DESIGN SPEED:	ESTIMATED SPEED AT TIME OF EVENTS:
COMMISSION HIGHWAY-RAIL GRADE CROSSING NUMBER (IF APPLICABLE):					
COLLISION WITH A MOTOR VEHICLE		YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	
COLLISION WITH AN OBJECT		YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	
COLLISION WITH A PERSON		YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	
YARD DERAILMENT		YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	
OPERATOR'S REPORT AVAILABLE		YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	
SUPERVISOR'S REPORT AVAILABLE		YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	
GRADE CROSSING COLLISION		YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	
GATED CROSSING		YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	
TRAFFIC SIGNAL CONTROLLED CROSSING		YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	
UNCONTROLLED CROSSING		YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	
PEDESTRIAN CROSSING		YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	
OPERATOR TESTED FOR D&A		YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	
TRANSIT VEHICLE OUT OF SERVICE		YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	
SUBSTANTIAL DAMAGE ²		YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	
VIDEO/AUDIO AVAILABLE FOR REVIEW		YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	
RULE(S) VIOLATION		YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>	
TOW AWAY		TRAIN <input type="checkbox"/>	VEHICLE <input type="checkbox"/>	N/A <input type="checkbox"/>	

¹ Serious injury means any injury which: (1) requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); (3) causes severe hemorrhages, nerve, muscle, or tendon damage; (4) involves any internal organ; or (5) involves second or third-degree burn(s), or any burns affecting more than 5 percent of the body surface.

² Substantial damage is any physical damage to transit or non-transit property including vehicles, facilities, equipment, rolling stock, or infrastructure.

Substantial damage includes damage which adversely affects the structural strength, performance, or operating characteristics of the vehicle, facility, equipment, rolling stock, or infrastructure requiring towing, rescue, onsite maintenance, or immediate removal prior to safe operation.

	LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY	Revision 1.0
	RAIL —ACCIDENT INVESTIGATION PROCEDURE	Effective: Jan 2023

3.9.2 CPUC MINOR EVENT REPORT– Page 2 of 2

<u>DESCRIPTION OF THE EVENTS / INVESTIGATION FINDINGS (INCLUDE PHOTOGRAPHS IF APPLICABLE):</u>			
<u>PROBABLE CAUSE:</u>			
<u>CONTRIBUTING FACTORS:</u>			
<u>RECOMMENDATIONS:</u>			
CORRECTIVE ACTION PLAN: (YES <input type="checkbox"/> NO <input type="checkbox"/> RTA's CAP #:	ACTION	SCHEDULE	DEPARTMENT/INDIVIDUAL RESPONSIBLE

PHOTOGRAPHS (IF APPLICABLE):

CONFIDENTIAL

Form B Report
Rev. 6 - 8/24/2022

LA METRO
MAJOR EVENT REPORT

(To be used for Fatalities, Serious Injuries¹, or other Non-Minor Report Requirement)

REPORTED TO TOC (Yes / No) REPORTED TO NTD (Yes / No)(NTD#)

RAIL TRANSIT AGENCY: LACMTA					
LOCATION:		TRAIN/CARS #:	TRAIN DIRECTION OF TRAVEL/ TRACK:	NO. OF FATALITY: _____ NO. OF SERIOUS INJURY: _____ NO. OF NON-SERIOUS INJURY: _____	
LIGHTING (DAY/NIGHT/DUSK/DAWN):	WEATHER:	DATE:	TIME:	DESIGN SPEED:	ESTIMATED SPEED AT TIME OF EVENTS:
COMMISSION HIGHWAY-RAIL GRADE CROSSING NUMBER (IF APPLICABLE):					

COLLISION WITH A MOTOR VEHICLE	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	
COLLISION WITH AN OBJECT	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	
COLLISION WITH A PERSON	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	
DERAILMENT	MAIN	<input type="checkbox"/>	YARD	<input type="checkbox"/>	N/A <input type="checkbox"/>
EVACUATION FOR FIRE-LIFE SAFETY REASONS	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	
OPERATOR'S REPORT AVAILABLE	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	N/A <input type="checkbox"/>
SUPERVISOR'S REPORT AVAILABLE	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	
GRADE CROSSING COLLISION	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	N/A <input type="checkbox"/>
GATED CROSSING	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	N/A <input type="checkbox"/>
IF GATED, TYPE OF GATES	2-QUAD	<input type="checkbox"/>	4-QUAD	<input type="checkbox"/>	N/A <input type="checkbox"/>
TRAFFIC SIGNAL CONTROLLED CROSSING	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	N/A <input type="checkbox"/>
UNCONTROLLED CROSSING (i.e. DWY)	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	N/A <input type="checkbox"/>
PEDESTRIAN CROSSING	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	N/A <input type="checkbox"/>
OPERATOR TESTED FOR D&A	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	N/A <input type="checkbox"/>
TRANSIT VEHICLE OUT OF SERVICE	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	N/A <input type="checkbox"/>
SUBSTANTIAL DAMAGE ²	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	N/A <input type="checkbox"/>
VIDEO/AUDIO AVAILABLE FOR REVIEW	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	N/A <input type="checkbox"/>
THE CPUC REVIEWED RELEVANT VIDEO/AUDIO FILES	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	N/A <input type="checkbox"/>
RTA EMPLOYEE RULE(S) VIOLATION	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	N/A <input type="checkbox"/>
TRAIN/HI-RAIL HORN SOUNDED	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	N/A <input type="checkbox"/>
TYPE OF BRAKES APPLIED (EMERGENCY/FULL-SERVICE)	EB	<input type="checkbox"/>	FS	<input type="checkbox"/>	N/A <input type="checkbox"/>
SUICIDE/ INTENTIONAL ACT ³	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	
GENERAL ORDER 143 SERIES HOURS OF SERVICE COMPLIANT	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	N/A <input type="checkbox"/>
ILLEGAL ELECTRONIC DEVICE OBSERVED WHILE OPERATING	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>	
TOWED AWAY FROM SCENE	TRAIN	<input type="checkbox"/>	VEHICLE	<input type="checkbox"/>	N/A <input type="checkbox"/>
MODE OF OPERATION	CAB SIGNAL	<input type="checkbox"/>	STREET	<input type="checkbox"/>	ATO <input type="checkbox"/>
					MTO <input type="checkbox"/>
					BYPASS <input type="checkbox"/>
TYPE OF RAILWAY	STRT RNING	<input type="checkbox"/>	AERIAL	<input type="checkbox"/>	SUBWAY <input type="checkbox"/>
					FREEWAY <input type="checkbox"/>
					SEMI-EXL <input type="checkbox"/>

¹Serious injury means any injury which: (1) requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); (3) causes severe hemorrhages, nerve, muscle, or tendon damage; (4) involves any internal organ; or (5) involves second or third-degree burn(s), or any burns affecting more than 5 percent of the body surface.

²Substantial damage is any physical damage to transit or non-transit property including vehicles, facilities, equipment, rolling stock, or infrastructure. Substantial damage includes damage which adversely affects the structural strength, performance, or operating characteristics of the vehicle, facility, equipment, rolling stock, or infrastructure requiring towing, rescue, onsite maintenance, or immediate removal prior to safe operation.

³ Official determination of suicide related fatalities are made by the coroner. Once the Coroner's report is received Metro will revise the accident report if discrepancies are found.

Confidential pursuant to California Public Utilities. Commission General Order 164 and Federal Transit Administration Guidelines.

Exempt from public disclosure Pursuant to Government Code Sections 6254 (k) and 6255 (a)

CONFIDENTIAL

INCIDENT SUMMARY:

FINDINGS:

(Describe what was reviewed regarding pertinent audio and video with respect to the accident)

INJURIES AND DAMAGE:

EMERGENCY RESPONSE:

HOURS OF SERVICE/OPERATOR'S LAST SEVEN DAYS:

DATE	DAY OF WEEK	SIGN-ON	SIGN-OFF	TOTAL ON-DUTY HOURS
Day 7		XXXX hrs.	XXXX hrs.	XX H XX M
Day 6				
Day 5				
Day 4				
Day 3				
Day 2				
XX/XX/XXXX INCIDENT DATE				

PROBABLE CAUSE:

CONTRIBUTING FACTORS:

RECOMMENDATIONS:

CORRECTIVE ACTION PLAN: (YES <input type="checkbox"/> NO <input type="checkbox"/>)	ACTION	SCHEDULE	DEPARTMENT/ INDIVIDUAL RE- SPONSIBLE
	RTA's CAP #:		

Confidential pursuant to California Public Utilities. Commission General Order 164 and Federal Transit Administration Guidelines.
Exempt from public disclosure Pursuant to Government Code Sections 6254 (k) and 6255 (a)

CONFIDENTIAL

APPENDIX A

DESCRIPTION OF THE INCIDENT LOCATION (INCLUDE LOCATION MAP):

CONFIDENTIAL

APPENDIX B

PHOTOGRAPH(S)/SKETCH (IF APPLICABLE):

Appendix G: Bus Accident Investigation Procedures (Bus AIP)

THE INCIDENT INVESTIGATION & REDUCTION PROCEDURE MANUAL



Metro[™]

PREPARED BY
OPERATIONS CENTRAL INSTRUCTION

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I. INTRODUCTION

This manual was formally known as the Accident Investigation Procedure Manual. It has been revised to increase emphasis on accident prevention and update procedures to include systems new to Metro. Changes were made with the collaborated efforts of numerous Operations personnel from the Transportation Divisions, Bus Operations Control (BOC), Operations Central Instruction (OCI), Risk Management, Corporate Safety, etc.

Accident/Incident investigation is a fundamental element of Metro’s safety program. The role of the investigation procedure is to identify, locate, and otherwise determine the root cause of the incident and reduce errors which allow accidents to occur. Reducing these system errors or conditions which allow accidents to occur is of extreme importance to every individual at Metro. At the very least, human suffering, injury, and property damage may be reduced as a direct result of the investigation process. Ultimately, it reduces expenses that need to be allocated to settle claims for injury and repair damages. These monies could otherwise be redirected to maintaining service or providing our customers and operators with a safer more effective operating environment. Reducing the conditions and causes of accidents will benefit everyone.

This manual seeks to classify accidents into two categories: **Avoidable or Unavoidable**. Accidents classified in this manual are for the purpose of establishing whether or not the operator of the Metro vehicle could have taken reasonable action to avoid an accident. The determination of ability to avoid an accident is based on standards established by the Transportation Safety Institute (TSI).

The application of these standards does not establish nor seek to establish any degree of legal liability that may or may not exist with respect to the accident. There may be occasions when an operator is not legally liable for an accident deemed to be “Avoidable.”

“AVOIDABLE” ACCIDENTS WILL BE CLASSIFIED AS SUCH ONLY AFTER AN INVESTIGATION DETERMINES THE OPERATOR OF THE METRO VEHICLE “COULD HAVE TAKEN REASONABLE ACTION THAT MAY HAVE PREVENTED THE ACCIDENT FROM OCCURRING.”

“UNAVOIDABLE” ACCIDENTS WILL BE CLASSIFIED AS SUCH ONLY AFTER AN INVESTIGATION DETERMINES THE OPERATOR OF THE METRO VEHICLE “COULD NOT HAVE TAKEN ANY REASONABLE ACTION TO PREVENT THE ACCIDENT FROM OCCURRING.”

II. PURPOSE

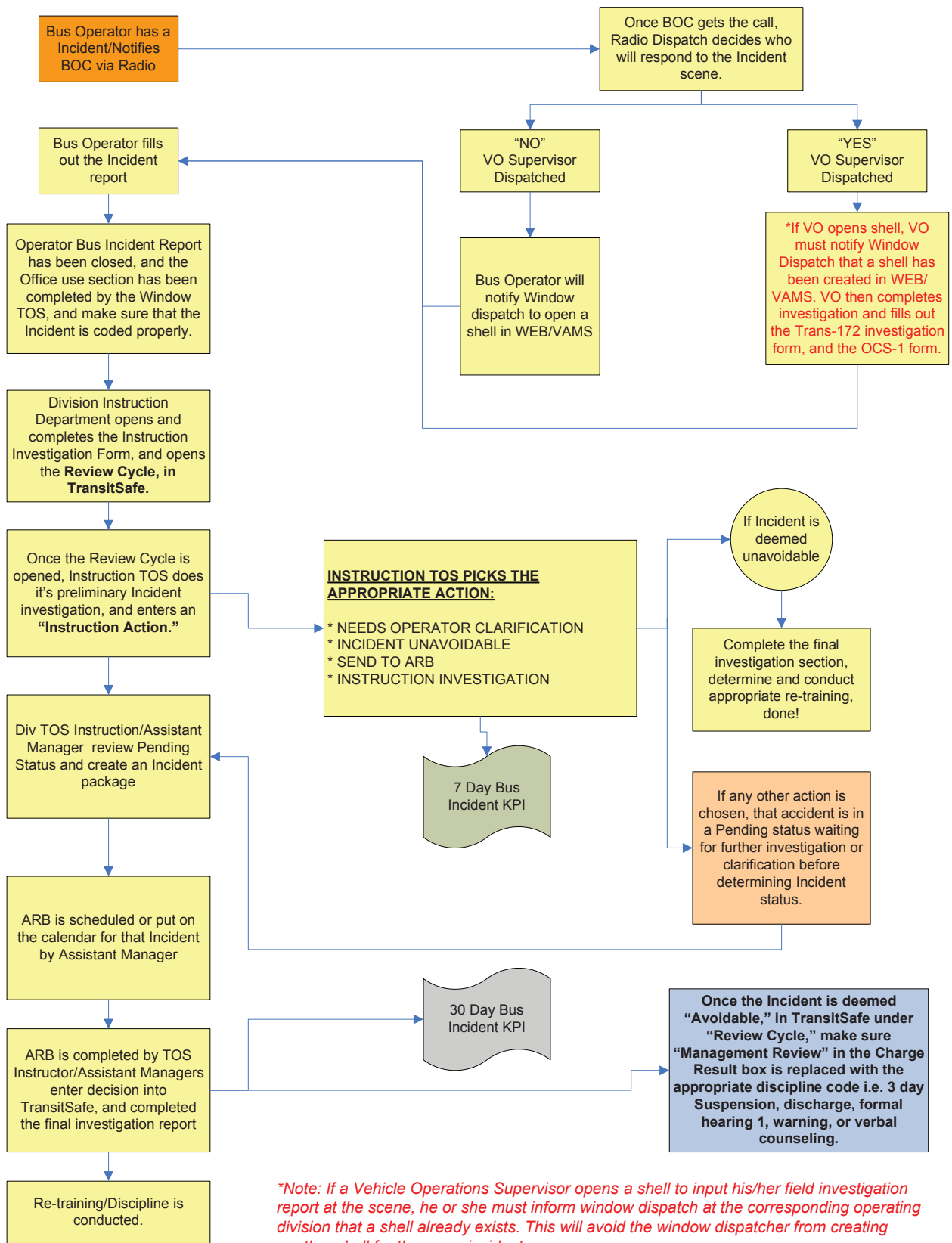
The purpose of this manual is to establish consistent procedures to investigate accidents at all Metro Bus Operations facilities leading to the prevention of future accidents from occurring. The manual sets forth the roles and responsibilities of Metro staff at all levels. Accountability and responsibility at each step of these procedures will be essential to ensure proper investigations, training, and discipline. Most accidents investigations will be completed within 30 days and recommendations, as applicable, for prevention will be developed based on the investigation reports.

III. RESPONSIBILITIES

Various corporate business units have oversight and direct accountability for the implementation of the procedures contained herein. This section of the manual defines those responsibilities.

- 1** The Director of Corporate Safety has oversight over all accident reduction procedures. Corporate Safety will insure that strategies for accident reduction will be widely disseminated throughout the organization. It is also the responsibility of Corporate Safety to maintain the Vehicle Accident Monitoring System (WEBVAMS) and Transitsafe™. (Please see Reference document “XI-A.” Transitsafe™ Procedures).
- 2** The Director of Operations Central Instruction (OCI) has oversight of accident reduction training, the Operator’s Rulebook & SOP, and insures compliance with industry safety practices. (Please see Reference document “XI-C.” Bus Operator Rule Rulebook & SOP’s).
- 3** Transportation Managers at each division are responsible for ensuring that all accidents are investigated in accordance with the procedures set forth in this manual. They are also responsible for recommending accident reduction strategies to Corporate Safety that may arise from experience and internal investigations. It is the responsibility of each division to initiate the accident investigation procedure by entering relevant data (shell) into the Vehicle Accident Monitoring System (VAMS) which allows for the operator to complete the accident report.
- 4** Vehicle Operations (VO) has oversight over field investigation of all accidents involving Metro vehicles, property and employees. Timely submission of reports, pictures and all evidence collected at the scene is the responsibility of VO as well as a responsibility to follow up with any safety concerns identified. A VO Supervisor can initiate the shell process but must notify the effected division to avoid duplication.
- 5** Bus Operations Control (BOC) has oversight of all communication at accident scenes and coordination among multiple departments and agencies. Timely notification to VO, the affected division and any and all relevant emergency personnel is the responsibility of BOC as well as the timely and thorough documentation of the incident.

IV. BUS INCIDENT INVESTIGATION FLOW CHART



V. INCIDENT INVESTIGATION PROCEDURES

The incident/accident investigation process begins when the operator reports the incident/accident to Bus Operations Control (BOC). Once notification is received, BOC notifies a VO Supervisor of the incident. The first VO Supervisor at the location is responsible for conducting the on scene investigation.

During the operator's workday or prior to the conclusion of the workday, the operator inputs his/her incident report into Transitsafe™ at the Division. While not addressed directly here, the VO Supervisor response to the accident/incident scene is critical. The VO Supervisor must collect (but is not limited to) a statement from the operator concerning the incident, a statement from the other party if possible, photographs of the vehicles or property involved, photographs of the scene, request brake tests where appropriate, as well as interact with other local authorities and make efforts for service restoration. If necessary, the operator will be taken for a drug screen before returning to the division to complete necessary paperwork. (Please see Reference document "XI-D." for Metro's HR Drug and Alcohol Policy and Procedures.)

V-A. WINDOW TOS DUTIES & RESPONSIBILITY

The Window Transit Operations Supervisors (TOS) are responsible for the processing of all accident/incident, and/or miscellaneous reports turned in by Division Transportation personnel. The initial copy of the Safe-3, the printed summary report, running board, copies of operator's CDL, medical card and VTT are the responsibility of the Window TOS. The Safe-3 and attendant documents must be reviewed by the Window TOS before closing the accident report in Transitsafe™. In the event the Window TOS is not able to assist the operator, the Manager or Assistant Transportation Manager must be immediately notified.

All reports of accidents/incidents must be completed and filed in Transitsafe™ on the day of occurrence, except where there is an explainable emergency that prevents the employee from completing the report on that day. Where an emergency exists and the report cannot be completed and filed as required, it must be completed at the earliest possible opportunity after the "Incident." In the event of such an emergency, the Manager or Assistant Transportation Manager must be notified immediately and the reason for the delay documented.

ALL COMPLETED ACCIDENT / INCIDENT REPORTS ARE CONSIDERED LEGAL DOCUMENTS AND SHOULD BE VIEWED AS SUCH WHEN THE REPORT IS BEING PROCESSED TO COMPLETION.

WINDOW TOS MUST FOLLOW THESE PROCEDURES:

- Before any shell is created, the Window TOS must question the operator to determine whether an accident report is required. The Window TOS must create a "shell" using the VAMS system. The shell is saved and then released to either the VAMS kiosk, or desktop computer.
- Obtain and copy the employee's driver's license, VTT and medical certificate for the accident file.
- After the employee completes his/her report, the Window TOS must review the report for clarity, accuracy, and completeness, before closing it. The report is then printed and signed by the operator. **Note, "Closing" a report means that the data provided can no longer be edited by the operator or the TOS. Any changes to the data can thereafter only be input (spelling) via a supervisor form.**
- In a collision type accident, the operator must complete a diagram (page 2 of the printed report) showing the approximate location and direction of the vehicles at the time of the accident. The Window TOS must assign the proper accident code prior to closing Transitsafe™. A listing of the accident/incident codes is included in Reference document "B." Collision classification Reference Guide.
- All available courtesy cards must be attached to the package.
- The Operator's running board must also be attached to the package.
- An Equipment Damage Report (EDR) must be filed for every report regardless of accident type. This is now unnecessary. The person that does the EDR now has access to the form in Transitsafe™. We should only be inputting our data in Transitsafe™ and let maintenance finish the form, print and sign it.
- The all night Window TOS, using WEBVAMS, must print a copy of the Accident Summary report of all processed accident/incidents for the particular day and distribute to all Division Management and to the division's Instruction department.
- The Window TOS must check the sequence number and verify that all accidents were recorded and accounted for at the end of the day.

V-B. INSTRUCTION DEPARTMENT'S TOS DUTIES & RESPONSIBILITIES

The Instruction TOS are responsible for completing a thorough investigation related to each and every incident/accident.

INSTRUCTION TOS MUST FOLLOW THESE PROCEDURES:

- *The Instruction TOS must gather the accident/incident reports from the previous day.*
- *Prior to processing the accident/incident, the Instruction TOS must review and verify that each package contains the pertinent information necessary to begin an investigation. The accident package must include, at a minimum, all pertinent items and documents (see Appendix 1).*
- *The Instruction TOS must prepare accident packages for distribution:*
 - a. *Risk Management (located at the USG Headquarters building) gets a copy of the accident and summary report.*
 - b. *Hertz Claims Management (HCM) gets a copy of the accident, summary, and copy of witness cards (originals? We have been sending the originals to HCM. Let us know if there is a change), operator running board, copy of operator license, VTT, and Medical, and ARB results.*
 - c. *Steno gets original accident report, summary report, witness cards, operator running board, copy of operator license, VTT, and Medical, and ARB results.*
 - d. *A copy of the accident/incident summary shall be placed in the Instruction Book.*
- *After reviewing the accident/incident package, the TOS may assign a "pending" status to accidents/incidents identified as requiring additional investigation.*
- *Accident/incidents recommended for a determination of "unavoidable" must be forwarded to an Assistant Transportation Manager, as well as the Transportation Manager, if required. All pedestrian related incidents must be reviewed by the Division Transportation Manager.*
- *Unavoidable accidents/incidents must be closed out in Transitsafe™ and then sent to the Steno for filing.*
- *Accidents identified as requiring further investigation to determine a classification of "avoidable" or "unavoidable" must be forwarded to the 1st Level Accident Review Board.*
- *Instruction TOS may access the status of accident/incident reports from WEB VAMS in the exception reports. Operators who are on long term leave, for example, who cannot be interviewed within the appropriate KPI time frame will be carried in the exception report as "LTS".*
- *The Supervisory Investigation portion of the accident report must be completed in Transitsafe™. Using the following guidelines: Employee Incident Closure – 1 day; Supervisor Incident Investigation – 7 days; Investigation and Final Report – 30 days from date of accident/incident. Certain accidents/incidents shall remain open beyond 30 days pending information pertinent to make a classification. These cases include (but are not limited to) incidents involving pedestrians or severe collision incidents that require additional agency input (e.g. CHP). A notation on the exception report shall be made when the specific incident has gone beyond the 30-day standard.*

INSTRUCTION ACCIDENT/INCIDENT INVESTIGATION

The following is an outline of the Instruction Accident/Incident Investigation Procedure:

- A. Read accident reports (making sure that it is filled out correctly). Go into Transitsafe™ (office use), fill in appropriate boxes (description of accident, supervisor's badge number, bus number, operator's seniority, etc. and appropriate code).
- B. Go into the field investigation section in Transitsafe™ print out road supervisor's report and photos if any. If not, check again in 72 hours.
- C. Print the Incident Report from BOC (from ATMS mta_60).
- D. Go into instruction investigation; fill out the four boxes (damage to bus, injury to operator if any and the next two is vehicle code violations).
- E. Go into view fields. Scroll down and in the accident investigation box put in appropriate field (avoidable, unavoidable, send to accident review board or instruction investigation). If unavoidable fill out appropriate boxes (description of accident, facts, and actions taken).
- F. Make copies of witness cards (translate as needed). Insure that a record is created for all witness confirmation calls.
- G. Print two copies of accident report.
 - i. If the accident is unavoidable, give the original along with the two copies to Steno.
 - ii. If the accident requires further investigation, keep the original accident report. Send an email request to the BOC Assistant Manager(s) and the Assistant Transportation Manager for any DVR download request, include the date, time (30 min before and after accident time), bus number, name (operator), badge, and reason for request. (Some division staff may be able to send a fax directly to the facilities staff to perform the download without additional step for notification).
- H. Record the email request in the video log book.
- I. When DVR is received, make copy of receipt and store receipt in DVR book.
- J. Go to the video log book, label each DVR received and put the DVR in appropriate accident folder.
- K. View DVR to record the time on the video when the incident occurs. Print relevant images of the incident to include in the accident package.
- L. Go into VAMS (reports). Run an exception report, making sure that the accidents are at the bottom of report (if not the boxes were not filled out).
- M. Call witnesses. If at home or work; ask questions on witness form and get statement. If not at home or work, mark date and time called on copy of witness cards, Appendix 2.
- N. As necessary, go to the scene of accident; take photos; take measurements and make a diagram of scene. (An example of an accident scene diagram is included in Appendix 3).
- O. Print the diagram from computer program as drawn by the operator. The investigating TOS should also include an accident diagram of the scene. (See Appendix 4.)
- P. Scan and import all supporting documents in the accident package into Transitsafe™.

VI. 1ST LEVEL ACCIDENT REVIEW BOARD

Before any accident is assigned an “avoidable” status, a three-member, 1st Level Accident Review Board (ARB) must review it. The Board is comprised of one Instruction supervisor, one Line Instructor/Mentor and the Manager or Assistant Manager.

Probationary operators who are involved in accidents are not taken through this process. Their accident reports are reviewed by the Instruction TOS investigating accidents, and then given to the Assistant Transportation Manager for a determination of avoidability. In some cases, further investigation may be required before any charge is made.

The purpose of the ARB is to review the accident file and interview the operator as a means of clarifying the information in his/her report, and to determine the accident’s avoidability. The review process also gives the operator an opportunity to ask questions, and to elaborate on their explanations of the “Incident”.

It is recommended that all members of an ARB have a chance to review all documentation before the actual ARB is convened. ARB members must prepare their questions and/or areas requiring clarification before participating in the ARB. By being prepared, the ARB can better ascertain the factors contributing to the incident/accident and make a better determination as to avoid ability.

After all members of the ARB have submitted their independent written decisions, the Assistant Transportation Manager has the responsibility to review the ARB’s determination and verify that all ARB members’ decisions were substantiated by their written narrative using the rules and standard operating procedures. Within fourteen (14) working days, the operator must receive a written notification of

the outcome of the ARB. If the accident was deemed avoidable, the Assistant Transportation Manager assesses discipline and schedules training following the proper guidelines outlined in this manual.

For those operators who are on extended leave, the ARB will be held as soon as possible after the operator returns back to duty.

For those operators who transfer to another division prior to the ARB, the division where the accident occurred will be the Control Division. The Control Division will be responsible to investigate and hold the ARB. It is incumbent on the Assistant Transportation Manager at the Control Division to ensure proper notification to the operator. If any discipline results, the division where the operator is working may assess the discipline provided that all documentation is provided to the new management.

VII. 2ND LEVEL ACCIDENT REVIEW BOARD

The Grievance Hearing Officer will allocate forty-five (45) minutes for 2nd Level Accident Review Boards. In the event parties are not adequately prepared to present their case at the time scheduled, the case may be rescheduled for a future date.

In order to be properly prepared at the hearing, upon receipt of the second-level hearing schedule, it is the responsibility of the Transportation Manager, Assistant Transportation Manager and respective Labor Relations Representative to meet and review cases to validate required Hearing Packet documents.

Two sets of Hearing Packets for each hearing should be provided to the Grievance Hearing Officer no later than one week prior to the scheduled date.

Transportation Managers and the Labor Relations Representative should ensure that all applicable supporting documents are available for the hearing. The Hearing Packet documents may include, but are not limited to:

- 1 2nd Level Appeal Summary Letter
- 2 Notice of Hearing (if applicable)
- 3 Notice of Disciplinary Action
- 4 Notice of Training
- 5 HR Discipline, Training, Attendance, and Miss-out records
- 6 1st Level Accident Review Board Decisions & notes
- 7 Accident report (Safe 3)
- 8 Witness Cards, reports and statements
- 9 Operator's Vehicle Condition Report
- 10 Brake Inspection Report (if applicable)
- 11 Vehicle Operations Supervisor's Report (Trans 172)
- 12 Damage Assessment Report (OCS 1)
- 13 Original photos
- 14 DVR and audio or visual recordings
- 15 Accident scene diagram or sketch
- 16 Police report (if applicable)
- 17 Attending Physician Statements (if applicable)
- 18 Laboratory Reports (if applicable)
- 19 EAP or SAP referral forms (if applicable)
- 20 Additional items related to this accident

VIII. POST ACCIDENT TRAINING

Training guidelines are established to inform and instruct employees on the proper methods to avoid collisions, passenger injuries, or pedestrian accidents. Operators involved in an accident coded Type 10 through 681 will be scheduled to receive a Line Ride within seven (7) working days of the date of the incident/accident. Accidents shall follow an 18 month training schedule established to prevent future occurrences. Training topics should include current laws and regulations, defensive driving, accident prevention, emergency procedures, or passenger loading and unloading. Lesson plans for training will be developed by OCI and monitored through the Operations Training Tracking System (OTTS).

The re-training program requires training for operators who are involved in accidents. Operators follow two separate training schedules, one for “unavoidable” accidents and one for “avoidable” accidents. Therefore, an operator who may be required to take multiple training if involved in several accidents.

Example:

Within 18 months, an operator is involved in 2 avoidable accidents and 2 unavoidable accidents. The operator will be required to take step 1 & 2 for unavoidable and step 1 & 2 for avoidable accidents.

TRAINING SCHEDULE

TRAINING STEPS	UNAVOIDABLE	AVOIDABLE
1	Coaching & Counseling	One-on-One (BTW)
2	Line Ride	2 Day Classroom Instruction
3	1 Day Classroom Instruction	3 Day Combination Classroom/ BTW Instruction*
4	Line Ride with Counseling	
5	One-on-One (BTW)	
6	2 Day Classroom Instruction	
7	3 Day Combination Classroom/BTW Instruction*	
8	Executive Review	

*Fitness for Duty must be considered.

WHEN AN OPERATOR’S RECORD IS SUCH THAT THERE ARE A SERIES OF ACCIDENTS/INCIDENTS A “FITNESS FOR DUTY” EXAM WILL BE SCHEDULED THROUGH HUMAN RESOURCES TO EVALUATE WHETHER OR NOT THERE ARE OTHER FACTORS, E.G. FAILING PERIPHERAL VISION OR NEUROLOGICAL ISSUES THAT MAY INTERFERE WITH THE OPERATORS’ ABILITY TO PROPERLY DRIVE THE BUS.

IX. DISCIPLINE GUIDELINES

A. BUS OPERATORS

The following guidelines will be followed when assessing discipline for accidents that occur within an eighteen (18) month floating period* :

- 1ST AVOIDABLE ACCIDENT – WRITTEN WARNING
- 2ND AVOIDABLE ACCIDENT – THREE (3) DAY SUSPENSION
- 3RD AVOIDABLE ACCIDENT – FORMAL HEARING

* If it is deemed that mitigating circumstances which indicate a variation from the above progressive discipline, management must present documentation to the employee in accordance with the Formal Hearing process.

If after being assessed discipline for a first avoidable accident, an operator has a subsequent avoidable accident, the operator shall be assessed the next level of discipline (3 day suspension). If an operator has been assessed the second level of discipline and the operator has another avoidable accident, the operator's record will be reviewed to determine if the 3rd avoidable accident falls within 18 months of the 1st accident. If the last accident occurred within 18 months of the 1st accident, the operator is subject to a Formal Hearing. If the last avoidable accident is not within the 18 month period, the operator will only be assessed discipline for the level of discipline appropriate for the number of avoidable accidents within those 18 months.

Mitigating circumstances are those factors which must be taken into consideration when determining the appropriate level of discipline such as:

- 1 Level of disregard for the rules and standard operating procedures
- 2 Length of service
- 3 Extent of personal injury or damage to equipment or property
- 4 Work record
- 5 Training record

IT IS INCUMBENT UPON MANAGEMENT TO DETERMINE IF THE SEVERITY OF THE ACCIDENT WARRANTS BY PASSING ONE OR MORE STEPS, WHICH MAY RESULT IN A RECOMMENDATION FOR SEVERE DISCIPLINE UP TO AND INCLUDING DISCHARGE.

Discipline is a process to change behavior and is not meant strictly to punish an operator for wrong-doing. It serves as a warning process in progressive steps that an operator is approaching a situation that may jeopardize his/her job. Hence, in addition to other duties being fulfilled by the Manager / Assistant Manager assessing discipline, it is imperative that the Operator be notified that this is the first, second or third avoidable accident. Should they have the next incremental accident/incident, they need to be notified, in writing, and preferably written out on the Disciplinary Action Form, that failure to improve will lead to progressive discipline up to and including discharge.

Once the determination is made to charge an operator with a specific incident, he/she should also be counseled and notified that there is an employee assistance program for issues or concerns outside of the job where someone can get help. Operators should be provided with the self-referral brochure at the time of counseling and charging for the incident. (See Section "C." below for detailed procedures).

B. PROBATIONARY/STUDENT BUS OPERATORS

In accordance with the Memorandum of Understanding (MOU) established by OCI for probationary/student bus operators, a three (3) day suspension will be assessed for the 1st avoidable accident. At the discretion of management, a probationary/student may be discharged after the 1st avoidable accident if deemed to be caused by gross negligence or if the accident resulted in serious injury or major damage to vehicles or property. Student/probationary bus operators will be discharged after a 2nd avoidable accident whether or not the accidents are considered to be major.

C. DETAILED DISCIPLINE PROCEDURES

- I. UNAVOIDABLE ACCIDENTS WILL BE SENT TO FILE & TRANSITSAFE™ SHALL BE UPDATED WITH THE RECORD OF DECISION.
- II. SUMMARY BOOK IS UPDATED:
GREEN FOR UA AND RED FOR AVOIDABLE ACCIDENTS.
- III. BASED ON THE SERIOUSNESS OF THE ACCIDENT (FATALITY, BLATENT NEGLIGENCE, ETC.) THE OPERATOR MAY BE SUBJECT TO TERMINATION.

IV. ACCIDENTS TO BE CHARGED (APPLIES TO MINOR DAMAGE & POSSIBLE INJURY TYPE INCIDENTS ALONE FOR PROGRESSIVE DISCIPLINE):

A. Assistant Manager prepares Notice of Disciplinary Action for 1st Avoidable Accident

1. Call Operator in and insure that the operator understands the progression of discipline as described in the contract.
“This is your first avoidable accident in a less than 18 month period. If you have another avoidable accident in less than the 18 month period you may be subject to a possible suspension or termination depending upon the serious nature of the accident.”
2. Assess a Warning for the first avoidable accident; update HRMIS.
3. Have the operator sign and acknowledge receipt of the discipline.
4. Set up operator for training required for the first step – 1 on 1.
5. Issue notice to mark-up and have mark-up sign that they have recorded the training.
6. Issue notice to operator and acknowledge by signing the form that the operator understands that they are required to attend the class and sign-in on the form provided at OCI. They are to be in full uniform and carry all operating credentials with them.
7. Attach to file copy of disciplinary action a copy of the HRMIS record denoting the accident.

B. Assistant Manager prepares Notice of Disciplinary Action for 2nd Avoidable Accident

1. Call Operator in and insure that the operator understands the progression of discipline as described in the contract.
“This is your second avoidable accident in a less than 18 month period. If you have another (3rd) avoidable accident in less than the 18 month period you may be removed from service and required to attend a formal hearing. The outcome of the hearing could subject you to a possible more severe suspension or termination depending upon the serious nature of the accident.”
2. Assess a 3-day suspension for the 2nd avoidable accident; update HRMIS.
3. Have the operator sign and acknowledge receipt of the discipline.
4. Set up operator for training required for the second step – Core Driving Skills.

5. Issue notice to mark-up and have mark-up sign.
6. Issue notice to operator and acknowledge by signing the form that the operator understands that they are required to attend the class and sign-in on the form provided at OCI. They are to be in full uniform and carry all operating credentials with them.
7. Attach to file copy of disciplinary action a copy of the HRMIS record denoting the accident.
8. Identify days off and place on the "Time Off Notice Form" the badge, operator name, and number of days assessed.
 - a. Indicate that the suspension is for the 2nd avoidable accidents and indicate the date of the incident.
 - b. Spell out the day and dates off and indicate a return to work date.
*(e.g. Tuesday April 11, 2010, Wednesday, April 12, 2010, Thursday April 13, 2010, **RETURN TO WORK** Friday, April 14).*
The Assistant Manager shall sign and date the time off slip.
 - c. Have the Operator acknowledge receipt of the Time-Off Notice by placing initials under the Assistant Manager's signature.
 - d. Provide a copy and have Mark-up acknowledge receipt of the notice.

C. Assistant Manager prepares Notice of Disciplinary Action for 3rd (or more) Avoidable Accident(s)

1. Preparing hearing notice and follow notification and time requirements spelled out in Article 27 of the contract.
2. When issuing Notice of Formal Hearing and attached package of documentation, statement of charge, operator record, etc., make sure that the Operator's current address and phone number is recorded on the form.
3. Hold the hearing as scheduled with the UTU representative and the Operator.
4. Make the determination of the appropriate discipline to apply.

V. APPEAL OF DECISION TO 2ND LEVEL REVIEW

A. Operators have a right to appeal discipline applied to a second level Accident Review Board

B. The second level ARB comprises the charging Manager or Assistant Manager, UTU Representative, the Operator involved, and the MTA hearing officer

C. Hearing Appeal Letter and Material prepared by Charging Manager or Assistant Manager

1. Notify Operator of the date that the 2nd Level Hearing is to be held. The notification should also require that the Operator fill out a miscellaneous stating whether or not they will attend the proceedings. Even though this is largely a Union responsibility it often helps in making the determination either to proceed with the hearing or to reschedule based on the expressed desire of the operator involved to attend.
2. Hearing Letter
 - a. Statement describing incident date, vehicle involved.
 - b. Include results of the First Level ARB and the rationale used by the members of the ARB.
 - c. Cite rules that were violated as part of the justification and that constitute the charge.
 - d. Indicate that staff met with the Operator, reviewed the accident and indicate why the accident was charged.
 - e. Provide the following materials as part of the package:
 - i. Copy of Operator Accident Report.
 - ii. Copy of Operator License, credentials, etc.
 - iii. Copy of paddle.
 - iv. Copy of Notice of Disciplinary Action form for this incident.
 - v. Copy of Time off.
 - vi. Notice.
 - vii. Copy of Training.
 - viii. Copy of ARB FIRST LEVEL ACCIDENT REVIEW BOARD DECISION FORM for each ARB member.
 - ix. Copy of ARB FIRST LEVEL REVIEW BOARD NOTES for each ARB member.
 - x. Copy of Notice to Operator for FIRST LEVEL ACCIDENT REVIEW BOARD.

- xi. Copy of diagrams, pictures, video, witness statements, police reports and other information gathered as a result of the investigation.
- xii. Copy of Vehicle Operations Supervisor Report.
- xiii. Copy of Operator's vehicle condition card report.
- xiv. Copy of Police Report, if available.
- xv. Copy of the Operators HRMIS record.
- xvi. Copy of the ARB Package review and cover sheet checklist.
- xvii. Copy of Equipment Damage Report, if available.

VI. POST 2ND LEVEL ARB

- A. **Depending on the outcome of the hearing you may be sustained or the decision may be reversed.**
- B. **If the decision is reversed, update the HRMIS record as well as Transitsafe™.**
- C. **Send e-mail confirmation to the Hearing Officer that the change has been made. Retain a copy of the transmittal for your record.**

X. KEY TERMS

For a complete listing of transit terms refer to the Bus Operator Rulebook & SOPs.

ACCIDENT:

An unplanned incident involving Metro vehicles, property, or employees that results in actual or potential damage to people, property, or vehicles (e.g. collisions, passenger injuries, pedestrian injuries).

AVOIDABLE:

An accident that is classified as such only after an investigation determines the operator of the Metro vehicle could have taken reasonable action that may have prevented the accident from occurring in accordance with Metro's established rules, SOPs, and policies.

BUS OVER LINE (BOL):

A Metro training practice of providing directions and safety information to the bus operators on established routes for the purpose of qualifying them on the route/line.

COLLISION:

An accident involving a Metro vehicle and other vehicles, property, or pedestrians.

DEFENSIVE DRIVING TRAINING:

Training aimed at providing information about the methods to avoid accidents by anticipating unforeseen incidents.

INCIDENT:

(See the definition for Accident).

LINE RIDE:

A method used by Certified Instructors to observe, instruct, and document bus operators' performance while in revenue service.

1 ON 1 TRAINING:

A training method of observation and training by Certified Instructors to evaluate and provide instruction to bus operators while operating a bus.

UNAVOIDABLE:

An accident that could not have been prevented by reasonable actions.

XI. REFERENCES

- A. Transitsafe™ procedures
- B. Collision Classification Reference Guide
- C. Bus Operator Rulebook & SOPs
- D. HR Drug & Alcohol Policy

XII. ATTACHMENTS

- A. Important Forms

Appendix H: Rail Transportation Instruction Training Matrix



COURSE TITLE	ATTENDEES	COURSE DESCRIPTION	LEARNING OBJECTIVES	DURATION	FREQ.	COURSE MANDATE
GENERAL CLASSES						
New Equipment/System Training	Train Operators/ RTOS'	Introduction to new equipment, system extensions, system modifications, new lines, procedural changes, etc.	Training includes: <ul style="list-style-type: none"> • Identification of new or modified function, equipment or procedure certification 	Dependent on scope of new systems, equipment and procedures	One Time	Additional Qualification Prerequisite: Prior certification on line, vehicle or pre-modified equipment
Post-Accident/ Incident	Train Operators/ RTOS'	Job specific training focuses on the incident or accident.	Retraining may include: <ul style="list-style-type: none"> • Equipment Operation • Rules and Procedures Mainline/Yard Operation 	2 – 8 Hours	One Time	Verification of Rules and SOP's
ProTran	Rail Personnel/ Contractors	Train employees on ProTran equipment and requirements.	Training includes: <ul style="list-style-type: none"> • Equipment & Set Up • Rules and Procedures 	1 Hour	One Time	Required to emphasize Metro's Rules & SOP's
Radio Class	Rail Personnel/ Contractors	Train personnel to communicate with the Proper Authority.	Training includes: <ul style="list-style-type: none"> • Equipment • Rules & Procedures • Practical exercise 	1 Hour	One Time	Rule Adherence
Rail System Safety, LR & HR	Rail Employees, Contractors, Outside Agencies	Safety training for personnel working within the Metro Rail System on Light and Heavy Rail lines. Training may be incorporated into other training programs.	Training includes: <ul style="list-style-type: none"> • Rules & Procedures • Electronic Device Policy • High voltage hazards • Personnel on the ROW • Terrorism awareness • Vehicle movement 	2 Hours	Once every 24 months	Required by CPUC, GO 143-B, Section 13.03
Rail Transit Sustainability (RTS)	Train Operators and RTOS'	Training review of rules and procedures for Train Operator Certification and DOT Verified (VTT) compliance and Sustaining safe operations in Rail Transit delivery.	Review of rules, procedures & policies: <ul style="list-style-type: none"> • Rail Safety & WWP • Electronic Video Monitoring • Rail Signal compliance • ADA, Customer Service • Defensive Operation • Vehicle Troubleshooting 	8 Hours	Annual	Train Operator Recertification and DOT BP License Requirement and CEO mandated safety training. Prerequisite: Train Operator Certification

COURSE TITLE	ATTENDEES	COURSE DESCRIPTION	LEARNING OBJECTIVES	DURATION	FREQ.	COURSE MANDATE
Rail Transit Training	Train Operators and RTOS'	Training review of rules and procedures for Train Operator Certification and DOT verified (VTT) compliance.	Review of rules, procedures & policies: <ul style="list-style-type: none"> • Rail Safety, WWP • ADA, Customer Service • Defensive Operation • Vehicle Troubleshooting • 1-on-1 as needed 	8 Hours	As approved by RTI Director	Train Operator Recertification and DOT BP License Requirement Prerequisite: Train Operator Certification
Remedial Training	Train Operators and RTOS'	To review procedures and functions of current job function. Emphasize areas of deficiency.	Training includes: <ul style="list-style-type: none"> • Overview of job responsibilities • Monitor and Evaluate for job proficiency • Retrain and Test 	4 hours – 5 days	As Requested	Additional Qualification
Return To Work (RTW)	Train Operators and RTOS'	Training review of rules, procedures and responsibilities of job specification.	Training may include: <ul style="list-style-type: none"> • Physical Agility • Sign-for documents • Rules and Procedures • Train & Yard Operation • Vehicle Troubleshooting • Signal Test • Classroom, OJT 	Abs 60 Days = 8 hrs. Abs 90 Days = 16 hrs. Abs > 90 days = 1 – 3 weeks	One Time	RTOS or Train Operator Recertification Prerequisite: RTOS or Train Operator certification
Rule Book	Rail Personnel	Introduction to the Metro Rail System Book of Operating Rules and Procedures for new rail employees.	Review rules and procedures; rule book format; emphasis on rail employee responsibility and safety. How to properly update rule book and procedures.	1 Hour	One Time	Rule Adherence
Wayside Worker Protection (WWP)	All Wayside Employees (Employees, Contractors and Outside Agencies)	Safety training for personnel working on the ROW of any Metro Rail Line. Training may be incorporated into other training programs.	Training includes: <ul style="list-style-type: none"> • Rules and procedures • Protection of personnel from vehicle movement • Hand/Audible Signals • Types of On-Track Protection • Flag set-up • Documentation 	4 hours	Once	Required by CPUC, GO 175 Prerequisite: Rail System Safety LR & HR

COURSE TITLE	ATTENDEES	COURSE DESCRIPTION	LEARNING OBJECTIVES	DURATION	FREQ.	COURSE MANDATE
Wayside Worker Protection Recertification	All Wayside Employees (Employees, Contractors and Outside Agencies)	Safety training for personnel working on the ROW of any Metro Rail Line. This includes renewal of Rail System Safety Certification.	Training includes: <ul style="list-style-type: none"> • Rules and procedures • Protection of personnel from vehicle movement • Hand/Audible Signals • Types of On-Track Protection • Flag set-up • Documentation • Rail System Safety 	4 hours	Once every 24 months	Required by CPUC, GO 175 Prerequisite: Rail System Safety LR/HR and Wayside Worker Protection Certification
CCTV OBSERVERS						
Closed Circuit Television Observers Basic Training (CCTV BASIC)	CCTV Observers/ CCTV Observer Supervisors	Train new CCTV Observers in required job functions.	Training includes: <ul style="list-style-type: none"> • Station Familiarization • Safety Hazards • Rules and SOPs • Emergency Notifications • Station Familiarization • ROC Equipment Training 	5 Weeks Total 2 weeks (class & field) 3 weeks (OJT)	One Time	CCTV Observer Certification Prerequisite: NONE
FIRST RESPONDERS						
Fire Department Safety Training	Fire Department Personnel	Rail familiarization for Fire Department personnel.	Training includes: <ul style="list-style-type: none"> • Rail System Safety • Emergency Procedures • Agency Notification • Vehicle training • May include Station & EMP training 	4 – 8 Hours	One Time	Rail Familiarization
Law Enforcement Safety Training	Law Enforcement Personnel: LAPD, LASD, LBPD	Rail familiarization for Law Enforcement personnel.	Training includes: <ul style="list-style-type: none"> • Rail System Safety • Emergency Procedures • Agency Notification • Approved videos of past incidents • May include vehicle & station familiarization 	4 – 8 Hours	One Time	Contract & Safety Requirements

COURSE TITLE	ATTENDEES	COURSE DESCRIPTION	LEARNING OBJECTIVES	DURATION	FREQ.	COURSE MANDATE
RTOS - GENERAL						
RTOS Basic Training	New RTOS	Train new RTOS with the basic concepts and responsibilities on being a supervisor.	Training includes: <ul style="list-style-type: none"> • RTOS Expectations • Metro Policies • Training Requirements • System Access/E-mail 	1 Week	One Time	Additional Qualification
Technical Field Training (TFT)	New RTOS	Provide RTOS with system and equipment familiarization on all Metro Rail Lines.	Training includes: <ul style="list-style-type: none"> • Equipment & Systems • EMP/Ventilation • Classroom and field 	2 Weeks	One Time	Prerequisite for RTOS Basic classes Prerequisite: NONE
RTOS - CONTROLLER						
Controller Basic, Core Training	RTOS	Train new Controllers for the Blue/Expo, Gold, Green, Crenshaw or Red Line.	Training Includes: <ul style="list-style-type: none"> • Rules and Procedures • Equipment & Systems • Mainline Operation • Failure Management • Emergency Response • Notification & Documentation • Traction Power • WWP 	2 Weeks	One Time	Prerequisite for Controller Certification Prerequisite: Technical Field Training (TFT)
Controller Basic, OJT Training	RTOS	Train new Controllers with hands on experience by working 1-on-1 with a Certified Controller.	Training Includes: <ul style="list-style-type: none"> • Comm. Control exp. • Train Control • Failure Management • Setting on/off Hi-Rails • Documenting all work at the console • Implementing WWP • Traction Power Procedures • Ventilation Procedures • Line Specific training 	8 Weeks	One Time	Controller Certification (On 1 Line) Prerequisite: Controller Basic, Core Training

COURSE TITLE	ATTENDEES	COURSE DESCRIPTION	LEARNING OBJECTIVES	DURATION	FREQ.	COURSE MANDATE
Controller Cross Training, Blue/Expo Line or Gold Line	Controller	Train a qualified Controller on the Blue/Expo or Gold Line.	Training includes: <ul style="list-style-type: none"> • SCADA system • Train Routing • Equipment & Systems • Ventilation Response • Alarm Response 	3 Weeks	One Time	Blue/Expo Line or Gold Line Controller Certification Prerequisite: Current Controller Certification
Controller Cross Training, Green Line	Controller	Train a qualified Controller on the Green Line.	Training includes: <ul style="list-style-type: none"> • SCADA system • CTC System • Train Routing • Equipment & Systems • Alarm Response 	2 Weeks	One Time	Green Line Controller Certification Prerequisite: Current Controller Certification
Controller Cross Training, Crenshaw Line	Controller	Train a qualified Controller on the Crenshaw Line.	Training includes: <ul style="list-style-type: none"> • SCADA system • Train Routing • Equipment & Systems • Ventilation • ONYX Fire Life Safety • Alarm response 	2 Weeks	One Time	Crenshaw Line Controller Certification Prerequisite: Current Controller Certification
Controller Cross Training, Red/Purple Line	Controller	Train a qualified Controller on the Red/Purple Line.	Training includes: <ul style="list-style-type: none"> • TRACS system • Train Routing • Equipment & Systems • Ventilation • Fire Life Safety • Alarm response 	4 Weeks	One Time	Red Line Controller Certification Prerequisite: Current Controller Certification
Controller Recertification	Controller	Review procedures and functions of RTOS Controller.	Review & Test: <ul style="list-style-type: none"> • Controller SOP's • Equipment & Systems • Failure Management • Emergency Response 	4 – 8 Hours	Once Every 2 Years	Controller Certification Prerequisite: Previously Certified Controller

COURSE TITLE	ATTENDEES	COURSE DESCRIPTION	LEARNING OBJECTIVES	DURATION	FREQ.	COURSE MANDATE
RTOS- FIELD						
Field Supervisor Training	RTOS	Train RTOS on duties of Field Supervision and familiarization with Metro System.	Training includes: <ul style="list-style-type: none"> • Field Supervisor SOP's • Equipment & Systems • EMP/Ventilation • Elevators/Escalators • Mainline Response • 1-on-1 w/Instructor & OJT 	1 Week OJT per line	One Time	Field Supervisor Certification Prerequisite: Technical Field Training (TFT)
RTOS - YARD						
Yard Controller, Basic Training	RTOS	Train RTOS on duties and responsibilities of Yard Controller.	Training Includes: <ul style="list-style-type: none"> • Rules and Procedures • Equipment & Systems • Failure Management • HASTUS • Emergency Response • WWP • Notification & Documentation 	1 Week		Yard Controller Certification Prerequisite: Technical Field Training (TFT)
Yard Controller, HASTUS Training	RTOS	Train RTOS on basics of HASTUS.	Training includes: <ul style="list-style-type: none"> • Icons & Functions • Processing an absence • Splitting an assignment • Processing OT & miss outs • Printing reports for pay package 	1 Week	One Time	Additional Qualification
Yard Controller – Windows Training	RTOS	Train RTOS on duties and responsibilities of Yard Controller.	Training includes: <ul style="list-style-type: none"> • Yard Operations • Implementing Yard Allocation • 1-on-1 with OJT 	6-8 Weeks	One Time	Yard Controller Windows Certification Prerequisite: Yard Controller, Basic Training
Yard Controller – Mark-Up Training	RTOS	Train RTOS on duties of Mark-Up.	Training includes: <ul style="list-style-type: none"> • Marking the Board • HASTUS • 1-on-1 with OJT 	3 Weeks	One Time	Yard Controller Mark-Up Certification Prerequisite: Yard Controller Windows Certification

COURSE TITLE	ATTENDEES	COURSE DESCRIPTION	LEARNING OBJECTIVES	DURATION	FREQ.	COURSE MANDATE
TRAIN OPERATOR						
Train Operator Basic, Core Training	Train Operator	Prepare Bus Operators and RTOS to operate rail vehicles on the Metro Rail System.	Training includes: <ul style="list-style-type: none"> • Rules and Procedures • System Familiarization • Signal Systems • Rail System Safety LR & HR • WWP • Tour of Mainline • TSI & Metro Online Training 	4 Weeks	One Time	Prerequisite for Train Operator Certification Prerequisite: NONE
Train Operator Basic, Blue Line	Train Operator	Train student Train Operators and RTOS to operate LRV's on the Metro Blue Line.	Training includes: <ul style="list-style-type: none"> • Train Operator SOP's • Yard/Line Familiarization • Vehicle equipment (3 Vehicles) • Troubleshooting • Defensive Operations • Yard/Mainline Operation • 1-on-1 w/Instructor for 5-10 hours of operating time • 1-on-1 w/Line Instructor for 40 hours of operating time 	6 Weeks Total 2 Weeks (Classroom) 4 Weeks (1-on-1 OJT)	One Time	Train Operator Blue Line Certification Prerequisite: Train Operator Basic - Core
Train Operator Basic, EXPO Line	Train Operator	Train student Operators and RTOS to operate LRV's on the Metro Rail EXPO Line.	Training includes: <ul style="list-style-type: none"> ▪ Train Operator SOP's ▪ Yard/Line Familiarization ▪ Vehicle equipment (3 vehicles) ▪ Troubleshooting ▪ Defensive Operations ▪ Yard/Mainline operation ▪ 1-on-1 w/Rail Instructor for 5-10 hours of operating time ▪ 1-on-1 w/Line Instructor for 40 hours of operating time 	6 Weeks Total 2 Weeks (Classroom) 4 Weeks (1-on-1 OJT)	One Time	Train Operator Expo Line Certification Prerequisite: Train Operator Basic - Core

COURSE TITLE	ATTENDEES	COURSE DESCRIPTION	LEARNING OBJECTIVES	DURATION	FREQ.	COURSE MANDATE
Train Operator Basic, Green Line	Train Operator	Train student Operators and RTOS to operate LRV's on the Metro Rail Green Line.	Training includes: <ul style="list-style-type: none"> ▪ Train Operator SOP's ▪ Yard/Line Familiarization ▪ Vehicle equipment (2 vehicles, ATO/MTO) ▪ Troubleshooting ▪ Defensive Operations ▪ Yard/Mainline operation ▪ 1-on-1 w/Rail Instructor for 5-10 hours of operating time ▪ 1-on-1 w/Line Instructor for 40 hours of operating time 	6 Weeks Total 2 Weeks (Classroom) 4 Weeks (1-on-1 OJT)	One Time	Train Operator Green Line Certification Prerequisite: Train Operator Basic - Core
Train Operator Basic, Gold Line	Train Operator	Train student Operators and RTOS to operate LRV's on the Metro Rail Gold Line.	Training includes: <ul style="list-style-type: none"> ▪ Train Operator SOP's ▪ Yard/Line Familiarization ▪ Vehicle equipment (2 vehicles) ▪ Troubleshooting ▪ Defensive Operations ▪ 2 Yards/ Mainline operation ▪ 1-on-1 w/Rail Instructor for 5-10 hours of operating time ▪ 1-on-1 w/Line Instructor for 40 hours of operating time 	6 Weeks Total 2 Weeks (Classroom) 4 Weeks (1-on-1 OJT)	One Time	Train Operator Gold Line Certification Prerequisite: Train Operator Basic - Core
Train Operator Basic, Crenshaw Line	Train Operator	Train student Operators and RTOS to operate LRV's on the Metro Rail Crenshaw Line.	Training includes: <ul style="list-style-type: none"> ▪ Train Operator SOP's ▪ Yard/Line Familiarization ▪ Vehicle equipment (2 vehicles) ▪ Troubleshooting ▪ Defensive Operations ▪ Yards/ Mainline operation ▪ 1-on-1 w/Rail Instructor for 5-10 hours of operating time ▪ 1-on-1 w/Line Instructor for 40 hours of operating time 	6 Weeks Total 2 Weeks (Classroom) 4 Weeks (1-on-1 OJT)	One Time	Train Operator Crenshaw Line Certification Prerequisite: Train Operator Basic - Core

COURSE TITLE	ATTENDEES	COURSE DESCRIPTION	LEARNING OBJECTIVES	DURATION	FREQ.	COURSE MANDATE
Train Operator Basic, Red/Purple Line	Train Operator	Train student Operators and RTOS to operate HRV's on the Metro Rail Red Line.	Training includes: <ul style="list-style-type: none"> ▪ Train Operator SOP's ▪ Yard/Line Familiarization ▪ Vehicle equipment (1 vehicle, ATO/MTO) ▪ Troubleshooting ▪ Defensive Operations ▪ Yard/ Mainline operation ▪ 1-on-1 w/Rail Instructor for 5-10 hours of operating time ▪ 1-on-1 w/Line Instructor for 40 hours of operating time 	6 Weeks Total 2 Weeks (Classroom) 4 Weeks (1-on-1 OJT)	One Time	Train Operator Red Line Certification Prerequisite: Train Operator Basic - Core
Train Operator Cross Training	Train Operator	To train operators who transfer to another rail line.	Training is line specific: <ul style="list-style-type: none"> • Rules & procedures • Vehicle Equipment • Yard Operation • Mainline Operation 	2 – 4 Weeks	One Time	Train Operator Line Certification Prerequisite: Train Operator Basic - Core
Vehicle Troubleshooting	Train Operator	Review troubleshooting techniques. Training may be one on one or incorporated into a class.	Training includes: <ul style="list-style-type: none"> • Vehicle features • Indications • Troubleshooting 	2 – 4 Hours	As Needed	Vehicle Certification
Line Instructor Program (LIP)	Train Operator	Train a qualified Train Operator on duties and responsibilities of a Line Instructor.	Training includes: <ul style="list-style-type: none"> • ARB Training • How to perform evaluations • Report writing • Review of Rules & SOPs • Troubleshooting techniques • How to Instruct effectively 	1 week	One Time	Line Instructor Prerequisite: Previously certified Train Operator

COURSE TITLE	ATTENDEES	COURSE DESCRIPTION	LEARNING OBJECTIVES	DURATION	FREQ.	COURSE MANDATE
WAYSIDE						
Hi-Rail Certification Course	All Wayside employees who operate or pilot Hi-Rail vehicles or On Track Equipment	Train Operator certification for Hi-Rail vehicles.	Train new Hi-Rail operator on: <ul style="list-style-type: none"> • Rules & Procedures • Safety Recertification • Mainline Operation • Radio Communications • Manual Block Procedures • Signal Training • Wayside Worker Protection 	16 Hours	One Time	Hi-Rail Train Operator Certification Prerequisite: None
Hi-Rail Recertification Course	All Wayside employees who operate or pilot Hi-Rail vehicles or On Track Equipment	Train Operator recertification for Hi-Rail Vehicles.	Train includes: <ul style="list-style-type: none"> • Rules & Procedures • Safety Recertification • Radio Communications • Manual Block • Wayside Worker Protection • Signals review & test 	8 Hours	Once Every 24 months	Hi-Rail Operator Recertification Prerequisite: Hi-Rail Certification

Appendix I: Operation Central Instruction Training Matrix



Operation Central Instruction Training Matrix

ATTENDEES	COURSE TITLE	COURSE DESCRIPTION	LEARNING OBJECTIVES	DURATION	FREQ.	COURSE MANDATE
New Hire PT/FT Bus Operators	Basic Training	Train new Bus Operators to Obtain CDL Class BP Prepares bus operators to operate on the Metro Bus System	Training includes: <ul style="list-style-type: none"> Classroom Instruction CDL Training Behind the Wheel-On Street Route Training Rule and SOPs Vehicle, Defensive Driving Bus Equipment Training 	6 weeks	One Time	Certification Course Basic Training Program Prerequisite: CDL Class BP Permit
Full Time Bus Operators	Post-Accident/Incident	Job specific training focuses on the incident or accident	Training includes: <ul style="list-style-type: none"> Classroom Instruction Behind the Wheel-On Street Rule and SOPs Vehicle, Defensive Driving Bus Equipment Training 	1 to 5 Days	As Needed	Verification of Rules and Operation Prerequisite: Bus Operator Certification
Line Instructors Bus Operators Only	Line Instructor Basic Training	DOT Instruction Certification Course for Bus Operators	Training includes: <ul style="list-style-type: none"> Classroom Instruction Instructing Behind the Wheel Instructing on Route Training Instructing Bus Equipment Vehicle, Defensive Driving Skills Acquire DOT & OCI Certification 	6 Weeks	One Time	DOT Transportation Safety Institute & OCI Certification Course Prerequisite: 5years Bus Operator Experience
Bus Operator Return to Work (STS)&(LTS)	Bus Recertification/ Return To Work	Training review of rules, procedures and operation for Bus operator recertification. Over a leave of 18 months or more, will return for 4-week training.	Training includes: <ul style="list-style-type: none"> Classroom Instruction Behind the Wheel 	4 Weeks	One Time	Bus Operator Recertification Prerequisite: Bus Operator Certification
Bus Operator Terminated Reinstatement	Basic Training	Training review of rules and procedures for Bus Operator recertification and DOT Verified Transit Training (VTT) compliance	Training includes: <ul style="list-style-type: none"> Classroom Instruction Behind the Wheel-On Street Vehicle, Defensive Driving Bus Equipment Training 	4 Weeks	One Time	Rule & Policy Adherence Prerequisite: Current CDL
Bus Operator / Supervisors; CDL Only	Verification Transit Training Reinstatement (VTT)	Training review of rules and procedures for recertification and DOT Verified Transit Training (VTT) compliance	<ul style="list-style-type: none"> Training includes: Classroom Instruction Behind the Wheel on Street Rules and Procedures Yard Familiarization 	5 Days	As Needed	Rule & Policy Adherence Prerequisite: Current CDL

Operation Central Instruction Training Matrix

ATTENDEES	COURSE TITLE	COURSE DESCRIPTION	LEARNING OBJECTIVES	DURATION	FREQ.	COURSE MANDATE
Newly Hired Mechanics "C"	Basic CDL Training	Train Newly Hired Mechanics "C" CDL Class AP Vehicle Familiarization	Training includes: <ul style="list-style-type: none"> ■ Classroom Instruction ■ Behind the Wheel-On Street ■ Vehicle, Defensive Driving ■ Bus Equipment Training ■ Obtain CDL Class AP 	3 Weeks	Once	CDL License Course Basic Training Program Prerequisite: CDL Class AP Permit
Newly Hired Service Attendants	Basic Training	Train Newly Hired Service Attendants, Vehicle Familiarization	Training includes: <ul style="list-style-type: none"> ■ Classroom Instruction ■ Vehicle Equipment ■ Behind the Wheel Yard Only ■ Rules and Procedures ■ Yard Familiarization 	3 Days	One Time	Prerequisite: Class C License Vehicle Familiarization, Rule & Policy Adherence
Goodyear Personnel Contractor	Basic Training	Train Newly Hired, Contracted for Tire Maintenance Vehicle Familiarization	Training includes: <ul style="list-style-type: none"> ■ Vehicle Equipment ■ Behind the Wheel Yard Only ■ Rules and Procedures ■ Yard Familiarization 	2 days.	One Time	Prerequisite: Class C License Vehicle Familiarization, Rule & Policy Adherence
Electrical Communications Tech (ECT) Personal	Basic Training	Job specific training focuses on Vehicle Familiarization only	<ul style="list-style-type: none"> ■ Training includes: ■ Vehicle Equipment ■ Behind the Wheel Yard Only ■ Rules and Procedures ■ Yard Familiarization 	2 Days	One Time	Prerequisite: Class C License Vehicle Familiarization Rule & Policy Adherence
METRO Paint & Body Shop Personal	Basic Training	Job specific training focuses on Vehicle Familiarization only	<ul style="list-style-type: none"> ■ Training includes: ■ Vehicle Equipment ■ Behind the Wheel Yard Only ■ Rules and Procedures ■ Yard Familiarization 	3 Days	One Time	Prerequisite: Class C License Vehicle Familiarization Rule & Policy Adherence
Rail Track & Power	Basic CDL Training	CDL Class A Vehicle Familiarization	Training includes: <ul style="list-style-type: none"> ■ Classroom Instruction ■ Behind the Wheel-On Street ■ Vehicle, Defensive Driving ■ Obtain CDL Class A 	2 Weeks	One Time	CDL License Course Basic Training Program Prerequisite: CDL Class A Permit
Vault Truck Driver	Basic CDL Training	CDL Class B Vehicle Familiarization	Training includes: <ul style="list-style-type: none"> ■ Classroom Instruction ■ Behind the Wheel-On Street ■ Vehicle, Defensive Driving ■ Obtain CDL Class B 	2 Weeks	One Time	CDL License Course Basic Training Program Prerequisite: CDL Class B Permit

Operation Central Instruction Training Matrix

ATTENDEES	COURSE TITLE	COURSE DESCRIPTION	LEARNING OBJECTIVES	DURATION	FREQ.	COURSE MANDATE
Transportation Operations Supervisor (Division & OCI Instruction)	Instruction Basic Training	DOT Instruction Certification Course for Supervisors	Training includes: <ul style="list-style-type: none"> • Classroom Instruction • Instructing Behind the Wheel • Instructing on Route Training • Instructing Bus Equipment • Vehicle, Defensive Driving Skills • Acquire DOT & OCI Certification • VTT Desk • VTT Records • Accident Investigation • Transit Safe & VAMS • Logs 	4 Months	One Time	Supervisor Certification Prerequisite: 5years Bus Operator Experience
Vehicle Operations Supervisors (VO) Rail TOS	DOT/TSI Fundamentals Bus Collision Investigation	Train new TOS VO to perform accident investigation and function as On-Scene Coordinators	Training includes: <ul style="list-style-type: none"> • Classroom Instruction • Field Supervisor Procedures • Review of Control Priorities • Report Writing w/ Diagram • Practical Exercise 	1 Weeks	One Time	Supervisor Certification Prerequisite: None

Appendix J: State Safety Oversight Elements within PTASP

Appendix J: State Safety Oversight Elements within PTASP

	Element	Section
1	Policy Statement	Metro PTASP Policy Statement
2	Goals and Objectives	Metro PTASP Policy Statement & 1.3 Safety Goals
3	Management Structure	Appendix A/B: Metro and Operations Organization Chart
4	PTASP changes	673.11 (5) Review and Update of PTASP
5	Implementing the PTASP	Metro PTASP Policy Statement
6	Hazard Management Program	673.25 Safety Risk Management
7	System Modification Review and Control	673.27(c) Management of Change
8	Safety Certification	673.27(c) Management of Change
9	Safety Data Acquisition / Analysis	673.27(b)(4) Internal Safety Reporting Program Monitoring
10	Accident Notification, Investigation, and Reporting	Appendix F: Rail Accident Investigation Procedures
11	Emergency Management Program	673.11(6) Emergency Management Program
12	Internal Safety Review	673.27(b) Safety Performance Monitoring and Measurement
13	Rules / Procedures Compliance	673.29(a) Safety Training Program
14	Facility Inspections	673.27(b) Safety Performance Monitoring and Measurement
15	Maintenance Reviews / Inspections (All System & Facilities)	Appendix E: Operations and Maintenance Departments
16	Training and Certification	673.29(a) Safety Training Program
17	Configuration Management	673.27(c) Management of Change
18	Safety Requirements	673.29(b) Safety Communication
19	Hazardous Materials Program	673.29(b) Safety Communication
20	Drug and Alcohol Abuse Programs	673.27 (b)(4) Internal Safety Reporting Program Monitoring
21	Procurement	673.25(d) Safety Risk Mitigation
22	Personal Electronic Devices	673.29(b) Safety Communication
23	Roadway Worker Protection	673.29(a) Safety Training Program

Appendix K: 49 CFR Part 673



from March 1, 2016. The video is available at the following link: <https://www.youtube.com/watch?v=FBj5HRa twGA&feature=youtu.be>.

FTA also notes that, in advance of publishing an NPRM, FTA sought comment from the transit industry, including tribes, on a wide range of topics pertaining to safety and asset management through an ANPRM. In the NPRM, FTA asked specific questions about how today's rule should apply to tribal recipients and subrecipients of Section 5311 funds.

In light of the comments that FTA received from tribes in response to the NPRM, and in an effort to further reduce the burdens of this final rule, FTA is deferring regulatory action regarding the applicability of this rule to operators of public transportation systems that only receive Section 5310 and/or Section 5311 funds, including tribal transit operators. FTA is deferring action pending further evaluation of information and safety data to determine the appropriate level of regulatory burden necessary to address the safety risk presented by these operators.

Executive Order 13211 (Energy Effects)

FTA has analyzed this rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use (May 18, 2001). FTA has determined that this rule is not a significant energy action under that Executive Order because it is not likely to have a significant adverse effect on the supply, distribution, or use of energy. Therefore, a Statement of Energy Effects is not required.

Privacy Act

Any individual is able to search the electronic form of all comments received on any FTA docket by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, or other entity). You may review USDOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477).

Statutory/Legal Authority for This Rulemaking

FTA is issuing this final rule under the authority of section 20021 of MAP-21, which requires public transportation agencies to develop and implement comprehensive safety plans. This authority was reauthorized under the FAST Act. The authority is codified at 49 U.S.C. 5329(d).

Regulation Identification Number

A RIN is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. The RIN set forth in the heading of this document can be used to cross-reference this action with the Unified Agenda.

List of Subjects in 49 CFR Part 673

Mass transportation, Safety.

K. Jane Williams,
Acting Administrator.

■ For the reasons set forth in the preamble, and under the authority of 49 U.S.C. 5329(d) and 5334, and the delegations of authority at 49 CFR 1.91, FTA hereby amends Chapter VI of Title 49, Code of Federal Regulations by adding part 673 to read as follows:

PART 673—PUBLIC TRANSPORTATION AGENCY SAFETY PLANS

Subpart A—General

- 673.1 Applicability.
- 673.3 Policy.
- 673.5 Definitions.

Subpart B—Safety Plans

- 673.11 General requirements.
- 673.13 Certification of compliance.
- 673.15 Coordination with metropolitan, statewide, and non-metropolitan planning processes.

Subpart C—Safety Management Systems

- 673.21 General requirements.
- 673.23 Safety management policy.
- 673.25 Safety risk management.
- 673.27 Safety assurance.
- 673.29 Safety promotion.

Subpart D—Safety Plan Documentation and Recordkeeping

- 673.31 Safety plan documentation.

Authority: 49 U.S.C. 5329(d) and 5334; 49 CFR 1.91.

Subpart A—General

§ 673.1 Applicability.

(a) This part applies to any State, local governmental authority, and any other operator of a public transportation system that receives Federal financial assistance under 49 U.S.C. Chapter 53.

(b) This part does not apply to an operator of a public transportation system that only receives Federal financial assistance under 49 U.S.C. 5310, 49 U.S.C. 5311, or both 49 U.S.C. 5310 and 49 U.S.C. 5311.

§ 673.3 Policy.

The Federal Transit Administration (FTA) has adopted the principles and

methods of Safety Management Systems (SMS) as the basis for enhancing the safety of public transportation in the United States. FTA will follow the principles and methods of SMS in its development of rules, regulations, policies, guidance, best practices, and technical assistance administered under the authority of 49 U.S.C. 5329. This part sets standards for the Public Transportation Agency Safety Plan, which will be responsive to FTA's Public Transportation Safety Program, and reflect the specific safety objectives, standards, and priorities of each transit agency. Each Public Transportation Agency Safety Plan will incorporate SMS principles and methods tailored to the size, complexity, and scope of the public transportation system and the environment in which it operates.

§ 673.5 Definitions.

As used in this part:

Accident means an Event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision of public transportation vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.

Accountable Executive means a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan in accordance with 49 U.S.C. 5326.

Chief Safety Officer means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.

Equivalent Authority means an entity that carries out duties similar to that of a Board of Directors, for a recipient or subrecipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a

recipient or subrecipient's Public Transportation Agency Safety Plan.

Event means any Accident, Incident, or Occurrence.

FTA means the Federal Transit Administration, an operating administration within the United States Department of Transportation.

Hazard means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

Incident means an event that involves any of the following: A personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.

Investigation means the process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.

National Public Transportation Safety Plan means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.

Occurrence means an Event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.

Operator of a public transportation system means a provider of public transportation as defined under 49 U.S.C. 5302(14).

Performance measure means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

Performance target means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration (FTA).

Public Transportation Agency Safety Plan means the documented comprehensive agency safety plan for a transit agency that is required by 49 U.S.C. 5329 and this part.

Rail fixed guideway public transportation system means any fixed guideway system that uses rail, is operated for public transportation, is within the jurisdiction of a State, and is not subject to the jurisdiction of the Federal Railroad Administration, or any such system in engineering or construction. Rail fixed guideway public transportation systems include but are not limited to rapid rail, heavy rail, light rail, monorail, trolley,

inclined plane, funicular, and automated guideway.

Rail transit agency means any entity that provides services on a rail fixed guideway public transportation system.

Risk means the composite of predicted severity and likelihood of the potential effect of a hazard.

Risk mitigation means a method or methods to eliminate or reduce the effects of hazards.

Safety Assurance means processes within a transit agency's Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.

Safety Management Policy means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees in regard to safety.

Safety Management System (SMS) means the formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.

Safety Management System (SMS) Executive means a Chief Safety Officer or an equivalent.

Safety performance target means a Performance Target related to safety management activities.

Safety Promotion means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.

Safety risk assessment means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.

Safety Risk Management means a process within a transit agency's Public Transportation Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating safety risk.

Serious injury means any injury which:

- (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date of the injury was received;
- (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses);
- (3) Causes severe hemorrhages, nerve, muscle, or tendon damage;
- (4) Involves any internal organ; or
- (5) Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

Small public transportation provider means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. 5307 that has one hundred (100) or fewer vehicles in peak revenue service and does not operate a rail fixed guideway public transportation system.

State means a State of the United States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands.

State of good repair means the condition in which a capital asset is able to operate at a full level of performance.

State Safety Oversight Agency means an agency established by a State that meets the requirements and performs the functions specified by 49 U.S.C. 5329(e) and the regulations set forth in 49 CFR part 674.

Transit agency means an operator of a public transportation system.

Transit Asset Management Plan means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR part 625.

Subpart B—Safety Plans

§ 673.11 General requirements.

(a) A transit agency must, within one calendar year after July 19, 2019, establish a Public Transportation Agency Safety Plan that meets the requirements of this part and, at a minimum, consists of the following elements:

(1) The Public Transportation Agency Safety Plan, and subsequent updates, must be signed by the Accountable Executive and approved by the agency's Board of Directors, or an Equivalent Authority.

(2) The Public Transportation Agency Safety Plan must document the processes and activities related to Safety Management System (SMS) implementation, as required under subpart C of this part.

(3) The Public Transportation Agency Safety Plan must include performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.

(4) The Public Transportation Agency Safety Plan must address all applicable requirements and standards as set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan. Compliance

with the minimum safety performance standards authorized under 49 U.S.C. 5329(b)(2)(C) is not required until standards have been established through the public notice and comment process.

(5) Each transit agency must establish a process and timeline for conducting an annual review and update of the Public Transportation Agency Safety Plan.

(6) A rail transit agency must include or incorporate by reference in its Public Transportation Agency Safety Plan an emergency preparedness and response plan or procedures that addresses, at a minimum, the assignment of employee responsibilities during an emergency; and coordination with Federal, State, regional, and local officials with roles and responsibilities for emergency preparedness and response in the transit agency's service area.

(b) A transit agency may develop one Public Transportation Agency Safety Plan for all modes of service, or may develop a Public Transportation Agency Safety Plan for each mode of service not subject to safety regulation by another Federal entity.

(c) A transit agency must maintain its Public Transportation Agency Safety Plan in accordance with the recordkeeping requirements in subpart D of this part.

(d) A State must draft and certify a Public Transportation Agency Safety Plan on behalf of any small public transportation provider that is located in that State. A State is not required to draft a Public Transportation Agency Safety Plan for a small public transportation provider if that agency notifies the State that it will draft its own plan. In each instance, the transit agency must carry out the plan. If a State drafts and certifies a Public Transportation Agency Safety Plan on behalf of a transit agency, and the transit agency later opts to draft and certify its own Public Transportation Agency Safety Plan, then the transit agency must notify the State. The transit agency has one year from the date of the notification to draft and certify a Public Transportation Agency Safety Plan that is compliant with this part. The Public Transportation Agency Safety Plan drafted by the State will remain in effect until the transit agency drafts its own Public Transportation Agency Safety Plan.

(e) Any rail fixed guideway public transportation system that had a System Safety Program Plan compliant with 49 CFR part 659 as of October 1, 2012, may keep that plan in effect until one year after July 19, 2019.

(f) Agencies that operate passenger ferries regulated by the United States

Coast Guard (USCG) or rail fixed guideway public transportation service regulated by the Federal Railroad Administration (FRA) are not required to develop agency safety plans for those modes of service.

§ 673.13 Certification of compliance.

(a) Each transit agency, or State as authorized in § 673.11(d), must certify that it has established a Public Transportation Agency Safety Plan meeting the requirements of this part one year after July 19, 2019. A State Safety Oversight Agency must review and approve a Public Transportation Agency Safety Plan developed by rail fixed guideway system, as authorized in 49 U.S.C. 5329(e) and its implementing regulations at 49 CFR part 674.

(b) On an annual basis, a transit agency, direct recipient, or State must certify its compliance with this part.

§ 673.15 Coordination with metropolitan, statewide, and non-metropolitan planning processes.

(a) A State or transit agency must make its safety performance targets available to States and Metropolitan Planning Organizations to aid in the planning process.

(b) To the maximum extent practicable, a State or transit agency must coordinate with States and Metropolitan Planning Organizations in the selection of State and MPO safety performance targets.

Subpart C—Safety Management Systems

§ 673.21 General requirements.

Each transit agency must establish and implement a Safety Management System under this part. A transit agency Safety Management System must be appropriately scaled to the size, scope and complexity of the transit agency and include the following elements:

- (a) Safety Management Policy as described in § 673.23;
- (b) Safety Risk Management as described in § 673.25;
- (c) Safety Assurance as described in § 673.27; and
- (d) Safety Promotion as described in § 673.29.

§ 673.23 Safety management policy.

(a) A transit agency must establish its organizational accountabilities and responsibilities and have a written statement of safety management policy that includes the agency's safety objectives.

(b) A transit agency must establish and implement a process that allows employees to report safety conditions to senior management, protections for

employees who report safety conditions to senior management, and a description of employee behaviors that may result in disciplinary action.

(c) The safety management policy must be communicated throughout the agency's organization.

(d) The transit agency must establish the necessary authorities, accountabilities, and responsibilities for the management of safety amongst the following individuals within its organization, as they relate to the development and management of the transit agency's Safety Management System (SMS):

(1) *Accountable Executive.* The transit agency must identify an Accountable Executive. The Accountable Executive is accountable for ensuring that the agency's SMS is effectively implemented, throughout the agency's public transportation system. The Accountable Executive is accountable for ensuring action is taken, as necessary, to address standard performance in the agency's SMS. The Accountable Executive may delegate specific responsibilities, but the ultimate accountability for the transit agency's safety performance cannot be delegated and always rests with the Accountable Executive.

(2) *Chief Safety Officer or Safety Management System (SMS) Executive.* The Accountable Executive must designate a Chief Safety Officer or SMS Executive who has the authority and responsibility for day-to-day implementation and operation of an agency's SMS. The Chief Safety Officer or SMS Executive must hold a direct line of reporting to the Accountable Executive. A transit agency may allow the Accountable Executive to also serve as the Chief Safety Officer or SMS Executive.

(3) *Agency leadership and executive management.* A transit agency must identify those members of its leadership or executive management, other than an Accountable Executive, Chief Safety Officer, or SMS Executive, who have authorities or responsibilities for day-to-day implementation and operation of an agency's SMS.

(4) *Key staff.* A transit agency may designate key staff, groups of staff, or committees to support the Accountable Executive, Chief Safety Officer, or SMS Executive in developing, implementing, and operating the agency's SMS.

§ 673.25 Safety risk management.

(a) *Safety Risk Management process.* A transit agency must develop and implement a Safety Risk Management process for all elements of its public transportation system. The Safety Risk

Management process must be comprised of the following activities: Safety hazard identification, safety risk assessment, and safety risk mitigation.

(b) *Safety hazard identification.* (1) A transit agency must establish methods or processes to identify hazards and consequences of the hazards.

(2) A transit agency must consider, as a source for hazard identification, data and information provided by an oversight authority and the FTA.

(c) *Safety risk assessment.* (1) A transit agency must establish methods or processes to assess the safety risks associated with identified safety hazards.

(2) A safety risk assessment includes an assessment of the likelihood and severity of the consequences of the hazards, including existing mitigations, and prioritization of the hazards based on the safety risk.

(d) *Safety risk mitigation.* A transit agency must establish methods or processes to identify mitigations or strategies necessary as a result of the agency's safety risk assessment to reduce the likelihood and severity of the consequences.

§ 673.27 Safety assurance.

(a) *Safety assurance process.* A transit agency must develop and implement a safety assurance process, consistent with this subpart. A rail fixed guideway public transportation system, and a recipient or subrecipient of Federal financial assistance under 49 U.S.C. Chapter 53 that operates more than one hundred vehicles in peak revenue service, must include in its safety assurance process each of the requirements in paragraphs (b), (c), and (d) of this section. A small public transportation provider only must

include in its safety assurance process the requirements in paragraph (b) of this section.

(b) *Safety performance monitoring and measurement.* A transit agency must establish activities to:

(1) Monitor its system for compliance with, and sufficiency of, the agency's procedures for operations and maintenance;

(2) Monitor its operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended;

(3) Conduct investigations of safety events to identify causal factors; and

(4) Monitor information reported through any internal safety reporting programs.

(c) *Management of change.* (1) A transit agency must establish a process for identifying and assessing changes that may introduce new hazards or impact the transit agency's safety performance.

(2) If a transit agency determines that a change may impact its safety performance, then the transit agency must evaluate the proposed change through its Safety Risk Management process.

(d) *Continuous improvement.* (1) A transit agency must establish a process to assess its safety performance.

(2) If a transit agency identifies any deficiencies as part of its safety performance assessment, then the transit agency must develop and carry out, under the direction of the Accountable Executive, a plan to address the identified safety deficiencies.

§ 673.29 Safety promotion.

(a) *Competencies and training.* A transit agency must establish and implement a comprehensive safety

training program for all agency employees and contractors directly responsible for safety in the agency's public transportation system. The training program must include refresher training, as necessary.

(b) *Safety communication.* A transit agency must communicate safety and safety performance information throughout the agency's organization that, at a minimum, conveys information on hazards and safety risks relevant to employees' roles and responsibilities and informs employees of safety actions taken in response to reports submitted through an employee safety reporting program.

Subpart D—Safety Plan Documentation and Recordkeeping

§ 673.31 Safety plan documentation.

At all times, a transit agency must maintain documents that set forth its Public Transportation Agency Safety Plan, including those related to the implementation of its Safety Management System (SMS), and results from SMS processes and activities. A transit agency must maintain documents that are included in whole, or by reference, that describe the programs, policies, and procedures that the agency uses to carry out its Public Transportation Agency Safety Plan. These documents must be made available upon request by the Federal Transit Administration or other Federal entity, or a State Safety Oversight Agency having jurisdiction. A transit agency must maintain these documents for a minimum of three years after they are created.

[FR Doc. 2018-15167 Filed 7-18-18; 8:45 am]

BILLING CODE P

Appendix L: National Public Transportation Safety Plan



FTA

FEDERAL TRANSIT ADMINISTRATION



National Public Transportation Safety Plan

January 2017

Version 1.0



U.S. Department of Transportation
Federal Transit Administration

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Appendices

Appendix A: Glossary

Appendix B: Sample SMS Policy Statement

Acronyms and Abbreviations

APTA	American Public Transportation Association
DOT	Department of Transportation
FAST	Fixing America's Surface Transportation Act
FTA	Federal Transit Administration
MAP-21	Moving Ahead for Progress in the 21 st Century Act
NTD	National Transit Database
National Safety Plan, NSP, Plan	National Public Transportation Safety Plan
NPRM	Notice of Proposed Rulemaking
NTSB	National Transportation Safety Board
PTSCTP	Public Transportation Safety Certification Training Program
Section 5329	Public Transportation Safety Program, 49 U.S.C. 5329
SGR	state of good repair
SMS	Safety Management System
SSO	State Safety Oversight
SSOA	State Safety Oversight Agency
TAM	Transit asset management

EXECUTIVE SUMMARY

MAP-21 (Pub. L. 112-141 (2012))¹ amended Federal transit law by authorizing a new Public Transportation Safety Program at 49 U.S.C. § 5329. Pursuant to Section 5329(b), the Public Transportation Safety Program must include a National Public Transportation Safety Plan to improve the safety of all public transportation systems that receive Federal transit funds.

Purpose of the National Public Transportation Safety Plan

The purpose of the National Public Transportation Safety Plan or National Safety Plan, is to guide the national effort in managing the safety risks and safety hazards within our Nation's public transportation systems. The National Safety Plan must include, at minimum, the following elements:

1. Safety performance criteria for all modes of public transportation (Chapter III),
2. The definition of the term "state of good repair" (Chapter III),
3. Minimum safety performance standards for public transportation vehicles used in revenue operations that are not otherwise regulated by any other Federal agency, and that take into account relevant recommendations of the NTSB and other industry best practices and standards (Chapter IV),
4. Minimum safety standards to ensure the safe operation of public transportation systems that are not related to vehicle performance standards, (Chapter IV), and
5. A safety certification training program (See description in Executive Summary on Page 8).

FTA is committed to developing, implementing, and consistently improving strategies and processes to ensure that transit achieves the highest practicable level of safety. FTA has adopted the principles and methods of SMS as the basis for enhancing the safety of public transportation in the United States. FTA will follow the principles and methods of SMS in its development of future iterations of the National Safety Plan, rules, regulations, policies, guidance, best practices and technical assistance.

SMS helps organizations improve upon their safety performance by supporting the institutionalization of beliefs, practices, and procedures for identifying, mitigating, and

¹ MAP-21 was superseded by the FAST Act, which was signed into law on December 4, 2015. Pub. L. 114-94.

monitoring safety risks. FTA will work with the industry to phase-in the implementation of SMS. Over the next several years, FTA will continue to utilize pilot projects to build the transit industry's understanding of SMS and help FTA to both identify areas where further guidance and technical assistance are needed, and build its own core safety capabilities and processes.²

The direction and guidance set forth in this Plan are intended to guide FTA's partners within the transit industry towards improving an already excellent safety record. FTA believes that this Plan represents a great opportunity to make a difference in transit safety. FTA expects to see measurable improvements in safety performance across the transit industry as the Safety Program matures.

The National Safety Plan is just one component of the Public Transportation Safety Program. In addition to this Plan, FTA is undertaking the following rulemakings to improve transit safety:

- ***Public Transportation Safety Program Rule*** - On August 11, 2016, FTA issued a final rule for the Public Transportation Safety Program³ that establishes substantive and procedural rules for FTA's administration of the Safety Program. Importantly, the rule formally establishes SMS as the foundation for FTA's development and implementation for the Safety Program. In addition, the rule institutes due process mechanisms related to FTA's exercise of its safety oversight and enforcement authorities.
- ***State Safety Oversight Rule*** - On March 16, 2016, FTA issued a final rule for State Safety Oversight to strengthen States' authority to investigate rail transit accidents and oversee the safety of rail transit systems.
- ***Public Transportation Safety Certification Training Program Rule*** - The Safety Certification Training Program establishes a curriculum and minimum competencies for Federal, SSOA personnel and contractors who conduct safety audits and examinations of rail fixed guideway public transportation systems, and for designated transit agency personnel and contractors who are directly responsible for safety oversight of a recipient's rail fixed guideway public transportation

² For more information on SMS, please visit FTA's SMS webpage at http://www.fta.dot.gov/tso_15176.html.

³ Docket No. FTA-2015-0009. The Public Transportation Safety Program Final Rule is available at <https://www.gpo.gov/fdsys/pkg/FR-2016-08-11/pdf/2016-18920.pdf>.

systems. The final rule for the Safety Certification Training Program replaces an interim program which became effective on May 28, 2015. For more information on safety training resources, visit <https://safety.fta.dot.gov/cms/welcome>.

- **Public Transportation Agency Safety Plan Rule** - This rule would establish requirements for recipients of Federal transit funds to develop public transportation agency safety plans. The plans would include the recipient's strategies for minimizing the exposure of the public, personnel, and property to unsafe conditions and include safety performance targets.
- **Preventing Transit Worker Assaults Rule** - The FAST Act requires FTA to issue an NPRM to establish "rail and bus safety standards, practices, or protocols" for "protecting rail and bus operators from the risk of assault." In the proposed rulemaking, the Secretary shall consider different safety needs of drivers of different modes, differences in operating environments, the use of technology to mitigate driver assault risks, existing experience, from both agencies and operators that already are using or testing driver assault mitigation infrastructure; and the impact of the rule on future rolling stock procurements and vehicles currently in revenue service.

Each component of the National Safety Program will work together to ensure that appropriate and adequate risk surveillance, monitoring, and intervention methods and practices are utilized to minimize risks through the strategic application of available resources.

Organization of the National Safety Plan

This National Safety Plan is comprised of four chapters and two appendices.

Chapter I Introduction: Chapter I discusses the need for the Plan and the status of safety performance within the transit industry.

Chapter II SMS Framework: Chapter II provides a framework for applying SMS to a transit agency.

Chapter III Safety Performance Management: Chapter III lays out FTA's strategic approach to safety performance. This chapter sets forth FTA's safety vision and mission and establishes safety performance measures⁴ for all modes of public transportation,

⁴ In this Plan FTA uses the term "performance measure" as a synonym for "performance criteria" which is used in statute at 49 U.S.C. § 5329(b)(1).

which are designed to monitor improvement of safety performance in day-to-day operations. This chapter also describes how FTA will collect and disseminate safety performance data; and, based on that data, set national goals for improving the transit industry's safety performance.

Chapter IV Managing Safety Risk and Assuring Safe Performance: Chapter IV provides information about the actions FTA has taken to improve transit safety performance, voluntary minimum safety performance standards for procurement of heavy and light rail vehicles and minimum performance standards for operations, and information about other sources of technical assistance.

Appendix A and B contain a Glossary and a Sample Safety Management Policy Statement, respectively.

Chapter I - INTRODUCTION

Our national well-being is dependent upon the provision of safe, efficient, and reliable public transportation. Every day, people use buses and trains to get to and from work, school, medical appointments, and to visit friends and family. Transit systems are a part of the fabric of our nation—weaving our urban and rural environments together and encouraging economic development.

In calendar year 2014, public transit systems across the nation provided 10.7 billion trips—the highest annual ridership number in 58 years—with the number of trips exceeding 10 billion for the seventh year in a row. There is reason to believe that this is just the beginning of a sustained period of growing demand for public transportation as the population of elderly individuals who will become reliant on public transportation increases and as more young people move to urban areas to have greater access to transit options. To keep pace with growing demand, transit operators will need to balance competing priorities to expand service, while continuing to operate existing service, replace and maintain existing capital assets, and ensure that operations are safe for their employees and the riding public.





Although transit is a relatively safe mode of travel, the statistical reality is that as transit ridership increases, data indicates that the total number of fatalities and serious accidents likely will also increase. For example, although transportation-related fatalities declined in the years 2002–2012 by approximately 25 percent, according to the U.S. Department of Transportation’s Bureau of Transportation Statistics’ (BTS) injury rates for transit modes have been trending upward since 2002.⁵

Now is the time to implement a new framework to support and complement the existing approach to public transportation safety, and to identify deficiencies and promote improvements in transit safety performance. The National Safety Plan will serve as FTA's key communication tool for this new safety approach.

This Plan sets forth a proactive approach to safety risk management that is outcome-focused and emphasizes safety performance. Traditionally, the transit industry has

⁵http://www.rita.dot.gov/bts/data_and_statistics/index.html.

made safety improvements reactively: a crash occurs, a cause is determined, and action is taken to mitigate those causes. SMS will focus on the use of data to anticipate future risks and detect problems before crashes occur. In other words, move to a more proactive risk management approach. SMS will support FTA and transit providers of varying sizes and operating environments in the development of a data-based framework for identifying and analyzing safety hazards and risks, and prioritizing resources toward the mitigation of those safety hazards and risks.

From Compliance Approach		To SMS Approach
Documentation of current procedures and practices		Documentation of strategies to address priority safety risks
Safety regulators as primary users of safety data		Safety regulators, agency leadership, employees, and stakeholders as primary users of safety data
Focus on compliance with prescriptive regulations		Focus on measurement of effectiveness of risk control strategies and achieving safety outcomes
Reactive post-facto response to lagging indicators such as accidents		Proactive focus on accident precursors such as close calls to prevent events

Improving safety performance within the public transportation industry is a collaborative effort that requires participation from a number of partners at every level of the transit industry, including the Federal government, States, regional entities, local governmental authorities, tribal governments, and transit providers of all sizes in both cities and rural areas. Guided by FTA’s safety mission and vision, the National Safety Plan will guide the collective effort to manage safety risks within our Nation’s public transportation systems.

FTA and the industry’s success will be based on delivering positive, measurable results, and ensuring the best use of available resources to identify safety hazards, analyze safety risks, and mitigate the potential of accidents occurring. This requires collection

and sharing of safety data to build situational awareness and enable effective risk-informed decision making. In addition, safety risk management depends on noticing risk precursors such as training compliance or preventive maintenance compliance – not just objective information about risk probability and severity, but what these precursors tell us about safety and reliability, and the public interest that drives many decisions.

FTA has a responsibility to help the industry transition into the new regulatory environment under the Public Transportation Safety Program. The National Safety Plan will be FTA's primary tool for disseminating guidance, technical assistance, templates and other information to educate, inform and assist transit providers to improve their safety performance. This Plan is not a regulation. Although transit providers are required by law to set safety performance targets based on the measures in this Plan, FTA is not currently proposing to impose mandatory requirements on the transit industry through this Plan, but may do so in the future. Accordingly, FTA will publish future iterations of the Plan in the *Federal Register* for public notice and comment.

Chapter II – SMS FRAMEWORK

Explanation of the SMS Framework

SMS is a key aspect of the FTA’s new National Public Transportation Safety Program. FTA believes that effective SMS implementation will improve public transportation safety and provide transit agencies with a structure for understanding and addressing safety risks through proactive and timely data-driven organizational decision-making.

FTA developed this SMS Framework to guide public transportation and oversight agencies by:

- Providing a brief overview of key SMS concepts;
- Describing attributes of an effective SMS; and
- Presenting FTA’s adopted SMS components and sub-components.

FTA’s SMS Framework provides the building blocks of SMS and some of the major milestones for its implementation. By sharing this Framework, FTA aims to standardize the understanding of SMS and actively support its implementation through communication and partnership with the public transportation industry.

Why SMS?

The safety of passengers and employees is a top priority for all public transportation industry stakeholders. When compared to other modes of surface transportation, public transit has demonstrated a strong safety record. However, accidents still occur, and injury rates are trending upwards. In recent years, the understanding of how accidents happen in the public transportation industry has expanded. Looking beyond the assignment of blame to an individual employee or supervisor, SMS allows public transportation agencies to examine how organizational factors contribute to incidents, accidents, and near misses. Organizational factors include how an agency:

- Allocates its resources;
- Defines and establishes operational procedures;
- Supervises frontline personnel;
- Selects and trains staff;

- Monitors service delivery operations; and
- Resolves human performance issues.

Recent investigations of accidents and incidents have revealed the importance of these organizational factors *after the fact*. SMS proactively identifies and analyzes contributing organizational factors *before the fact*—before accidents or incidents bring them to light.

Successful management of these organizational factors requires that transit agencies make wise decisions about how they identify, prioritize, and address safety concerns. To date, most public transportation agencies have experience in applying system safety principles to address safety concerns. SMS builds on this experience by integrating basic system safety principles – updated to reflect advances in safety thinking – into specific organizational and management processes through:

- Increasing the focus on hazard identification across the organization;
- Broadening the scope of safety data collection;
- Emphasizing the importance of managing safety risks across all areas of operations;
- Integrating data from other organizational processes into safety data analysis;
- Promoting participation and contribution of frontline personnel in the management of safety; and
- Fostering an organizational culture that encourages proactive safety reporting and safety risk management.

SMS is a management system, akin to a financial or quality management system. It ensures that a public transportation agency, regardless of its size or service environment, has the necessary organizational structures, activities and tools in place, and the necessary safety accountabilities to direct and control resources to manage safety proactively and optimally.

SMS activities proactively detect safety concerns and organizational factors, and correct them using data-driven prioritization. As such, important to its success are the:

1. Effective collection, analysis, and sharing of safety data, and
2. Active, accurate, and routine safety performance measurement.

SMS provides transit and oversight agencies with additional tools and activities, and therefore new opportunities to efficiently and effectively align safety priorities and promote continuous improvement in safety performance.

Attributes of SMS

SMS is a formal, top-down, data-driven, organization-wide approach to managing safety risks and assuring the effectiveness of safety risk mitigations. SMS helps a transit agency focus its safety management efforts by ensuring that:

1. Senior management has access to the information necessary to strategically allocate resources based on the unique safety priorities of the specific transit agency;
2. Lines of safety decision-making accountability are established throughout the organization to support the resolution of safety concerns and thus promote a proactive safety culture; and
3. Transit agencies address organizational factors that may lead to safety breakdowns, identify system-wide trends in safety, and manage hazards before they result in accidents or incidents.

SMS can be adapted to the mode, size, and complexity of any transit agency in any environment: urban, suburban, or rural. The extent to which SMS processes, activities, and tools are implemented (and documented) will vary from agency to agency. For a small transit operation, SMS processes will likely be straightforward, and activities and tools less burdensome. For a larger transit agency with hundreds or thousands of employees and multiple modes, SMS processes will likely be complex, and activities and tools more resource-intensive.

SMS is adaptable

- SMS adapts to transit agencies of all sizes, service environments, modes, and operating characteristics.
- SMS provides the necessary processes, activities, and tools to manage safety effectively.

The FTA SMS Framework helps to standardize the building blocks of an effective SMS; however, each transit agency will determine the level of detail necessary to identify and

establish its accountabilities, as well as the complexity and detail of its own processes, activities, and tools to address its unique safety risks.

EXECUTIVE MANAGEMENT COMMITMENT

It is a basic management tenet that accountabilities flow top-down. Therefore, as a management system, SMS requires that safety accountability reside with the top executive of a transit agency. While this is usually at the CEO or General Manager level, an agency's Board of Directors also plays an integral role for establishing a sound foundation for safety management.

Regardless of agency size, executive management must play a significant role in developing and sustaining an SMS and a positive safety culture. Without the ongoing commitment of agency executives, any attempt for successful integration of SMS practices into the agency's activities will likely fall short. As such, before going into

SMS requires management commitment

- The Accountable Executive is ultimately responsible for safety management.
- Executive management includes the management of safety through SMS among its top priorities.
- Support for safety and the SMS is visible throughout all levels of management.

detail on each of the four components of the FTA SMS Framework, it is important to discuss the role of executive management in SMS implementation and continued operation.

Executive management is ultimately accountable for safety because they are tasked with allocating resources to address business functions, including the management of safety as organizational processes.

SMS requires the establishment of explicit lines of decision-making accountability at the senior management levels. Within SMS, the individual with ultimate accountability for its day-to-day operation is known as the *Accountable Executive*. Typically, the Accountable Executive is the head of a transit agency: its CEO, President, General Manager, or Executive Director. Regardless of title, the Accountable Executive plays a central role in the development, implementation, and operation of SMS, in addition to setting safety objectives and safety performance targets.

The Accountable Executive does not need to hold special qualifications or be a safety expert. However, the Accountable Executive must:

- Understand how SMS works, what it seeks to achieve, the potential benefits it will generate for the agency, and his or her role in the management system operation;
- Know the key personnel to consult for the safety information that will inform decisions related to the allocation of resources; and
- Have an understanding of significant safety issues that a transit agency might face during delivery of services.

For an Accountable Executive, safety information—like financial, schedule, planning, and service information – is an integral source of the overall information necessary to allocate resources, set budgets, and manage safety risks. The Accountable Executive should use safety reports and analyses, which are products of SMS processes, as factors in budget planning.

The Board of Directors, or equivalent authority, plays a similar critical role in budget planning and will need to stay informed of top agency safety management priorities and, in consultation with the Accountable Executive, ensure that safety risks are minimized through the strategic application of available resources.

SMS COMPONENTS AND SUBCOMPONENTS

The FTA SMS Framework is comprised of four components and eleven sub-components.

SAFETY MANAGEMENT SYSTEM COMPONENTS

Safety Management Policy <ol style="list-style-type: none">1. Safety Management Policy Statement2. Safety Accountabilities and Responsibilities3. Integration with Public Safety and Emergency Management4. SMS Documentation and Records	Safety Assurance <ol style="list-style-type: none">8. Safety Performance Monitoring and Measurement9. Management of Change10. Continuous Improvement
Safety Risk Management <ol style="list-style-type: none">5. Safety Hazard Identification6. Safety Risk Assessment7. Safety Risk Mitigation	Safety Promotion <ol style="list-style-type: none">11. Safety Communication12. Competencies and Training

Each component and its sub-components are applicable to an agency of any size. SMS provides the flexibility for each transit agency to decide how to implement these processes and activities. SMS components interact with each other to provide an effective system of feedback. The following sections describe the components of SMS and serves as guidance to the transit agencies in their implementation of SMS.



I. – Safety Management Policy

The Safety Management Policy is the written foundation of a public transportation agency’s safety management system. It formally and explicitly commits an agency to the development and implementation of the organizational structures and resources necessary to sustain the safety management processes and activities of an SMS. An effective Safety Management Policy establishes that a transit agency’s top executive is ultimately accountable for safety management.

The Safety Management Policy component encompasses an agency’s safety objectives and safety performance targets, and the necessary organizational structures to accomplish them. It establishes senior leadership and employee accountabilities and responsibilities for safety management throughout an agency. It also

SMS is formal and structured

SMS defines management commitment to meet established safety objectives and safety performance targets

commits senior leadership to the oversight of an agency's safety performance through meetings and regular reviews of activity outputs and discussions of resource allocation with key agency stakeholders.

The Safety Management Policy is implemented in practice through the Safety Management Policy Statement, which the Accountable Executive formally endorses.

SAFETY MANAGEMENT POLICY SUB-COMPONENTS

1. *Safety Management Policy Statement* – This sub-component clearly frames the fundamentals upon which a transit agency will build and operate its SMS. It documents executive management's commitment to the SMS, and places the management of safety at the same level as a transit agency's topmost business processes. Appendix B provides an example of a Safety Management Policy Statement.

To be effective, a transit agency's Safety Management Policy Statement addresses the following six crucial aspects:

- Must be signed by the highest executive in the agency (typically, the Accountable Executive (CEO/GM) or Board of Directors/oversight entity) to convey that SMS is important to the highest level of the organization;
- Includes a clear statement about providing resources for managing safety during service delivery because no activities, safety-oriented or otherwise, can operate without resources;
- Commits the agency to an employee safety reporting program to convey that receiving safety information from employees is critical to the operation and success of the SMS;
- Defines conditions under which exemptions from disciplinary actions would be applicable, thus encouraging the reporting of safety concerns by employees;
- Spells out unacceptable operational behaviors; and
- Is communicated, with visible and explicit support from executive management, throughout the transit agency.

Finally, the Safety Management Policy Statement documents management's commitment to continuous safety improvement, as well as to the continuous improvement of the safety management system itself.

2. *Safety Accountabilities and Responsibilities* – This sub-component defines the accountabilities and responsibilities for the performance of the SMS. It describes the relationships between the Accountable Executive and a transit agency's governance structure.

Under the Safety Accountabilities and Responsibilities sub-component, an Accountable Executive is identified and accountabilities, responsibilities, and authorities are defined for other executive and senior managers. These accountabilities, responsibilities (and their delegation), and authorities ensure the effective and efficient operation of the SMS, and may vary from agency to agency based on the size and complexity of the agency.

It is critical to appoint a subject matter expert for the implementation and day-to-day operation of the SMS, as well as staff necessary to support the subject matter expert in the day-to-day operation of the SMS. The following sample responsibilities would most likely fall to this SMS manager:

- Directs collection and analysis of safety information;
- Manages hazard identification and safety risk evaluation activities;
- Monitors safety risk mitigations;
- Provides periodic reports on safety performance;
- Advises senior management on safety matters;
- Maintains safety management documentation; and
- Plans and organizes safety training.

While SMS responsibilities will not look the same at all transit agencies, the following are some anticipated, and minimum, sample responsibilities that fall on all line and technical management personnel who have responsibilities under SMS:

- Actively support and promote the SMS;

- Ensure that they and their staff comply with the SMS processes and procedures;
- Assist in ensuring that resources are available to achieve the outcomes of the SMS; and
- Continually monitor their area of SMS responsibility.

Each transit agency will determine the structure for accountabilities and responsibilities that will best support its SMS. However, the following principles apply to all:

- Ensure accountability for SMS performance is at the highest level of the organization;
- Implement SMS in a manner that meets transit agency safety performance objectives;
- Establish the meeting or committee structure necessary for the size of the agency to ensure that safety information moves up, down and across the agency;
- Effectively communicate SMS roles and responsibilities to all relevant individuals; and
- Ensure SMS policies and procedures have been communicated to all agency employees.

3. *Integration with Public Safety and Emergency Management* – This sub-component ensures integration of programs that have input into, or output from, the SMS. Each transit agency will identify and describe the necessary coordination with both external organizations and internal departments for dealing with emergencies and abnormal operations, as well as the return to normal operations. This sub-component addresses the various internal and external programs that may affect safety management and includes an index of the plans and procedures that support the transit agency’s public safety and emergency management activities. Pursuant to the Public Transportation Agency Safety Plan Rule, rail transit agencies are required to have emergency preparedness and response plans.

4. *SMS Documentation and Records* – This sub-component includes the activities for the documentation of SMS implementation, the tools required for day-to-day SMS operation, and the management of new or revised safety requirements, regulatory or otherwise.

The extent and complexity of the SMS documentation will be commensurate to an agency's size and structure. SMS documentation and records must be readily available to those with accountabilities for SMS performance or responsibilities for SMS implementation and operation.

II – Safety Risk Management

The Safety Risk Management component is comprised of the processes, activities, and tools a transit agency needs to identify and analyze hazards and assess safety risks in operations and supporting activities. It allows a transit agency to carefully examine what could cause harm, and determine whether the agency has taken sufficient precautions to minimize the harm, or if further mitigations are necessary.

SMS is proactive

- Safety Risk Management promotes the identification of hazards before they escalate into accidents or incidents.
- Safety Risk Management assesses safety risk and establishes necessary mitigations.

All transit agencies have implemented activities to identify safety concerns. Under an SMS, this practice will expand to ensure use of both proactive (i.e. employee safety reporting) and reactive (i.e. investigations) sources that are as comprehensive as necessary for the size and complexity of the agency.

Through ongoing Safety Risk Management activities, safety hazards and concerns in transit operations are identified and assessed, and mitigations are put in place to manage their safety risk.

SAFETY RISK MANAGEMENT SUB-COMPONENTS

5. *Safety Hazard Identification* – As the first step in the Safety Risk Management process, safety hazard identification involves establishing methods or processes to identify hazards and consequences of the hazards to address them before they escalate into incidents or accidents. It also provides a foundation for the safety risk assessment and mitigation that follows.

Hazards are an inevitable part of transit operations. Only after a transit agency identifies hazards can it address them. Many transit agencies have some of the following hazard identification sources in place:

- Employee safety reporting program
- Observations of operations
- Inspections
- Internal safety investigations
- Accident reports
- Compliance programs
- Committee reviews
- Industry data
- Governmental sources (FTA, NTSB, oversight agency)
- Customer and public feedback or complaints

There are many sources for safety information and many ways to identify hazards, and the sources and methods used depend on the size and complexity of the organization. The data sources may vary, but there are key attributes of effective hazard identification:

- The more comprehensive the data sources and documentation, the more confident management can be that safety concerns are being identified;
- Training employees on proper identification and reporting of safety concerns increases the likelihood that hazards can be addressed;
- Focus on the collection of safety concerns while safety representatives work with operations and management personnel to identify the exact hazard(s); and

- Promote and support agency-wide safety concern reporting and hazard identification.

Each transit agency will establish its preferred methods for identifying safety hazards. As appropriate, subject matter experts from relevant departments should be involved in a transit agency's hazard identification.

6. *Safety Risk Assessment* – Following safety hazard identification, a transit agency establishes methods or processes to assess the safety risks associated with identified hazards.

The term “safety risk” represents the likelihood that people could be harmed, or equipment could be damaged, by the potential consequences of a hazard and the extent of the harm or damage. Therefore, safety risk is expressed and measured by the predicted probability and severity of a hazard's potential consequences.

Safety risk assessment must consider existing mitigations when determining whether further measures are needed to reduce the likelihood and severity of the potential consequences of a hazard.

7. *Safety Risk Mitigation* – Following the safety risk assessment, a transit agency identifies any mitigations or strategies that may be necessary to protect the public and personnel from unsafe conditions.

Safety risk mitigations are actions taken to reduce the likelihood and/or severity of the potential consequences of a hazard. Safety risk mitigation enables a transit agency to actively “manage” safety risk in a manner that is aligned with its safety performance targets, and consists of initial, ongoing, and revised mitigations.

III – Safety Assurance

The Safety Assurance component ensures that mitigations are implemented, adhered to, appropriate, effective, and sufficient in addressing the potential consequences of identified hazards. Mitigations developed under the Safety Risk Management process are “handed-off” to Safety Assurance analysts reviewing the data to determine if (1) the mitigations are effective, and (2) that no new risks have been introduced through implementation of the mitigations. Safety Assurance also ensures that the SMS is effective in meeting an agency’s safety objectives and safety performance targets. A transit agency assures its safety objectives are met through the collection and analysis of safety data, including the tracking of safety risk mitigations.

Safety Assurance builds confidence and assures mitigation effectiveness

- Safety Assurance ensures that transit agencies implement appropriate and effective mitigations.
- Safety Assurance is a never-ending process that monitors the safety performance of an organization.

A transit agency implements its Safety Assurance process through the active monitoring of operations, safety reporting systems, routine workplace observations, inspections, audits, and other activities, designed to support safety oversight and performance monitoring. An effective employee safety reporting program is essential to the Safety Assurance function.

Safety Assurance also helps a transit agency evaluate whether an anticipated change may affect the safety of operations. If an anticipated change is determined to introduce safety risk, a transit agency would conduct Safety Risk Management activities to minimize the safety risk associated with the change.

SAFETY ASSURANCE SUB-COMPONENTS

8. *Safety Performance Monitoring and Measurement* – SMS generates data and information that senior management needs in order to evaluate whether implemented safety risk mitigations are appropriate and effective and how well an agency’s safety performance is in line with established safety objectives and safety performance targets. Safety performance monitoring does not focus on monitoring individuals, but rather monitoring the safety performance of a

transit agency itself through routine monitoring of operations and maintenance activities. Safety performance monitoring informs the annual reviews of overall safety performance, and the SMS itself, as described below in the Continuous Improvement sub-component.

Examples of safety performance monitoring activities include the following:

- Monitor employee safety reporting program
 - Monitor service delivery activities (must include field observations)
 - Monitor operational and maintenance data
 - Conduct safety surveys
 - Conduct safety audits, studies, reviews, and inspections
 - Conduct safety investigations
 - Evaluate data and information from external agencies or peers
9. *Management of Change* – Change may introduce new hazards and safety risk into transit operations. Therefore, agencies should establish the criteria that define when a change must be evaluated through the Safety Risk Management process. If a proposed or identified change meets or triggers those criteria, the agency uses Safety Risk Management to review existing mitigations to determine if they are sufficient or if new mitigations are necessary. It is important that a transit agency leverage its field monitoring activities (under the Safety Performance Monitoring and Measurement sub-component) to support the identification of changes in a system that may not be planned.
10. *Continuous Improvement* – Evaluation of the SMS is necessary to ensure that it effectively and efficiently allows the agency to meet safety objectives and performance targets. Transit agencies should leverage the data and information gathered while conducting safety performance monitoring to address any identified weaknesses in SMS organizational structures, processes, and resources in a timely manner, and also complete annual reviews of overall safety performance.

IV – Safety Promotion

Safety Promotion provides visibility of executive management’s commitment to safety, and fosters improved safety performance by increasing safety awareness through communication and training. Through communication of lessons learned and broader safety information, employees are made aware of safety priorities and safety concerns at both the organizational level and as they relate to their own duties and responsibilities.

The appropriate training for all staff, regardless of their level in the agency, provides visibility for, and knowledge of, the SMS. It ensures employees receive the training they need to do their job safely, and gives them shared ownership of the transit agency’s safety mission. This training commitment demonstrates management’s commitment to establishing an effective SMS.

SAFETY PROMOTION SUB-COMPONENTS

11. *Safety Communication* – A two-way feedback loop between frontline employees and management about safety information is crucial in establishing a positive safety culture. Effective safety communication makes personnel aware of safety priorities and initiatives and ensures that feedback is captured and acted upon as appropriate. Safety-related information must be actively and routinely communicated, and must focus on raising awareness of hazards and potential safety risks. Regular discussion of safety concerns promotes an environment that encourages employees to report concerns and demonstrates management commitment to both the employees and the agency’s safety performance objectives.
12. *Competencies and Training* – Training of all employees with respect to their role and responsibilities as they relate to agency safety performance is perhaps the most critical driver for successful SMS implementation. It also shapes employee perception of executive management’s commitment to safety. Achieving appropriate levels of competency for each staff level enables the consistent application of their skills to help the transit agency achieve its safety performance objectives.

At the frontline employee level, safety management training should provide for the development of *safety reporting competencies*, i.e. employees should receive formal training on the expected contents of employee safety reporting (what to report; what not to report) and the procedures established for reporting.

SMS promotes a strong culture of safety

- Safety Promotion encourages and teaches safety through effective communication and training.
- Safety Promotion ensures employees at all levels get the training they need to do their job safely.

At the safety management level, formal training should develop safety data management competencies, i.e. how to analyze safety *data*, extract *information* from the safety data, and turn safety information into safety *intelligence* for senior management decision-making for the allocation of safety management resources.

Chapter III – SAFETY PERFORMANCE MANAGEMENT

What is Performance Management?

MAP-21 transformed the Federal transit program by establishing new requirements for performance management for safety and transit asset management. Through the establishment of goals, measures, targets and plans, performance management refocuses attention on accountability and transparency and improves project decision-making through performance-based planning and programming. The performance management requirements are intended to facilitate more effective investment of Federal transportation funds by refocusing attention on national, regional, and local transportation goals, increasing the accountability and transparency of the Federal transit and Federal-aid highway programs, and improving project decision-making through performance-based planning and programming.

FTA has undertaken a number of separate but related rulemakings to implement the performance management framework and establish national performance measures. FTA must establish performance measures for transit asset management and safety, respectively. On July 26, 2016, FTA published a final rule for Transit Asset Management (TAM) NPRM which includes performance measures to improve the condition of public transportation capital assets.⁶ Through this National Safety Plan, FTA is establishing safety performance measures for all modes of public transportation. Transit operators that are subject to the requirements for Public Transportation Agency Safety Plans would set targets in their Safety Plans based on the measures established in this Plan.

Safety performance management is a critical tool that will support transit providers and FTA in identifying safety concerns and monitoring progress in safety improvements. FTA's safety mission, vision and focus areas provide strategic direction for improving safety performance within the transit industry. Based on the vision, mission, and focus areas, FTA will establish performance measures to monitor industry progress towards improving safety performance and help build a common understanding of the state of safety performance.

⁶ 80 FR 58912.

<p>VISION</p> <p><i>To be recognized as the industry leader in safety promotion, information sharing, and fair oversight.</i></p>	<p>MISSION</p> <p><i>To make transit safer through policy development, hazard investigation, data collection, risk analysis, effective oversight programs, and information sharing.</i></p>
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Safety Focus Areas

FOCUS AREA: IMPROVE PUBLIC TRANSPORTATION SAFETY PERFORMANCE

Public transportation is an integral part of local and regional communities, providing access to work, entertainment, and critical resources. The increase in demand for public transportation, combined with lack of funding for maintenance and replacement of assets, has placed an increased burden on transit providers who must balance safety, operational, state of good repair, and expansion demands. Managing safety performance will help public transportation agencies make critical decisions about investments in safety, reconstruction, or rehabilitation of existing assets in order to achieve and maintain a state of good repair.

FOCUS AREA: IMPROVE SAFETY FOR TRANSIT ACCESS AND TRANSIT FACILITIES

Transit customers often access transit systems by walking or biking. The safety of pedestrians and bicyclists is an important consideration as public transportation providers plan projects and operate service in their communities. Transit-accessible communities promote a general sense of wellness and vitality, extending the walkability of neighborhoods and improving quality of life. It is these attributes that, in part, have created an increased demand for public transportation across the country. FTA encourages public transportation agencies to incorporate into their local safety plans performance measures that foster safe access to and safe operation of their systems. Through coordination at the local and regional level, public transportation agencies can ensure that their transit systems are both safe and accessible.

The Importance of Safety Performance Measures

Safety performance measurement will help transit agencies monitor their safety performance. The measurement and evaluation of safety performance requires a carefully structured program of planning, setting targets, identifying valid measures, conducting proper data analysis, and implementing appropriate follow-up activities. Safety performance measurement is a key aspect of a safety management process, and provides the basis for continuous safety improvement.

In order to capture the broad and varied nature of public transportation, in this first National Safety Plan, FTA is relying on measures that can be applied to all modes of public transportation and are based on data that is generally currently collected in the National Transit Database (NTD).⁷ FTA's safety performance measures focus on improving transit safety performance through the reduction of safety events, fatalities and injuries. In the future, FTA intends to identify and incorporate proactive measures in future Plans. For example, FTA provides SMS training across the industry and collects information on participation in the training. In the future, FTA will be able to provide a safety performance measure related to SMS training participation from which individual transit agencies will be able to establish their own safety performance indicators and targets. Likewise, FTA will be able to establish a safety performance target for the entire industry or modes.

Pursuant to 49 U.S.C. § 5329(d), a Public Transportation Agency Safety Plan must include safety performance targets based on the safety performance measures in this Plan. The safety performance measures (fatalities, injuries, safety events and system reliability) selected by FTA are intended to provide "state of the industry" high-level measures and help focus individual agencies on the development of specific performance indicators and measurable targets relevant to their operations. These measures should also inform agencies as they identify actions they each would take to improve their own safety outcomes. Agencies should select performance targets that are appropriate to their operations and environment. Successful performance targets are specific, measurable, attainable, relevant, and time-bound (SMART). As part of the

⁷ FTA recognizes that each transit agency has its own operating policies that impact how performance is reported to the NTD. However, bringing greater attention to safety and reliability metrics will encourage more robust, consistent data reporting in the future.

annual review of a Public Transportation Agency Safety Plan, each transit agency should reevaluate its safety performance measures and determine how the measures should be refined, sub-measures developed, and performance targets selected.

What are the Safety Performance Measures?

SAFETY PERFORMANCE MEASURE: FATALITIES (total number of reportable fatalities and rate per total vehicle revenue miles by mode)

Reducing the number of fatalities is a top priority for the entire Department of Transportation. As an industry, we must try to understand the factors involved in each fatality in order to prevent further occurrences. Measuring the number of fatalities over vehicle revenue miles, by mode, provides a fatality rate from which to assess future performance.

SAFETY PERFORMANCE MEASURE: INJURIES (total number of reportable⁸ injuries and rate per total vehicle revenue miles by mode)

Many transit agencies have never had a fatality, and continued safe operation is exactly what is desired. However, injuries occur much more frequently, and are due to a wide variety of circumstances. Analyzing the factors that relate to injuries is a significant step in developing actions to prevent them. Again, measuring the number of injuries by mode, over vehicle revenue miles provides an injury rate from which to assess future performance.

SAFETY PERFORMANCE MEASURE: SAFETY EVENTS (total number of reportable events and rate per total vehicle revenue miles by mode)

The safety events measure captures all reported safety events that occur during transit operations and the performance of regular supervisory or maintenance activities. A reduction in safety events will support efforts to reduce fatalities and injuries, as well as damages to transit assets. Measuring the number of safety events by mode over vehicle

⁸ The thresholds for "reportable" fatalities, injuries, and events are defined in the NTD Safety and Security Reporting Manual.

revenue miles provides a safety event rate from which future performance can be compared.

SAFETY PERFORMANCE MEASURE: SYSTEM RELIABILITY (mean distance between major mechanical failures by mode)

The system reliability measure expresses the relationship between safety and asset condition. The rate of vehicle failures in service, defined as mean distance between major mechanical failures, is measured as revenue miles operated divided by the number of major mechanical failures.⁹ This is a measure of how well a fleet of transit vehicles is maintained and operated. FTA recognizes the diversity of the transit industry, and that agencies have varied equipment types, with varied rates of performance, so this measure allows agencies to develop safety performance targets that are specific to their own fleet type, age, operating characteristics, and mode of operation.

How are Safety Performance Measures Used to Improve Safety Performance?

The public transportation industry already has parameters for measuring some aspects of safety performance which are reported to the NTD (see Table 3-1). However, these measures need clear definitions to ensure consistency in data reporting, and better baselines against which to make future comparisons. To address these inconsistencies, FTA will develop performance measures for future editions of the National Safety Plan that address industry-wide concerns as well as those that are mode-specific. Transit agencies would have the opportunity to select those that address their particular objectives for safety improvement.

Table 3-1 Data and Information from Safety and Risk Monitoring in the Transit Industry¹⁰

⁹ Major Mechanical System Failures: Major mechanical system failures prevent a vehicle from completing or starting a scheduled revenue trip because actual movement is limited or because of safety concerns. Examples of major bus failures include breakdowns of brakes, doors, engine cooling systems, steering, axles, and suspension.

¹⁰ Table 3-1 illustrates the types of information that is currently collected by the transit industry to measure its safety performance.

Existing safety performance measures (under NTD)

- **Casualties**
 - Fatalities (customers, employees, and the public)
 - Injuries (customers, employees, and the public)
- **Property damage**
- **Reportable events (Accidents)**
 - Train derailments (mainline, yard, side tracks)
 - Collisions (vehicle-to-vehicle, vehicle-to-person, vehicle-to-object)
 - Collisions at grade-crossings
 - Fires
 - Evacuations for life safety reasons

Results from reportable event (accident) investigations

- Probable cause
- Contributing factors
- Corrective actions

Audit results

- Findings
- Corrective actions

Safety risk management and monitoring information

- Safety reporting from all levels of the organization
- Violations of operations and maintenance rules
- Job-based certification and awareness training
- All-hazards preparedness analyses
- Operations and maintenance performance, including state of good repair (SGR) and TAM
- Monitoring of hazard logs
- Crime trends, such as trespassing, perimeter breaches, and fare evasion
- Fitness for duty, including drug/alcohol program results and hours of service
- Liability losses
- Customer complaint information
- Changes to management, operations, or maintenance
- Studies of hazardous materials, spills, and environmental concerns
- Ad hoc studies of hazards and vulnerabilities

For every performance measure selected, FTA and transit agencies can develop baselines and targets against which to measure and compare performance. Meaningful performance targets are timely, accurate, accessible, and complete. When possible, it is best to analyze data over time to determine if trends are present.

Establishing baselines for performance measures provides grounded metrics as the basis for further and future comparison. Safety performance baselines may be established for individual transit agencies, for transit agency modes, and/or for the public transportation industry as a whole.¹¹ After a baseline is established, a transit agency can develop safety performance indicators and select safety performance targets to allow tracking of safety performance improvement progress. Performance should be measured at least annually by comparing actual performance metrics with targets and original baselines. If safety performance improves, an agency may choose to revise its safety performance targets to be more stringent or select different safety performance indicators and targets for improvement.

Transit safety performance can be measured using a number of measures, including lagging indicators such as accidents, fatalities, injuries, and property damage associated with transit agencies' provision of service, and leading indicators. Leading indicators provide a transit agency with the ability to monitor information or conditions that may affect safety performance. Lagging indicators provide information on events that have already taken place.

In the future, FTA intends to transition to include proactive measures and encourages transit agencies to do the same. Table 3-2 describes lagging and leading indicators in greater detail. In addition to the performance measures set forth in this Plan, FTA strongly encourages agencies to incorporate both lagging and leading indicators directly related to safety issues identified in their agencies as high risk into their performance management portfolio. Agencies should consider including positive measures that assess what people are doing rather than what they are failing to do.

¹¹ FTA and States can establish baselines for the performance measures within their SMS programs, as well.

Table 3-2. Lagging and Leading Indicators¹²

Lagging indicators characteristically:

- Identify trends in past safety performance
- Assess outcomes and occurrences
- Have a long history of use
- Are an accepted standard
- Are easy to calculate

Leading indicators are safety culture metrics that are associated with, and precede, an accident. They can:

- Reveal areas of weakness in advance of accidents
- Be associated with proactive actions to identify hazards
- Aid risk assessment and management

This is also the starting point from which FTA expects to advance through the development and implementation of a new strategic data management plan which will support the standardization of data and information collection and analysis. Standardized analyses and reporting will enable FTA to apply meta-analyses to transit safety performance results for better national-level monitoring of transit safety performance. Along with continued collaboration with States and the public transportation industry, this national-level monitoring will facilitate FTA's identification of opportunities to assist agencies in improving transit safety through technical assistance, research, and development of resource materials that address emerging safety issues.

FTA expects that each agency, regardless of size, will evaluate its own operating environment and safety concerns to determine its safety risks, link specific safety objectives to agency actions, develop measures for identified actions, and set performance targets based on the measures. After FTA issues a final rule for the Public Transportation Agency Safety Plan, each transit agency will be required to reevaluate its safety performance measures annually when reviewing and updating its agency

¹² Adapted from *Guidance Notes on Safety Culture and Leading Indicators of Safety*. American Bureau of Shipping (ABS), page 3. Available at http://www.eagle.org/eagleExternalPortalWEB/ShowProperty/BEA%20Repository/Rules&Guides/Current/188_Safety/Guide

safety plan, and determine how these measures should be refined, sub-measures developed, and performance targets selected.

Safety Data Trends

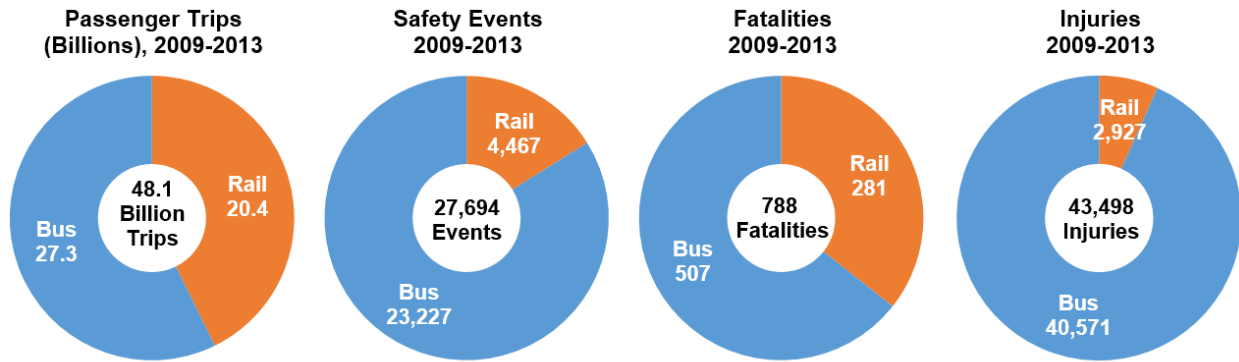
FTA currently maintains two sources for safety data reporting: the NTD, to which transit agencies report data as a condition for funding for public transportation agencies, and the State Safety Oversight (SSO) program, for rail transit modes that do not fall under the Federal Railroad Administration's jurisdiction. FTA utilizes these data sets to provide indicators of safety performance in outcome measures such as safety events, fatalities and injuries, as well as to provide trends in areas for which FTA believes additional focus may be warranted.

Current reporting of safety-related data and information in the transit industry is complex. Almost all transit agencies and modes report safety-related data to NTD.¹³ Rail transit agencies also annually submit safety-related data and information to the NTD and FTA's SSO program through their State Safety Oversight Agency (SSOA). Small/rural transit agencies, mostly bus and paratransit modes, usually report NTD data as a grant sub-recipient through their SDOT. Bus operators in urban areas over 50,000 in population report directly to the NTD. Rural bus transit agencies report NTD data as a grant sub-recipient through their State Department of Transportation.

SAFETY EVENTS, FATALITIES AND INJURIES, 2009 – 2013

During the period 2009 – 2013, bus transit accounted for a majority of the industry's passenger trips, as well as the majority of safety events, fatalities and injuries. While rail transit accounted for 42% of all passenger trips, only 16% of safety events were attributable to rail transit. However, this 16% share of safety events resulted in 36% of all transit fatalities, but only seven percent of injuries reported. In other words, rail-related safety events have occurred less frequently, but the average rail-related safety event had more catastrophic outcomes than the average bus-related safety event during the time period.

¹³ Exceptions exist for small, rural transit agencies.



Sources: SSO program (rail safety data), NTD (service and bus safety data)

The following table presents transit safety metrics per 100 million passenger trips for the last five years. As an industry, safety events, fatalities and injuries show an upward trend, and through safety performance monitoring, FTA hopes that agencies can investigate the reasons for this trend, and mitigate identified causal safety risks. However, by itself, rail transit shows downward trends in fatalities and injuries.

Modes	Rate	2009	2010	2011	2012	2013	Total	Trendline
Rail	Event Rate	22.5	22.6	22.2	20.4	22.1	21.9	
	Fatality Rate	1.3	1.2	1.2	1.7	1.4	1.4	
	Injury Rate	14.7	16.5	14.2	13.9	12.8	14.4	
Bus	Event Rate	83.5	83.2	83.8	84.1	90.5	85.0	
	Fatality Rate	1.6	1.7	1.7	2.1	2.1	1.9	
	Injury Rate	137.6	148.9	148.1	150.2	157.7	148.6	
All Transit	Event Rate	58.2	57.3	57.5	56.8	60.6	58.1	
	Fatality Rate	1.5	1.5	1.5	1.9	1.8	1.7	
	Injury Rate	86.5	92.5	90.9	91.6	94.5	91.2	

Sources: SSO program (rail safety data), NTD (service and bus safety data)

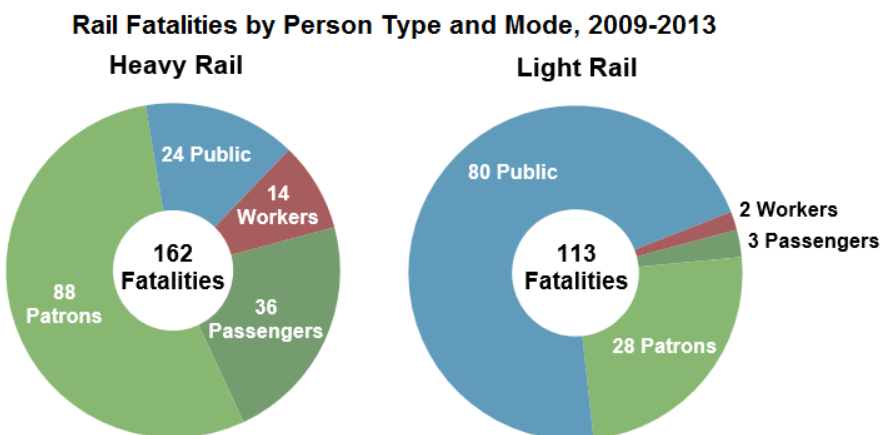
NOTE: Data includes safety events (reportable derailments, collisions, fires, and evacuations), fatalities (not including suicides or trespassers), and injuries (not including assaults or injuries due to crimes).

Over the five-year period from 2009-2013, transit agencies reported a total of 788 fatalities. 507 of these occurred in bus and other non-rail operating environments (64%), and 281 occurred in rail operating environments (36%).

When these data are normalized by looking at the number of fatalities divided by the number of passenger trips provided, the fatality rates over the last five years average 1.7 fatalities per 100 million passengers transported. This rate has been relatively steady, but has been trending slightly upward over the reporting period.

Heavy Rail and Light Rail Fatalities: 2009 - 2013

Fatality rates vary across rail modes due in large part to distinct operating environments and the inherent safety risk exposure associated with each. The charts below present heavy rail and light rail fatalities by person type, including passengers (customers onboard a transit vehicle), patrons (customers not onboard a vehicle), public (non-customers), and transit system employees, including right of way workers. It should be noted that heavy rail and light rail operations accounted for 275 of the 281 rail-related fatalities. An additional five fatalities occurred on automated guideway systems.

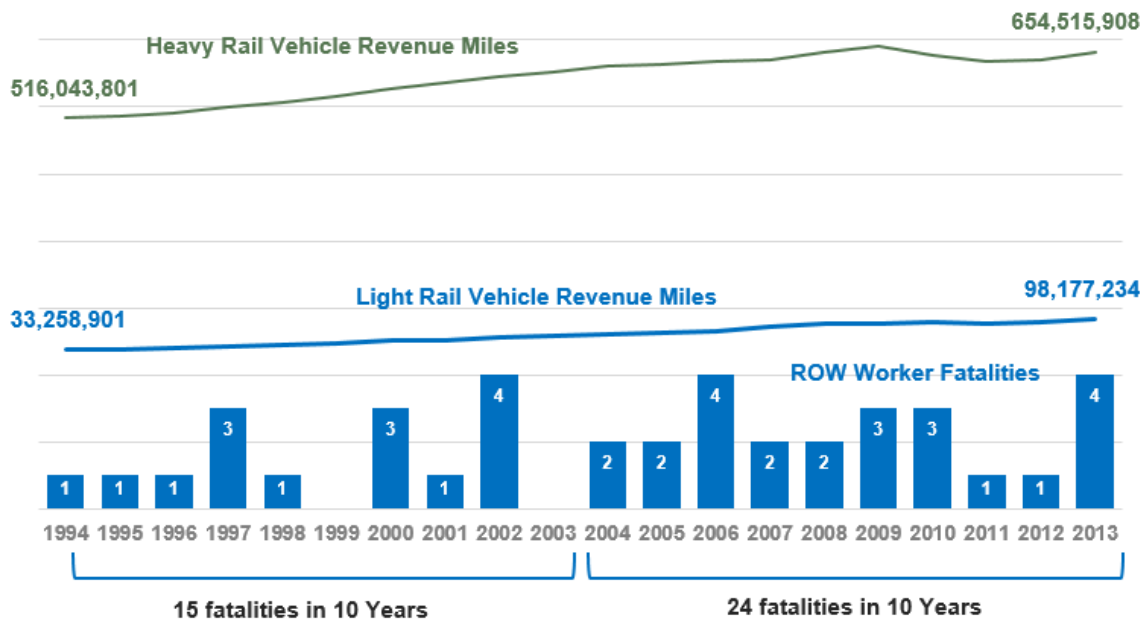


Source: SSO Program

Right of Way Worker Fatalities

Fatality data reflect the exposure characteristics of particular types of operations (e.g., whether or not grade crossings exist, whether stations are enclosed, and how many customers are served). For example, heavy rail transit has experienced several right-of-way (ROW) worker fatalities in recent years. The chart below presents ROW fatalities for all rail modes over the last 20 years. Vehicle revenue miles have increased by about 39% over the past 20 years, increasing exposure for ROW workers.

Comparison of ROW Worker Fatalities and Heavy Rail and Light Rail Vehicle Revenue Miles (VRM), 1994-2013

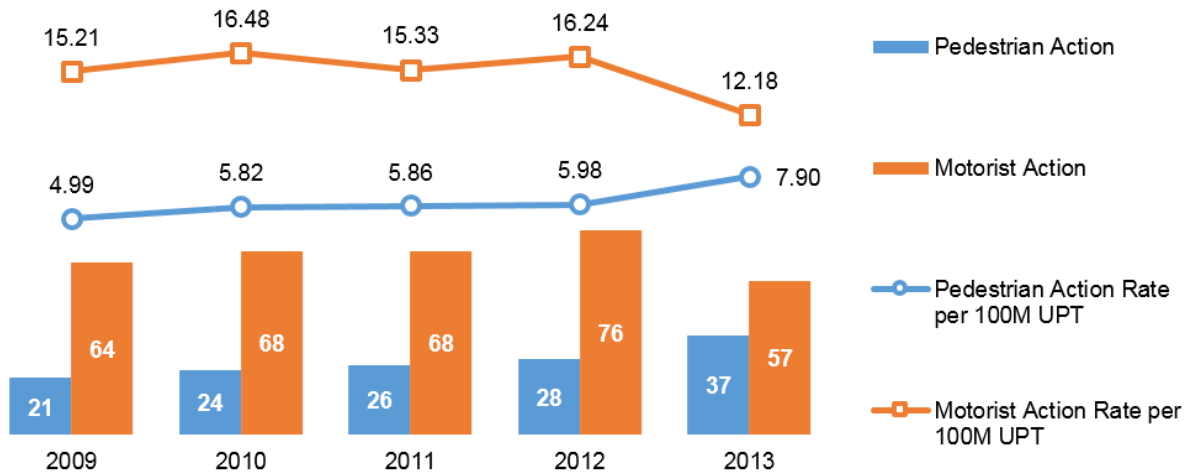


Source: SSO Program

Rail Grade Crossing Events

Light rail operating environments vary greatly from heavy rail systems. Light rail service utilizes rail grade crossings and even street-running alignments, increasing the exposure to vehicular and pedestrian traffic. Event data indicate a growing number of rail grade crossing events caused by pedestrians, as opposed to motor vehicles, underscoring the importance of ensuring safe transit access.

**Comparison of Light Rail Pedestrian Action and Motorist Action Events
- Events Reported to SSOAs with Fatalities and Injuries, 2009-2013**

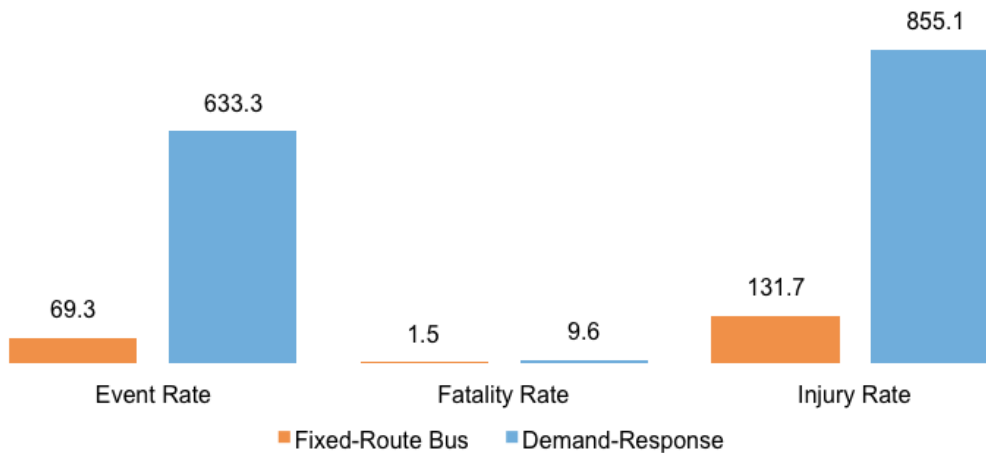


Sources: SSO program (rail safety data), NTD (service and bus safety data)

Bus and Paratransit Safety Events

Bus modes accounted for 27.3 billion trips between 2009 and 2013. This is 57% of the 48.1 total public transportation trips during the five-year period. Urban fixed-route bus modes represent 96% of these 27.3 billion trips. Demand response service and vanpools represent the remaining 4%. Data reveal that the safety performance of fixed-route bus modes is significantly better than demand response modes.

Comparison of Average Safety Event, Fatality, and Injury Rates (per 100M UPT), Fixed-Route Bus and Demand-Response Modes, 2009-2013



Source: NTD

Relationship between the National Safety Plan and Public Transportation Agency Safety Plans

In accordance with the statutory requirements of 49 U.S.C. § 5329(d)(1)(E), each transit agency must include in its public transportation agency safety plan, performance targets based on the safety performance measures established in this Plan. Each public transportation agency should establish sub-measures and related safety performance targets in their Public Transportation Agency Safety Plans that are appropriate to the agency's size and complexity.¹⁴ Transit agencies will use these safety performance measures and targets to inform evaluation of the effectiveness of their SMS. These measures should evolve in subsequent years based on information learned through the Safety Risk Management and Safety Risk Assurance processes, and should help inform these activities.

The process of setting performance targets would require each transit provider to think quantitatively about its own safety needs and analyze what resources it could leverage to address those needs. How a transit provider sets its performance targets would be an entirely local process and decision; however, each provider should be able to explain what happened as a result of actions taken during the performance measurement period that affected its safety outcomes. For example, what mitigations were put in place that appear to have led to improved safety performance?

Relationship between Safety Performance and Transit Asset Management

The safety and performance of a public transportation system depend, in part, on the condition of its assets. When transit assets are not in a state of good repair, the consequences include increased safety risks, decreased system reliability, higher maintenance costs, and lower system performance.

In passing MAP-21, Congress recognized the critical relationship between safety and asset condition. We note, in particular, the congressional direction that the National

¹⁴ Initially, some agencies may use output measures, such as the number of vehicles inspected, or the percentage of employees who have completed safety training. Outcome measures are useful for establishing benchmark performance and setting targets.

Safety Plan include the definition of *state of good repair* set in the rulemaking for asset management (49 U.S.C. § 5329(b)(2)(B)). The Transit Asset Management rule at 49 CFR part 625 define state of good repair as "the condition in which a capital asset is able to operate at a full level of performance." 49 CFR § 625.5.

Transit asset management is a strategic approach to improving and maintaining the condition of transit capital assets. The TAM rule aims to reduce the Nation's state of good repair backlog of deferred maintenance and replacement needs by requiring recipients to create TAM plans that will help them systematically address their maintenance needs, which will in turn improve service. Implementing a TAM plan will require transit agencies to collect and use asset condition data, set targets, and develop informed strategies to prioritize investments to meet their state of good repair goals.

TAM plans must include an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the state of good repair of their capital assets. Recipients also must set SGR performance targets to monitor improvements in the condition of their assets. Implementing a TAM plan will require transit agencies to use data to make informed investment priorities to meet their state of good repair goals. Optimally, a transit agency's asset management planning process will work hand-in-hand with the agency's SMS for the mutual benefit of both, all under the leadership of the Accountable Executive. The following are three specific elements of the connection between safety and transit asset management:

- 1. A condition assessment should direct and inform a transit agency's SMS**

The result of a condition assessment required under the TAM rule may oblige a transit agency to perform risk assessment and quality assurance--in accordance with the second and third pillars of SMS--for facilities, equipment, rolling stock, and infrastructure in poor condition. Although an asset that is in poor condition might not pose any specific safety risk to the transit system, that asset still might be prioritized for repair, rehabilitation, or replacement if the asset is negatively affecting system performance, reliability, or quality of service. Even for an asset that is in optimal condition, a transit agency may have reason to perform a risk assessment in light of its operating environment or other agency objectives (for example, resiliency for assets in flood zones).

2. A transit agency's SMS will inform its TAM Plan and investment prioritization

The results of safety risk management and safety assurance under a transit agency's SMS will provide valuable input to the agency's TAM Plan, and, in some instances, motivate the agency to revise its investment priorities accordingly. Ultimately, a transit agency makes its own decisions about trade-offs and investment priorities, based on the analytical processes, decision support tools and policies under its TAM Plan, and the agency's written policy for safety—the first pillar of an effective SMS—but the constant, deliberate feedback between the TAM Plan and the SMS will bring greater accountability and transparency to the agency's decision-making on the annual allocation of its financial resources.

3. An agency's Accountable Executive should have a decision-making role in the agency's TAM Plan and investment prioritization

The Accountable Executive who is ultimately responsible for risk management and safety assurance under a transit agency's SMS should be the same person who is responsible for approving the agency's capital plan and who makes decisions about investment prioritization. At minimum, however, the Accountable Executive should have a focal role in the transit agency's decision-making about the trade-offs amongst reinvestment in existing facilities, equipment, rolling stock, and infrastructure, versus investment in any new capital assets for purposes of improved performance of an expansion of service. Logically, the Accountable Executive for a transit agency's SMS would be either the General Manager or CEO. Across the industry, however, there are a variety of organizational structures for transit agencies, and in many agencies, the decisional authority for capital and operating expenditures lies with a Board of Directors. Whatever the structure of an organization, the Accountable Executive should engage with other agency executives in a candid, continuous dialogue about the connection between safety and transit asset management.

Positive changes in safety performance across public transportation will depend largely on a common understanding between transit asset management and safety, dedicated implementation of both a TAM Plan and Public Transportation Agency Safety Plan, and a targeted safety oversight and monitoring program. The performance measures and targets for both safety and transit asset management will enable transit agencies and

FTA to quantify our progress in enhancing safety and improving the condition of our facilities, equipment, rolling stock, and infrastructure through continuous performance management.

Relationship between Safety Performance Management and Planning

The safety performance targets set by transit providers, along with other performance targets set pursuant to other statutes, are an essential component of the planning process. The planning provisions at 49 U.S.C. 5303 and 5304 require States and MPOs to establish performance targets for transit that are based on the national measures for state of good repair and safety established by FTA and to coordinate the selection of those performance targets, to the maximum extent practicable, with performance targets set by transit providers to ensure consistency. 5303(h)(2)(B)(ii), 5304(d)(2)(B)(ii).

Furthermore, the Long Range Statewide Transportation Plan should and the Metropolitan Transportation Plan shall include: (1) a description of the performance measures and targets; and (2) a report evaluating the condition of the transit system(s) with respect to the State and MPO performance measures and targets, including the progress achieved in meeting performance targets compared with system performance recorded in previous years. 49 U.S.C. 5303(i)(2)(B) and (C), 5304(f)(7). Transportation improvement programs (TIPs) and statewide transportation improvement programs (STIPs) must include, to the maximum extent practicable, a discussion of the anticipated effects of the TIP/STIP toward achieving the performance targets in the Statewide and Metropolitan Transportation Plans by linking investment priorities to those performance targets. 49 U.S.C. 5303(j)(2)(D), 5304(g)(4).

The integrated planning process mandated by MAP-21 and the FAST Act should result in States and MPOs being able to identify investment and management strategies to improve or preserve the condition of transit capital assets in order to achieve and maintain a state of good repair.

FTA strongly encourages transit providers, States, and MPOs to set meaningful progressive targets, based on creative and strategic leveraging of all available financial resources. Although the law does not provide FTA with the authority to reward transit providers for meeting a performance target, or impose penalties for missing a

performance target, FTA believes that the process of setting targets and measuring progress reflects the increased expectations for improving transit safety.

Chapter IV - Managing Safety Risk and Assuring Safe Performance

FTA will apply the principles and methods of SMS to drive activities that mitigate risk and improve the safety performance of public transportation. FTA activities will guide, support, and monitor the implementation of the SMS framework across the transit industry. Using a risk-based oversight approach, FTA will initially focus on data collection and ongoing communication to support the analysis and identification of nationwide safety trends.

FTA will rely on several different tools to communicate actions to improve safety performance within the public transportation industry including future iterations of the Plan, rules, safety directives, safety advisories, training, establishment of safety performance standards and tasking to the Transit Advisory Committee for Safety (TRACS).

FTA SAFETY DIRECTIVES

Section 5329 provides FTA with several explicit authorities to administer the Safety Program and to take enforcement actions, including issuing directives. The Public Transportation Safety Program Rule (49 CFR part 670) establishes two types of directives—general directives and special directives. General directives are generally applicable and will be issued through the *Federal Register* and subject to public comment. Special directives apply to one or more named entities based on a specific set of facts. FTA will issue special directives directly to the named recipient(s).

For more information on the procedural rules related to the issuance of a general or special directive, please refer to the Public Transportation Safety Program rule at <https://www.gpo.gov/fdsys/pkg/FR-2016-08-11/pdf/2016-18920.pdf>.

FTA SAFETY ADVISORIES

FTA has issued several Safety Advisories to the public transportation industry. An advisory is a notice from FTA to the transit industry that recommends a particular action to mitigate an existing or potential hazard or risk. While compliance is not mandatory, FTA strongly encourages transit agencies to take the actions recommended in an advisory.

FTA has issued the following advisories to the transit industry:

Contact Rail (Third Rail) System Hazards (FTA Safety Advisory 16-2, May 16, 2016)

Safety Advisory 16-2 requests information from State Safety Oversight Agencies regarding the condition and safety performance of contact rail (third rail) traction power electrification systems at the Rail Fixed Guideway Public Transportation Systems in their jurisdictions.

Stop Signal Overruns (FTA Safety Advisory (FTA Safety Advisory 16-1, April 12, 2016)

Safety Advisory 16-1 requests that State Safety Oversight Agencies (SSOAs) work with their Rail Fixed Guideway Public Transportation Systems (RFGPTS) to obtain information regarding stop signal overruns during calendar year 2015.

Audit All Rail Fixed Guideway Public Transportation Systems (RFGPTS) with Subway Tunnel Environments (FTA Safety Advisory 15-1, June 17, 2015)

Safety Advisory 15-1 informs rail fixed guideway public transportation systems (RFGPTS) of planned audits to be conducted by State Safety Oversight Agencies (SSOAs). This safety advisory identifies specific areas of concern identified by the National Transportation Safety Board (NTSB) in regards to subway tunnel environments.

Vintage/Heritage Trolley Vehicle B and K Operating Controllers (FTA Safety Advisory 14-3, August, 1, 2014, updated August 6, 2014)

Safety Advisory 14-3 advised rail transit agencies that operate reconditioned vintage/heritage trolley vehicles manufactured before January 1956 of the risk of fire

with B and K operating controllers. The advisory refers operators to the APTA industry standard and the California Public Utilities Commission's General Order on the topic.

Verification of Rail Vehicle Safe Stopping Distances in Terminal Stations (Safety Advisory 14-2, June 12, 2014)

Safety Advisory 14-2 alerted rail transit operators of the need to assess the adequacy of safe stopping distances for rail transit trains in emergency braking in terminal stations. The advisory urges each rail transit agency to immediately conduct a review of the configuration of terminal stations in order to verify that designed safe braking distances address the actual operating conditions of these stations.

Redundant Protection to Protect Unintended Train Movement in Rail Yards (Update to Urgent Safety Advisory 10-4-13, Mar. 10, 2014)

FTA issued an update to the Urgent Safety Advisory following the publication of NTSB's preliminary report recommending FTA issue an advisory asking all rail transit properties to review their operating and maintenance procedures for stored unoccupied cars to ensure the propulsion and brake systems are left in a condition that would not facilitate unintended movement and that redundant means of stopping unintended rail car movements are used. The update recommends that each rail transit agency:

- Conduct a safety risk assessment to evaluate the adequacy of practices and procedures in place to manage the movement and storage of out-of-service railcars in yards and maintenance facilities.
- Review procedures for cleaning electrical equipment, with special attention to conduit entry points and other areas susceptible to unintended water intrusion or contamination from the cleaning process.
- Document the results of the assessments, and take action to address any identified concerns or issues requiring further investigation.

Right-of-Way Worker Protection (Safety Advisory 14-1, Dec. 31, 2013)

Safety Advisory 14-1 requested that State Safety Oversight (SSO) agencies coordinate with the rail transit agencies in their jurisdiction to identify current practices in place to

protect roadway workers, and conduct a formal hazard analysis regarding workers' access to the roadway and how the protections identified address the consequences associated with each hazard.

Unintended Train Movements (Urgent Safety Advisory, Oct. 4, 2013)

FTA issued an Urgent Safety Advisory instructing rail transit agencies to immediately review their own operating practices to utilize redundant train stopping mechanisms such as wheel chocks and/or derails in response to the NTSB's safety recommendation R-14-03.

FTA's safety advisories are available at <https://www.transit.dot.gov/regulations-and-guidance/safety/transit-safety-oversight-tso>.

VOLUNTARY MINIMUM VEHICLE SAFETY PERFORMANCE STANDARDS FOR PROCUREMENT OF HEAVY AND LIGHT RAIL¹⁵

Many public transportation agencies already follow voluntary consensus-based standards developed by APTA and other organizations. While compliance with the standards is not mandatory, FTA strongly encourages all public transportation agencies to consider adopting these voluntary, consensus-based standards and recommended practices included herein. As FTA segues towards the implementation of mandatory requirements through the Federal rulemaking process, it is committed to working with public transportation officials to develop rules ensuring that all public transportation agencies, regardless of size, may confidently procure assets that are safe and improve the safety potential of the public transportation industry.

Recent high-profile accidents involving light rail and heavy rail transit vehicles have highlighted the need for rail vehicle safety standards. In several of these accidents, vehicle crashworthiness contributed to injuries and casualties.¹⁶ Furthermore, NTSB has

¹⁵ These standards do not apply to heritage and vintage streetcar systems, inclined planes, cable cars, or monorails/automated guideway systems, nor do they apply to bus or paratransit service, though FTA reserves the right to issue subsequent regulations to these vehicles and their safe operation.

¹⁶ WMATA's Ft. Totten crash, June 22, 2009; WMATA's Woodley Park/Adams Morgan crash, November 3, 2004, and MBTA's Newton Green Line crash, May 28, 2008.

recommended, among other things, that crashworthiness be addressed by FTA and the transit industry, along with implementation of positive train control systems.

In light of these factors, FTA strongly encourages that agencies consider the following rail vehicle safety standards when procuring heavy and light rail vehicles. They address vehicle crashworthiness, fire-life safety, vehicle data recorders, and emergency lighting and signage. These voluntary standards reflect existing best practices and effectively address several NTSB recommendations:

[American Society of Mechanical Engineers \(ASME\) Safety Standard for Structural Requirements for Heavy Rail Vehicles \(ASME RT-2 2008\)](#).¹⁷ This standard addresses part of NTSB recommendation R-06-06 by recommending crashworthiness standards for rail vehicles operated in heavy rail transit systems.

[ASME Safety Standard for Structural Requirements for Light Rail Vehicles \(ASME RT-1 2009\)](#).¹⁸ This standard addresses crashworthiness for rail vehicles operated in light rail transit systems.

[Institute of Electrical and Electronics Engineers \(IEEE\) Standard for Rail Transit Vehicle Event Recorders \(1482.1-2013\)](#).¹⁹ This standard addresses NTSB recommendation R-02-019, which recommends event data recorders meeting this standard be installed on new, and retrofitted onto existing rail transit vehicles to facilitate accident investigations and causal analysis.

[Emergency Lighting System Design for Rail Transit Vehicles \(APTA RT-S-VIM-20-10\)](#).²⁰ This standard establishes minimum performance standards for emergency lighting for rail transit vehicles. This standard, used in conjunction with Emergency Signage for Rail Transit Vehicles and Low-location Emergency Path Marking for Rail Transit Vehicles, is intended to facilitate safe egress routes, paths, and exits for passengers aboard rail transit vehicles. This standard addresses NTSB recommendation R-06-05.

¹⁷ <http://files.asme.org/Catalog/Codes/PrintBook/28205.pdf>.

¹⁸ <http://files.asme.org/Catalog/Codes/PrintBook/28205.pdf>.

¹⁹ <http://standards.ieee.org/findstds/standard/1482.1-2013.html>.

²⁰ <http://www.apta.com/resources/standards/Documents/APTA-RT-VIM-S-020-10.pdf>.

[Emergency Signage for Rail Transit Vehicles \(APTA RT-S-VIM-021-10\).](#)²¹ This standard establishes minimum performance standards for emergency signage for rail transit vehicles to enable passengers to identify safe egress. Used in conjunction with Emergency Lighting System Design for Rail Transit Vehicles and low-location Emergency Path Marking for Rail Transit Vehicles, this standard is intended to facilitate safe egress routes, paths, and exits for passengers aboard rail transit vehicles. This standard addresses NTSB recommendation R-06-05.

[Low-Location Emergency Path Marking for Rail Transit Vehicles \(APTA RT-S-VIM-022-10\).](#)²² This rail vehicle standard sets minimum standards for emergency path lighting for rail transit vehicles. Used in conjunction with Emergency Lighting System Design for Rail Transit Vehicles and Emergency Signage for Rail Transit Vehicles, this standard is intended to facilitate safe egress routes, paths, and exits for passengers aboard rail transit vehicles. This standard addresses NTSB recommendation R-06-05.

[National Fire Protection Association Standard for Fixed Guideway Transit and Passenger Rail Systems \(NFPA 130\).](#)²³ In response to NTSB's urgent recommendation R-15-7, this standard establishes fire protection and life safety requirements for underground, surface, and elevated fixed guideway transit and passenger rail systems. Additionally, FTA highly recommends implementation of [Recommended Fire Safety Practices for Rail Transit Materials Section](#)²⁷ as prepared by the National Association of State Fire Marshals for FTA.

While FTA encourages rail transit agencies to make enhancements during vehicle retrofits and overhauls, as well as when purchasing new vehicles, FTA is aware of cost barriers that may limit improvements on existing vehicles in revenue service, and encourages transit agencies to adopt these voluntary standards to the extent practicable.

On August 1, 2016, FTA published a final rule for bus testing to improve the process of ensuring the safety and reliability of new transit buses.²⁴ The rule satisfies requirements in MAP-21 to establish minimum performance standards, a standardized scoring

²¹ <http://www.apta.com/resources/standards/Documents/APTA-RT-VIM-S-021-10.pdf>.

²² <http://www.apta.com/resources/standards/Documents/APTA-RT-VIM-S-022-10.pdf>.

²³ <http://catalog.nfpa.org/2014-NFPA-130-Standard-for-Fixed-Guideway-Transit-and-Passenger-Rail-Systems-P1229.aspx?icid=B484>.

²⁴ <https://www.gpo.gov/fdsys/pkg/FR-2016-08-01/pdf/2016-17889.pdf>.

system, and a pass-fail threshold that will better inform local transit agencies as they evaluate and purchase buses. Vehicles procured with federal funds are required to pass a test to meet certain thresholds for structural integrity, safety, maintainability, reliability, fuel economy, emissions, noise, and performance.

VOLUNTARY MINIMUM SAFETY PERFORMANCE STANDARDS FOR OPERATIONS

Operational safety standards also contribute to a public transportation system's overall performance. FTA strongly encourages recipients to adopt minimum standards to improve their operational safety. FTA believes that the following operational standards reinforce FTA's commitment to safety and aligns FTA with the other DOT modal administrations that have already instituted regulations addressing issues like distracted driving and operator fatigue. The following voluntary minimum operational standards are part of the APTA standards development program:

[APTA-RT-OP-S-017-11, Electronic Device Distraction Policy \(NTSB's Top Ten Most Wanted\)](#).²⁵ This standard applies to rail transit systems. The standard provides minimum requirements for the use and prohibition of electronic devices for rail transit operators and employees working on or around rail tracks and facilities.

[APTA-RT-OP-S-016-11, Roadway Worker Protection Program Requirements \(R-12-32 to -35; R-13-39 to -40, and R-14-36 thru -43\)](#).²⁶ This standard sets minimum requirements to ensure the safety of roadway workers at a rail transit system.

[APTA-RT-OP-S-004-03, Standard for Work Zone Safety \(R-12-32 to -35; R-13-39 to -40, and R-14-36 thru -43\)](#).²⁷ This standard establishes minimum requirements for a rail transit system's Work Zone Safety Rules and Procedures, and applies to both mainline and yard operations.

[APTA-RT-OP-S-010-03, Standard for Contractor's Responsibility for Right of Way Safety \(R-12-32 to -35; R-13-39 to -40, and R-14-36 thru -43\)](#).²⁸ This standard identifies

²⁵ <http://www.apta.com/resources/standards/Documents/APTA-RT-OP-S-017-11.pdf>.

²⁶ <http://www.apta.com/resources/standards/Documents/APTA-RT-OP-S-016-11.pdf>.

²⁷ <http://www.apta.com/resources/standards/Documents/APTA-RT-OP-S-004-03.pdf>.

²⁸ <http://www.apta.com/resources/standards/Documents/APTA-RT-OP-S-010-03.pdf>.

requirements for a contractor's responsibilities for knowing, complying with, and enforcing a rail transit system's guidelines, rules and procedures. This standard governs a contractor's activities when performing inspection, investigation, design, construction and/or any other work on or near a rail transit system.

[APTA-RT-OP-S-011-10, Rule Compliance \(R-2-18\)](#).²⁹ This standard applies to rail transit systems that operate light and heavy rail systems and sets minimum requirements for operating rules.

TRANSIT ADVISORY COMMITTEE FOR SAFETY (TRACS)

TRACS is a formal advisory committee that provides FTA advice on safety issues, as tasked by the FTA Administrator. TRACS membership represents a cross-section of stakeholders in transit safety – representing transit agencies, State Safety Oversight agencies, labor unions, and safety research experts. Information about TRACS responsibilities, actions, and reports are available at <https://www.transit.dot.gov/tracs-work-group>.

A selection of reports developed by TRACS is presented below:

Establishing a Fatigue Management Program for the Bus and Rail Transit Industry –

TRACS was tasked by the FTA Administrator with developing recommendations for FTA on the elements that should comprise a Safety Management System (SMS) approach to a fatigue management program. Using an SMS approach, the report presents TRACS' recommendations regarding the components of a successful fatigue management program, including hours of service (HOS), shift scheduling, fatigue prevention and awareness training, fitness-for-duty medical evaluations and screenings, work and vehicle environment design, safety culture, incident investigation, and data collection.

Preventing and Mitigating Transit Worker Assaults in the Bus and Rail Transit

Industry – In 2014, the (FTA) Administrator tasked the Transit Advisory Committee for Safety (TRACS) with developing recommendations for FTA on the elements that should

²⁹ <http://www.apta.com/resources/standards/Documents/APTA-RT-OP-S-011-10.pdf>.

comprise a Safety Management System (SMS) approach to preventing and mitigating transit worker assaults. Best practice recommendations included:

- Installing protective barriers, video surveillance, automatic vehicle location (AVL) systems, and overt or covert alarms on bus and rail transit vehicles;
- Training safety-sensitive employees about how to de-escalate potentially violent situations, the important of reporting assaults, and the standard agency response to reports of assault;
- Educating the public about reporting assaults by conducting public awareness campaigns, providing resources and incentives for passengers to report assaults, and meeting with passengers to discuss strategies for preventing assaults;
- Providing support for transit workers by offering psychological support and post-incident counseling, responding to every report of assault or other serious incident, and involving transit workers in safety committees;
- Enforcing transit agency policy by posting passenger codes of conduct, suspending service for assailants, posting police officers on transit vehicles and property in high-risk areas, providing legal support for transit workers who file complaints, and collaborating with other agencies and organizations to develop social safety plans and advocate for changes in state and local legislation to better address assaults against transit; and
- Collecting data regarding the number, location, times, and types of assaults.

Implement SMS in Rail Transit Systems – Originally, TRACS was established to address weaknesses in rail transit system oversight and provide guidance to FTA as to how best to approach its enhanced oversight role and improve rail system safety. TRACS recommended that FTA adopt SMS for rail transit systems, and recommended that FTA proceed with a set of actions to support SMS implementation.

Close Call Reporting Systems – TRACS recommended that FTA initiate a work group comprised of stakeholders to facilitate the development of a confidential, non-punitive, close call safety reporting system, beginning with a pilot program. FTA is proceeding with this recommendation as it develops an SMS Implementation Program.

Contents of the National Safety Plan and the Agency Safety Plans – Following the passage of MAP-21, TRACS developed recommendations regarding the elements that should be contained in each of these sets of plan requirements, and FTA incorporated

TRACS input during development of this plan and the rulemaking documents. TRACS recommended that FTA base the plans on SMS, establish a means to assess and protect sensitive data, establish training and requirements for State Safety Oversight and provide tools to the industry to communicate the performance-based approach that underpinned Congress' intent in this legislation.

Currently, TRACS is researching, and in the process of developing recommendations for FTA that address Improving Safety Culture and Safety Data and Performance Management. The current taskings request TRACS members to (1) develop practical recommendations detailing how processes, practices, tasks, and individual employee responsibilities can support a strong safety culture and (2) develop recommendations that help define the functional requirements and data elements of a comprehensive safety data collection and analysis framework to support improvements in the transit industry's safety performance respectively.

How will the National Safety Plan be updated?

FTA has committed to reviewing and updating this Plan periodically. At a minimum, FTA will analyze transit industry safety performance data, refine national safety performance measures, and as a result of this analysis, report on the progress of the national implementation of SMS. FTA will report on national safety performance trends identified through data collected, safety audits, examinations, and inspections.

FTA will also share any lessons learned on the status of safety culture in the public transportation industry through training and communication of best practices.

Appendix A

Glossary

Accident means an event that involves any of the following: a loss of life; a report of a serious injury to a person; a collision of rail transit vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.

Accountable Executive, (typically the highest executive in the agency) means a single, identifiable person who has ultimate responsibility for carrying out the Safety Management System of a public transportation agency, and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan in accordance with 49 U.S.C. 5326.

Event means an accident, incident, or occurrence.

Hazard means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

Incident means an event that involves any of the following: a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.

Major Mechanical Failures are failures caused by vehicle malfunctions or subpar vehicle condition which requires that it be pulled from service.

Passenger means a person other than an operator who is on board, boarding, or alighting from a vehicle on a public transportation system for the purpose of travel.

Safety Assurance means the process within a transit agency's Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information. .

Safety Management Policy means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees in regard to safety.

Safety Management System (SMS) means the formal, top-down, data-driven, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.

Safety objective means a general goal or desired outcome related to safety.

Safety performance means an organization's safety effectiveness and efficiency, as defined by safety performance indicators and targets, measured against the organization's safety objectives.

Safety performance indicator refers to a data-driven, quantifiable parameter used for monitoring and assessing safety performance.

Safety Performance Measure is an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

Safety performance monitoring means activities aimed at the quantification of an organization's safety effectiveness and efficiency during service delivery operations, through a combination of safety performance indicators and safety performance targets.

Safety performance target means a quantifiable level of performance or condition, expressed as a value for a given performance measure, achieved over a specified timeframe related to safety management activities.

Safety Promotion means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.

Safety risk means the assessed probability and severity of the potential consequence(s) of a hazard, using as reference the worst foreseeable, but credible, outcome.

Safety risk assessment means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.

Safety Risk Management means a process within a Rail Transit Agency's Safety Plan for identifying hazards, assessing the hazards, and mitigating safety risk.

Safety risk mitigation means the activities whereby a public transportation agency controls the probability or severity of the potential consequences of hazards.

Safety risk probability means the likelihood that a consequence might occur, taking as reference the worst foreseeable—but credible—condition.

Safety risk severity means the anticipated effects of a consequence, should it materialize, taking as reference the worst foreseeable—but credible—condition.

Serious Injury means any injury which: (1) Requires hospitalization for more than 48 hours, commencing within seven days from the date of the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); (3) causes severe hemorrhages, nerve, muscle, or tendon damage; (4) involves any internal organ; or (5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

State of Good Repair means the condition in which a capital asset is able to operate at a full level of performance.

Vehicle Revenue Miles (VRM) Means the miles that vehicles are scheduled to or actually travel while in revenue service. Vehicle revenue miles include:

- Layover / recovery time. Exclude:
- Deadhead;
- Operator training;
- Vehicle maintenance testing; and
- School bus and charter services.

Appendix B

Sample

Safety Management Policy Statement

The management of safety is one of our core business functions. [Transit agency] is committed to developing, implementing, maintaining, and constantly improving processes to ensure that all our transit service delivery activities take place under a balanced allocation of organizational resources, aimed at achieving the highest level of safety performance and meeting established standards.

All levels of management and all employees are accountable for the delivery of this highest level of safety performance, starting with the [Chief Executive Officer (CEO)/Managing Director/or as appropriate to the organization].

[Transit agency] commitment is to:

- **Support** the management of safety through the provision of appropriate resources, that will result in an organizational culture that fosters safe practices, encourages effective employee safety reporting and communication, and actively manages safety with the same attention to results as the attention to the results of the other management systems of the organization;
- **Integrate** the management of safety among the primary responsibilities of all managers and employees;
- **Clearly define** for all staff, managers and employees alike, their accountabilities and responsibilities for the delivery of the organization's safety performance and the performance of our safety management system;
- **Establish and operate** hazard identification and analysis, and safety risk evaluation activities, including an employee safety reporting program as a fundamental source for safety concerns and hazard identification, in order to eliminate or mitigate the safety risks of the consequences of hazards resulting from our operations or activities to a point which is consistent with our acceptable level of safety performance;
- **Ensure** that no action will be taken against any employee who discloses a safety concern through the employee safety reporting program, unless disclosure indicates, beyond any reasonable doubt, an illegal act, gross negligence, or a deliberate or willful disregard of regulations or procedures;
- **Comply** with, and wherever possible exceed, legislative and regulatory requirements and standards;

- **Ensure** that sufficient skilled and trained human resources are available to implement safety management processes;
- **Ensure** that all staff are provided with adequate and appropriate safety-related information and training, are competent in safety management matters, and are allocated only tasks commensurate with their skills;
- **Establish and measure** our safety performance against realistic and data-driven safety performance indicators and safety performance targets;
- **Continually improve** our safety performance through management processes that ensure that appropriate safety management action is taken and is effective; and
- **Ensure** externally supplied systems and services to support our operations are delivered meeting our safety performance standards.

[Accountable Executive]

Date

Appendix M: LA Metro Board Meeting Recap (Minutes) & Final Board Agenda



Virtual Online Meeting
Watch online: <http://boardagendas.metro.net> OR
Listen by phone: Dial 213.306.3065 and enter PIN: 263 641 558

RECAP of Proceedings

Thursday, April 23, 2020

10:00 AM

Comments can be made via:
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Post Office Mail:
Board Secretary's Office
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

Board of Directors - Regular Board Meeting

James Butts, Chair
Eric Garcetti, Vice Chair
Hilda Solis, 2nd Vice Chair
Kathryn Barger
Mike Bonin
Jacquelyn Dupont-Walker
John Fasana
Robert Garcia
Janice Hahn
Paul Krekorian
Sheila Kuehl
Ara Najarian
Mark Ridley-Thomas
John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

CALLED TO ORDER: 10:04 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 9, 10, 11, 12, 16, 17, 19, 20, 21, 23, 24*, 25, 27, 30, 32, 34, 34.1, 35, 36, and 37.

Consent Calendar items were approved by one motion except item 37 which was held by a Director for discussion and separate action.

*Item required 2/3 vote

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

2. **SUBJECT: MINUTES** **2020-0302**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held February 27, 2020.

3. **SUBJECT: REMARKS BY THE CHAIR** **2020-0303**

RECEIVED remarks by the **Chair**.

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

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2020-0304**

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

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

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

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

5. SUBJECT: ORANGE LINE TERMINUS IMPROVEMENTS

2020-0192

APPROVED ON CONSENT CALENDAR:

- A. APPROVING the G (Orange) Line Terminus Improvement Project;
- B. CONCLUDING that the G Line Terminus Improvement Project is statutorily exempt from the California Environmental Quality Act pursuant to Public Resources Code Section 21080, Subdivisions (b) (10) and (b)(11) and CEQA Guidelines Section 15275, Subdivision (a); and
- C. AUTHORIZING Metro staff to file a Notice of Exemption with the County Clerk and the State Clearinghouse.

6. SUBJECT: EXTENSION TO REVENUE CONTRACT NO. PS097140250 2020-0211

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to approve the extension to revenue contract with All Vision, LLC, No. PS097140250 for an additional two years and three one-year options.

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

7. SUBJECT: I-5 NORTH HIGH OCCUPANCY VEHICLE AND TRUCK LANES PROJECT FROM STATE ROUTE (SR)-14 to PARKER ROAD ENVIRONMENTAL MITIGATION AGREEMENT 2020-0220

AUTHORIZED ON CONSENT CALENDAR the CEO to execute a third-party Agreement with the California Department of Transportation (Caltrans) and Mountain Recreation and Conservation Authority (MRCA) to fund wetlands mitigation costs as stipulated in the Streambed Alteration Agreement associated with the implementation of the I-5 North Capacity Enhancements Project (the Project).

8. SUBJECT: 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM 2020-0226

ADOPTED ON CONSENT CALENDAR the resolution for the 2021 Los Angeles County Transportation Improvement Program as shown in Attachment A.

9. SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) 2020-0230

APPROVED ON CONSENT CALENDAR the Resolution in Attachment A that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or his designee to claim \$39,098,039 in fiscal year (FY) 2019-20 LCTOP grant funds for the Electric Bus Charging Infrastructure Project;

(continued on next page)

(Item 9 – continued from previous page)

- B. CERTIFIES that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. AUTHORIZES the CEO or his designee to execute all required documents and any amendment with the California Department of Transportation.

10. SUBJECT: RESPONSE TO MOTION 8.1 - 710 CLEAN TRUCK PROGRAM 2020-0231

APPROVED ON CONSENT CALENDAR staff recommendation to program \$50 million in Metro-controlled funding sources, including but not limited to Measure R funds identified in the expenditure plan for the Interstate 710 South and/or Early Action Projects, as seed funding for the 710 Clean Truck Program, to be made available contingent upon a Record of Decision issued by the Federal Highway Administration for the Interstate 710 South Project

BONIN AMENDMENT: Money cannot be spent on fossil fuel infrastructure.

11. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - NORTH COUNTY SUBREGION 2020-0232

A. APPROVED ON CONSENT CALENDAR:

1. Deobligation of \$4,226,964 previously approved Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, for re-allocation at the request of project sponsors, as shown in Attachment A;
2. Programming of additional \$12,750,000 within the capacity of Measure M MSP - Transit Program, as shown in Attachment B; and
3. Inter-program borrowing and programming of additional \$4,350,143 from the Subregion's Measure M MSP - Active Transportation and Transit Programs to the Highway Efficiency Program, as shown in Attachment C; and

- B. AUTHORIZED the Chief Executive Officer or his designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

12. SUBJECT: PROPERTY INSURANCE PROGRAM 2020-0092

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all property at the current policy limits at a not to exceed price of \$4.2 million for the 12-month period May 10, 2020 through May 10, 2021.

14. SUBJECT: PROPOSITION C BONDS

2020-0221

ADOPTED a resolution, Attachment A, that:

- A. AUTHORIZES the issuance of bonds to refund the Proposition C Series 2010-A Bonds, consistent with the Debt Policy to achieve approximately \$4.4 million in net present value savings over the three-year life of the bonds;
- B. APPROVES the forms of Notice of Intention to Sell Bonds, Notice Inviting Bids, Supplemental Trust Agreement, Escrow Agreement, Continuing Disclosure Certificate, Bond Purchase Contract and Preliminary Official Statement on file with the Board Secretary as set forth in the resolution all as subject to modification as set forth in the resolution; and
- C. AUTHORIZES taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of bond documentation associated with the issuance of the refunding bonds.

(REQUIRED SIMPLE MAJORITY BOARD VOTE)

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

15. SUBJECT: MEASURE R BONDS

2020-0222

A. ADOPTED a Resolution, Attachment A, that:

- 1. AUTHORIZES Measure R Junior Subordinate Sales Tax Revenue Refunding Bonds in one or more series, to refinance one or more of Metro’s Transportation Infrastructure Finance and Innovation Act (“TIFIA”) Loans to achieve up to \$170 million estimated net present value savings over the 18-year life of the bonds through the negotiated bond sale of up to \$1.75 billion of bonds.
- 2. APPROVES the forms of the supplemental trust agreement, second amended and restated trust agreement, junior subordinate trust agreement, supplemental junior subordinate trust agreement, continuing disclosure certificate, preliminary official statement and such other documents as required for the issuance of the bonds, and approves related documents on file with the Board Secretary as set forth in the resolution all as subject to modification as set forth in the Resolution;
- 3. APPROVES the form of the bond purchase contract on file with the Board Secretary, that will be entered into with the underwriters as listed in Attachment B hereto; and

(continued on next page)

(Item 15 – continued from previous page)

4. AUTHORIZES taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of the bond purchase contract and bond documentation associated with the issuance of the Measure R Junior Subordinate Sales Tax Revenue Refunding Bonds (the “Refunding Bonds”).

B. ESTABLISHED an underwriter pool as shown in Attachment B that will be used to select underwriters for all future negotiated debt issues through June 30, 2024; and

C. APPOINTED the underwriter team selected for the Refunding Bonds from the above underwriter pool as shown in Attachment B that will be used to market the refunding bonds.

(REQUIRED SIMPLE MAJORITY BOARD VOTE)

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

16. SUBJECT: ANNUAL FINANCIAL AND COMPLIANCE AUDITS OF METRO AND ITS COMPONENT UNITS 2020-0250

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a five-year, firm fixed-price Contract No. PS64807000 to Crowe LLP to provide Annual Financial and Compliance Audit Services in the amount of \$1,836,135 effective April 24, 2020, subject to resolution of protest(s), if any.

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

17. SUBJECT: CURRENCY PROCESSING SERVICES 2020-0246

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 3 to Contract No. OP39497-2000 to exercise three (3), one-year options with Los Angeles Federal Armored Services, Inc. to provide currency processing services, in the amount of \$572,000 for Option Year 2, \$629,000 for Option Year 3, and \$686,400 for Option Year 4, for a combined total amount of \$1,887,400, increasing the contract value from \$972,400 to \$2,859,800, and extending the contract term to December 31, 2022.

19. SUBJECT: MEMBERSHIP ON METRO'S SAN FERNANDO VALLEY SERVICE COUNCIL 2020-0201

APPROVED ON CONSENT CALENDAR Perri Sloane Goodman for membership on Metro’s San Fernando Valley Service Council.

20. SUBJECT: PURCHASE OF THREE 35 TON TOW TRUCKS 2020-0247

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed price contract OP66644000 to Los Angeles Truck Centers, LLC the lowest responsive and responsible bidder for three (3) 35-ton tow trucks for a firm fixed price of \$1,069,966.24 inclusive of sales tax.

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

21. SUBJECT: PURCHASE OF THIRTY 1-TON UTILITY TRUCKS 2020-0248

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed price contract under IFB OP67225 to Theodore Robins Ford the lowest responsive and responsible bidder for thirty (30) 1-ton utility trucks for a firm fixed price of \$1,417,782.25 inclusive of sales tax, subject to the resolution of any submitted protest(s).

23. SUBJECT: TIRE KITS FOR LIGHT RAIL VEHICLES 2020-0187

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a 36-month, firm fixed price contract under Bid No. SD634320000 to ORX Railway Corporation the lowest responsive and responsible bidder for Tire Kits for an amount not to exceed \$2,125,956 subject to resolution of protest(s), if any.

24. SUBJECT: BUS ENGINE COOLING SYSTEM REBUILD KITS 2020-0137

APPROVED ON CONSENT CALENDAR BY A 2/3 VOTE:

- A. FINDING that the procurement of Metro Bus Electric Cooling Systems under Public Utilities Code (PUC) Section 130237, as an Original Equipment Manufacturer (OEM) item, constitutes a single source procurement method for the purpose of duplicating equipment already in use; and
- B. AUTHORIZING the Chief Executive Officer to award a single source, five-year, Indefinite Delivery, Indefinite Quantity Contract No. MA66578000 to Engineered Machined Products, Inc. (EMP) for 810 kits to rebuild EMP engine cooling systems currently installed on Metro buses. The Contract three-year base amount for \$2,712,857 inclusive of sales tax, with the first one-year option in the amount of \$841,668, inclusive of sales tax, and the second one-year option in the amount of \$841,668, inclusive of sales tax for a total contract amount of \$4,396,193 subject to resolution of protest(s), if any.

(REQUIRED 2/3 BOARD VOTE)

25. SUBJECT: PUBLIC TRANSPORTATION AGENCY SAFETY PLAN 2020-0085

APPROVED ON CONSENT CALENDAR the PTASP which documents Metro’s processes and activities related to Safety Management System (SMS) implementation in compliance with Federal and State regulations.

27. SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS FROM SR- 118 2020-0202 TO SR-134; SEGMENT 3

AUTHORIZED ON CONSENT CALENDAR Contract Modification No. 306 (CCO 306) by the California Department of Transportation (Caltrans) for the construction contract for Segment 3 (Empire) of I-5 North Capacity Enhancements Project between SR-134 and SR-118 (Project) in the amount not to exceed \$1.06 million under Funding Agreement No. MOU. P0008355/8501A/A9 within the LOP budget.

28. SUBJECT: SUSTAINABILITY ENGINEERING SERVICES FOR SOLID WASTE, RECYCLING AND HAZARDOUS WASTE COMPLIANCE 2020-0127

A. AUTHORIZED the Chief Executive Officer (CEO) to award a Cost Plus Fixed Fee Contract for a base period of performance of three (3) years, Contract No. AE61890, to Jacobs Engineering Group, Inc., for **Sustainability Engineering Services for Solid Waste, Recycling and Hazardous Materials and Waste Compliance**, for total Contract amount not-to-exceed \$11,047,603 for the 3 year baseline term and to exercise two one (1) year options, year one option not-to-exceed \$3,825,715 and year two option not-to-exceed \$3,954,885; and

B. AUTHORIZED the Chief Executive Officer (CEO) to execute changes and modifications within the Board approved not-to-exceed contract amount.

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

30. SUBJECT: WILLOWBROOK/ROSA PARKS STATION IMPROVEMENT PROJECT 2020-0154

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to increase the Life of Project Budget (LOP) Budget for Willowbrook/Rosa Parks Station Improvement Project (CP 210151) by \$18,998,400 from \$109,350,000 to \$128,348,400.

32. SUBJECT: STATE LEGISLATION 2020-0235

ADOPTED ON CONSENT CALENDAR staff recommended positions:

- Senate Bill 1366 (Archuleta) - Los Angeles County Metropolitan Transportation Authority: light rail: West Santa Ana Branch Transit Corridor. **WORK WITH AUTHOR**

34. SUBJECT: METRO PARKING MANAGEMENT PROGRAM AND SYSTEMWIDE PARKING OPERATOR SERVICES

2020-0225

APPROVED ON CONSENT CALENDAR:

- A. APPROVING revisions to Metro’s Parking Ordinance Administrative Code Title 8 (Attachment C) and Metro’s Parking Rates and Fee Resolution (Attachment D) in support of the implementation of the Parking Management Program.
- B. AUTHORIZING the Chief Executive Officer (“CEO”) to execute a five-year base period, firm fixed price Contract No. PS66007000 to L & R Auto Parks, Inc. DBA Joe’s Auto Parks for systemwide parking operator services in the amount of \$26,878,513 with two, one-year options, in the amounts of \$5,840,059 and \$7,651,918, respectively, for a total amount of \$40,370,490, through a revenue generating contract where the contractor will be compensated for their operating costs from the parking revenue collected and Metro will receive the net revenue amount collected, subject to resolution of protest(s) if any.

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

34.1 SUBJECT: WEEKEND AND HOLIDAY FREE PARKING AT METRO LOTS

2020-0292

APPROVED ON CONSENT CALENDAR Motion by Director Fasana

Metro has successfully adopted best management practices in its parking program to assess demand and manage inventory for maximum public transit user benefit without negatively impacting adjacent neighborhoods. In continuing that effort, Metro should assess utilization at its transit stations in support of promoting transit ridership. In consultation with staff, Metro parking facilities typically have high demand or reach capacity on weekdays. However, transit user parking utilization is minimal and well below 30% on weekends and holidays at most Metro parking facilities.

I, THEREFORE MOVE that the Board direct the CEO to:

- A. Provide free parking for transit patrons at Metro parking facilities with 30% or below capacity on Saturday, Sunday and Federally Observed Holidays.
- B. Union Station and any Metro parking facilities that have special arrangements/contracts with municipalities or local jurisdictions for public parking or other non-transit parking use are exempt from this motion.

35. SUBJECT: INVENTORY OF SUITABLE LOCATIONS FOR TEMPORARY HOMELESS HOUSING ON METRO LAND 2020-0228

APPROVED ON CONSENT CALENDAR:

1. RECEIVING AND FILING Metro Property Inventory for Temporary Sheltering of the Homeless Report (Attachment A); and
2. DELEGATING authority to the Chief Executive Officer (CEO) to enter into no-fee leases with local jurisdictions for temporary (less than five years) supportive homelessness-related facilities, including bridge housing for Metro-owned properties that do not have a conflicting transit or joint development purpose.

36. SUBJECT: TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT 2020-0252

APPROVED ON CONSENT CALENDAR appointing the Chinese American Construction Professionals (CACP) organization to the Transportation Business Advisory Council membership.

37. SUBJECT: SOUTH BAY COG FIBER OPTIC RING URGENCY MOTION 2020-0290

APPROVED Motion by Directors Butts and Hahn that the Board:

Approve an immediate additional \$2.5 million from the South Bay Measure M TSMIP II account for the SBCCOG South Bay Fiberoptic Network project and amended into Funding Agreement #MM 5502.05 forthwith.

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

40. SUBJECT: 103RD ST/WATTS TOWERS STATION JOINT DEVELOPMENT 2020-0184

AUTHORIZED the Chief Executive Officer (“CEO”) to execute an Exclusive Negotiation Agreement and Planning Document (“ENA”) with Watts Station LP, a California limited partnership, for the development of 3.67 acres of Metro-owned property at the 103rd St/Watts Towers Station (“Site”) for 18 months with the option to extend up to 30 months.

(CARRIED OVER FROM FEBRUARY REGULAR BOARD MEETING DUE TO ABSENCES AND CONFLICTS)

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

* SELECTED UNDER RULE OF NECESSITY.

41. SUBJECT: METRO CENTER PROJECT (FORMERLY ESOC)

2020-0179

WITHDRAWN:

AUTHORIZING the Chief Executive Officer (CEO) to:

- A. Award a firm fixed price contract, Contract No. C52151C1169-2 to S.J. Amoroso Construction Co., Inc., the responsive and responsible Proposer determined to provide Metro with the best value for the design and construction of the Metro Center Project (Project), in the amount of \$129,365,128.00;
- B. Align the Life-of-Project Budget (LOP) of \$112.7 million to \$206 million including \$109.5 million of Prop 1B California Transit Security Grant Program funds awarded to the Project by the State;
- C. Execute Modification No. 9 to Contract No. AE451150019779 with HDR Engineering Inc. to provide Design Support During Construction in the amount of \$1,976,222 increasing the Total Contract Value from \$6,528,181 to \$8,504,403 and increase the Contract Modification Authority (CMA) for HDR Engineering Inc. in the amount of \$400,000; and,
- D. Execute all agreements, task orders and contract modifications necessary up to the LOP budget to complete the above actions.

(CARRIED OVER FROM FEBRUARY REGULAR BOARD MEETING)

42. SUBJECT: CORONAVIRUS - COVID19

2020-0289

APPROVED BY A 2/3 VOTE the Chief Executive Officer to authorize the Chief, Vendor Contract Management Officer approval authority for procurements to support the emergency condition that is being declared due to the coronavirus pandemic, in accordance with Los Angeles County Metropolitan Transportation Authority’s Acquisition Policy and Procedure Manual, Acquisition Procedures ACQ2, chapter 11, section 11.8 “Emergency Procurements”, Public Utilities Code 130234 and Public Contracting Code 20233, that cannot be met through normal procurement methods through June 1, 2020.

(REQUIRED 2/3 BOARD VOTE)

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

43. SUBJECT: ASSISTANCE TO TRANSIT-ORIENTED BUSINESSES IN RESPONSE TO COVID-19 2020-0307

APPROVED AS AMENDED Motion by Directors Ridley-Thomas, Kuehl, Butts, Garcetti, and Dupont-Walker:

Directing the Chief Executive Officer to negotiate and execute amendments to the agreement with the Los Angeles County Development Authority (LACDA) to reallocate up to \$853,000 of the TOC Small Business Program funds to implement a TOC COVID-19 Business Recovery Loan Program with the following components:

1. Restrict the funds to businesses within Los Angeles County that are within 1/4 mile of a Major Transit Stop as defined by California Public Resources Code Section 21064.3, which may be amended from time to time;
2. Require the loans funded with Metro funds be subject to the following requirements:
 - a. Each below-market interest loan will not exceed \$20,000 and will cover operating expenses for a qualifying small business with up to 25 full time employees;
 - b. Each loan will have a 5-year term with repayment of principal and interest deferred for the first 12 months;
 - c. There will be no loan origination fee and no collateral required; and
 - d. Each recipient must have been in continuous operation for not less than 24 months prior to the COVID-19 crisis and have demonstrated a negative financial impact due to the COVID-19 crisis.
3. Limit LACDA's administrative costs to no more than \$37,000; and
4. Metro staff will provide an update to the Board of Directors in writing within 6 months of Board Approval regarding the impact of the TOC COVID-19 Business Recovery Loan Program.

AMENDMENT: WE FURTHER MOVE that the Board direct the CEO to:

1. Ensure that any Metro funding added to the LA County Business Recovery Loan Program will be repaid back to Metro and retained for the Transit Oriented Communities Small Business Program;
2. Work with LACDA to ensure geographic distribution of Metro funds across subregions; and

(continued on next page)

(Item 43 – continued from previous page)

3. Report back to the Planning & Programming Committee in 120 days with recommendations for improvements to the Transit Oriented Communities Small Business Program, including but not limited to guideline revisions to make funding easier for small businesses to access.

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

44. SUBJECT: CLOSED SESSION

2020-0301

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

1. Kimberlee Ann Watkins v. LACMTA, Case No. BC 704890

AUTHORIZED settlement of \$6,000,000 and turning over balance of \$1,200,000 to Metro’s excess insurance carrier to resolve remaining accidents that arose from this accident.

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

ADJOURNED AT 12:21 P.M.

###



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Agenda - Final

Thursday, April 23, 2020

10:00 AM

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Board of Directors - Regular Board Meeting

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Hilda Solis, 2nd Vice Chair

Kathryn Barger

Mike Bonin

Jacquelyn Dupont-Walker

John Fasana

Robert Garcia

Janice Hahn

Paul Krekorian

Sheila Kuehl

Ara Najarian

Mark Ridley-Thomas

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

**SUMMARY OF AGENDA ITEMS
LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY**

**REGULAR BOARD MEETING
THURSDAY, APRIL 23, 2020**

CONSENT CALENDAR ITEMS	NON-CONSENT ITEMS	CLOSED SESSION
2	3	44
5	4	
6	14	
7	15	
8	28	
9	40	
10	41	
11	42*	
12	43	
16		
17		
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24*		
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34.1		
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37		

* ITEM REQUIRES 2/3 VOTE

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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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.

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

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 6, 7, 8, 9, 10, 11, 12, 16, 17, 19, 20, 21, 23, 24*, 25, 27, 30, 32, 34, 34.1, 35, 36, and 37.

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

*Item requires 2/3 vote

CONSENT CALENDAR

2. **SUBJECT: MINUTES** [2020-0302](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held February 27, 2020.

Attachments: [Regular Board Meeting MINUTES - February 27 2020](#)

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

5. **SUBJECT: ORANGE LINE TERMINUS IMPROVEMENTS** [2020-0192](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the G (Orange) Line Terminus Improvement Project;
- B. CONCLUDING that the G Line Terminus Improvement Project is statutorily exempt from the California Environmental Quality Act pursuant to Public Resources Code Section 21080, Subdivisions (b) (10) and (b)(11) and CEQA Guidelines Section 15275, Subdivision (a); and
- C. AUTHORIZING Metro staff to file a Notice of Exemption with the County Clerk and the State Clearinghouse.

Attachments: [Attachment A – Project Site Plan & Rendering](#)
[Attachment B – CEQA Notice of Exemption](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-1):

6. **SUBJECT: EXTENSION TO REVENUE CONTRACT NO. PS097140250** [2020-0211](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to approve the extension to revenue contract with All Vision, LLC, No. PS097140250 for an additional two years and three one-year options.

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

7. **SUBJECT: I-5 NORTH HIGH OCCUPANCY VEHICLE AND TRUCK LANES PROJECT FROM STATE ROUTE (SR)-14 to PARKER ROAD ENVIRONMENTAL MITIGATION AGREEMENT** [2020-0220](#)

RECOMMENDATION

AUTHORIZE the CEO to execute a third-party Agreement with the California Department of Transportation (Caltrans) and Mountain Recreation and Conservation Authority (MRCA) to fund wetlands mitigation costs as stipulated in the Streambed Alteration Agreement associated with the implementation of the I-5 North Capacity Enhancements Project (the Project).

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

8. **SUBJECT: 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM** [2020-0226](#)

RECOMMENDATION

ADOPT the resolution for the 2021 Los Angeles County Transportation Improvement Program as shown in Attachment A.

Attachments: [Attachment A - Resolution for the 2021 Los Angeles County TIP](#)

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

9. **SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)** [2020-0230](#)

RECOMMENDATION

CONSIDER approving the Resolution in Attachment A that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or his designee to

claim \$39,098,039 in fiscal year (FY) 2019-20 LCTOP grant funds for the Electric Bus Charging Infrastructure Project;

- B. CERTIFIES that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. AUTHORIZES the CEO or his designee to execute all required documents and any amendment with the California Department of Transportation.

Attachments: [Attachment A - Resolution to Execute LCTOP Project, Certifications and Assurances](#)
[Attachment B - Funding Table for Metro Electric Bus Charging Infrastructure Project](#)

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

- 10. SUBJECT: **RESPONSE TO MOTION 8.1 - 710 CLEAN TRUCK PROGRAM** [2020-0231](#)

RECOMMENDATION

APPROVE staff recommendation to program \$50 million in Metro-controlled funding sources, including but not limited to Measure R funds identified in the expenditure plan for the Interstate 710 South and/or Early Action Projects, as seed funding for the 710 Clean Truck Program, to be made available contingent upon a Record of Decision issued by the Federal Highway Administration for the Interstate 710 South Project

BONIN AMENDMENT: Money cannot be spent on fossil fuel infrastructure.

Attachments: [Attachment A - LA Metro Countywide Clean Truck Initiative Working Group Summary](#)
[Attachment B - March 2020 LA Metro Countywide Clean Truck Initiative Meeting](#)
[Attachment C - Development of the 710 Clean Truck Program Presentation](#)

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

- 11. SUBJECT: **MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - NORTH COUNTY SUBREGION** [2020-0232](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING:
 - 1. Deobligation of \$4,226,964 previously approved Measure M

Multi-Year Subregional Program (MSP) - Active Transportation Program, for re-allocation at the request of project sponsors, as shown in Attachment A;

2. Programming of additional \$12,750,000 within the capacity of Measure M MSP - Transit Program, as shown in Attachment B; and
3. Inter-program borrowing and programming of additional \$4,350,143 from the Subregion's Measure M MSP - Active Transportation and Transit Programs to the Highway Efficiency Program, as shown in Attachment C; and

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

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

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

12. SUBJECT: PROPERTY INSURANCE PROGRAM

[2020-0092](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all property at the current policy limits at a not to exceed price of \$4.2 million for the 12-month period May 10, 2020 through May 10, 2021.

Attachments: [Attachment A recommended program final](#)
[Attachment B alternatives considered final](#)

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

16. SUBJECT: ANNUAL FINANCIAL AND COMPLIANCE AUDITS OF METRO AND ITS COMPONENT UNITS

[2020-0250](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed-price Contract No. PS64807000 to Crowe LLP to provide Annual Financial and Compliance Audit Services in the amount of \$1,836,135 effective April 24, 2020, subject to resolution of protest(s), if any.

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

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

17. SUBJECT: CURRENCY PROCESSING SERVICES [2020-0246](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. OP39497-2000 to exercise three (3), one-year options with Los Angeles Federal Armored Services, Inc. to provide currency processing services, in the amount of \$572,000 for Option Year 2, \$629,000 for Option Year 3, and \$686,400 for Option Year 4, for a combined total amount of \$1,887,400, increasing the contract value from \$972,400 to \$2,859,800, and extending the contract term to December 31, 2022.

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

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

19. SUBJECT: MEMBERSHIP ON METRO'S SAN FERNANDO VALLEY SERVICE COUNCIL [2020-0201](#)

RECOMMENDATION

APPROVE Perri Sloane Goodman for membership on Metro's San Fernando Valley Service Council.

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

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

20. SUBJECT: PURCHASE OF THREE 35 TON TOW TRUCKS [2020-0247](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract OP66644000 to Los Angeles Truck Centers, LLC the lowest responsive and responsible bidder for three (3) 35-ton tow trucks for a firm fixed price of \$1,069,966.24 inclusive of sales tax.

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

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

21. SUBJECT: PURCHASE OF THIRTY 1-TON UTILITY TRUCKS [2020-0248](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract under IFB OP67225 to Theodore Robins Ford the lowest responsive and responsible bidder for thirty (30) 1-ton utility trucks for a firm fixed price of \$1,417,782.25 inclusive of sales tax, subject to the resolution of any submitted protest(s).

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

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

23. SUBJECT: TIRE KITS FOR LIGHT RAIL VEHICLES [2020-0187](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 36-month, firm fixed price contract under Bid No. SD634320000 to ORX Railway Corporation the lowest responsive and responsible bidder for Tire Kits for an amount not to exceed \$2,125,956 subject to resolution of protest(s), if any.

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

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

24. SUBJECT: BUS ENGINE COOLING SYSTEM REBUILD KITS [2020-0137](#)

RECOMMENDATION

CONSIDER:

- A. FINDING that the procurement of Metro Bus Electric Cooling Systems under Public Utilities Code (PUC) Section 130237, as an Original Equipment Manufacturer (OEM) item, constitutes a single source procurement method for the purpose of duplicating equipment already in use; and

-
- B. AUTHORIZING the Chief Executive Officer to award a single source, five-year, Indefinite Delivery, Indefinite Quantity Contract No. MA66578000 to Engineered Machined Products, Inc. (EMP) for 810 kits to rebuild EMP engine cooling systems currently installed on Metro buses. The Contract three-year base amount for \$2,712,857 inclusive of sales tax, with the first one-year option in the amount of \$841,668, inclusive of sales tax, and the second one-year option in the amount of \$841,668, inclusive of sales tax for a total contract amount of \$4,396,193 subject to resolution of protest(s), if any.

(REQUIRES TWO-THIRDS VOTE)

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

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

- 25. SUBJECT: PUBLIC TRANSPORTATION AGENCY SAFETY PLAN**

[2020-0085](#)

RECOMMENDATION

APPROVE the PTASP which documents Metro's processes and activities related to Safety Management System (SMS) implementation in compliance with Federal and State regulations.

Attachments: [Attachment A - PTASP](#)
 [Presentation](#)

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

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

[2020-0202](#)

RECOMMENDATION

AUTHORIZE Contract Modification No. 306 (CCO 306) by the California Department of Transportation (Caltrans) for the construction contract for Segment 3 (Empire) of I-5 North Capacity Enhancements Project between SR-134 and SR-118 (Project) in the amount not to exceed \$1.06 million under Funding Agreement No. MOU. P0008355/8501A/A9 within the LOP budget.

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 30. SUBJECT: WILLOWBROOK/ROSA PARKS STATION IMPROVEMENT PROJECT** [2020-0154](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to increase the Life of Project Budget (LOP) Budget for Willowbrook/Rosa Parks Station Improvement Project (CP 210151) by \$18,998,400 from \$109,350,000 to \$128,348,400.

Attachments: [Attachment A - WRP Funding and Expenditure Plan 200214](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

- 32. SUBJECT: STATE LEGISLATION** [2020-0235](#)

RECOMMENDATION

ADOPT staff recommended positions:

- Senate Bill 1366 (Archuleta) - Los Angeles County Metropolitan Transportation Authority: light rail: West Santa Ana Branch Transit Corridor. **WORK WITH AUTHOR**

Attachments: [Attachment A - SB 1366 \(Archuleta\) Legislative Analysis](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0-1):

- 34. SUBJECT: METRO PARKING MANAGEMENT PROGRAM AND SYSTEMWIDE PARKING OPERATOR SERVICES** [2020-0225](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING revisions to Metro's Parking Ordinance Administrative Code Title 8 (Attachment C) and Metro's Parking Rates and Fee Resolution (Attachment D) in support of the implementation of the Parking Management Program.
- B. AUTHORIZING the Chief Executive Officer ("CEO") to execute a five-year base period, firm fixed price Contract No. PS66007000 to L & R Auto Parks, Inc. DBA Joe's Auto Parks for systemwide parking operator services in the amount of \$26,878,513 with two, one-year options, in the

amounts of \$5,840,059 and \$7,651,918, respectively, for a total amount of \$40,370,490, through a revenue generating contract where the contractor will be compensated for their operating costs from the parking revenue collected and Metro will receive the net revenue amount collected, subject to resolution of protest(s) if any.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Attachment C - Metro Parking Ordinance](#)
[Attachment D - Metro Parking Rates and Permit Fee Resolution January 2020 F](#)
[Attachment E -Supportive Transit Parking Program Master Plan Presentation](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

34.1 SUBJECT: WEEKEND AND HOLIDAY FREE PARKING AT METRO LOTS [2020-0292](#)

RECOMMENDATION

APPROVE Motion by Director Fasana

Metro has successfully adopted best management practices in its parking program to assess demand and manage inventory for maximum public transit user benefit without negatively impacting adjacent neighborhoods. In continuing that effort, Metro should assess utilization at its transit stations in support of promoting transit ridership. In consultation with staff, Metro parking facilities typically have high demand or reach capacity on weekdays. However, transit user parking utilization is minimal and well below 30% on weekends and holidays at most Metro parking facilities.

I, THEREFORE MOVE that the Board direct the CEO to:

- A. Provide free parking for transit patrons at Metro parking facilities with 30% or below capacity on Saturday, Sunday and Federally Observed Holidays.

- B. Union Station and any Metro parking facilities that have special arrangements/contracts with municipalities or local jurisdictions for public parking or other non-transit parking use are exempt from this motion.

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

- 35. SUBJECT: INVENTORY OF SUITABLE LOCATIONS FOR TEMPORARY HOMELESS HOUSING ON METRO LAND** [2020-0228](#)

RECOMMENDATION

CONSIDER:

1. RECEIVING AND FILING Metro Property Inventory for Temporary Sheltering of the Homeless Report (Attachment A); and
2. DELEGATING authority to the Chief Executive Officer (CEO) to enter into no-fee leases with local jurisdictions for temporary (less than five years) supportive homelessness-related facilities, including bridge housing for Metro-owned properties that do not have a conflicting transit or joint development purpose.

Attachments: [Attachment A - Metro Property Inventory for Temporary Sheltering of the Homeless Presentation](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

- 36. SUBJECT: TRANSPORTATION BUSINESS ADVISORY COUNCIL MEMBER APPOINTMENT** [2020-0252](#)

RECOMMENDATION

CONSIDER appointing the Chinese American Construction Professionals (CACP) organization to the Transportation Business Advisory Council membership.

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0-2):

- 37. SUBJECT: SOUTH BAY COG FIBER OPTIC RING URGENCY MOTION** [2020-0290](#)

RECOMMENDATION

APPROVE Motion by Directors Butts and Hahn that the Board:

Approve an immediate additional \$2.5 million from the South Bay Measure M TSMIP II account for the SBCCOG South Bay Fiberoptic Network project and amended into Funding Agreement #MM 5502.05 forthwith.

NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR** [2020-0303](#)

RECOMMENDATION

RECEIVE remarks by the **Chair**.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2020-0304](#)

RECOMMENDATION

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

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

14. **SUBJECT: PROPOSITION C BONDS** [2020-0221](#)

RECOMMENDATION

ADOPT a resolution, Attachment A, that:

- A. AUTHORIZES the issuance of bonds to refund the Proposition C Series 2010-A Bonds, consistent with the Debt Policy to achieve approximately \$4.4 million in net present value savings over the three-year life of the bonds;
- B. APPROVES the forms of Notice of Intention to Sell Bonds, Notice Inviting Bids, Supplemental Trust Agreement, Escrow Agreement, Continuing Disclosure Certificate, Bond Purchase Contract and Preliminary Official Statement on file with the Board Secretary as set forth in the resolution all as subject to modification as set forth in the resolution; and
- C. AUTHORIZES taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of bond documentation associated with the issuance of the refunding bonds.

(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE)

Attachments: [Attachment A - Authorizing Resolution](#)

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

15. SUBJECT: MEASURE R BONDS

[2020-0222](#)

RECOMMENDATION

CONSIDER:

A. ADOPTING a Resolution, Attachment A, that:

1. AUTHORIZES Measure R Junior Subordinate Sales Tax Revenue Refunding Bonds in one or more series, to refinance one or more of Metro's Transportation Infrastructure Finance and Innovation Act ("TIFIA") Loans to achieve up to \$170 million estimated net present value savings over the 18-year life of the bonds through the negotiated bond sale of up to \$1.75 billion of bonds.
2. APPROVES the forms of the supplemental trust agreement, second amended and restated trust agreement, junior subordinate trust agreement, supplemental junior subordinate trust agreement, continuing disclosure certificate, preliminary official statement and such other documents as required for the issuance of the bonds, and approves related documents on file with the Board Secretary as set forth in the resolution all as subject to modification as set forth in the Resolution;
3. APPROVES the form of the bond purchase contract on file with the Board Secretary, that will be entered into with the underwriters as listed in Attachment B hereto; and
4. AUTHORIZES taking all action necessary to achieve the foregoing, including, without limitation, the further development and execution of the bond purchase contract and bond documentation associated with the issuance of the Measure R Junior Subordinate Sales Tax Revenue Refunding Bonds (the "Refunding Bonds").

B. ESTABLISHING an underwriter pool as shown in Attachment B that will be used to select underwriters for all future negotiated debt issues through June 30, 2024; and

C. APPOINTING the underwriter team selected for the Refunding Bonds from the above underwriter pool as shown in Attachment B that will be used to market the refunding bonds.

(REQUIRES SEPARATE, SIMPLE MAJORITY BOARD VOTE)

- Attachments:** [Attachment A - Authorizing Resolution](#)
[Attachment B - Summary of Underwriter Selection](#)
[Attachment C - Findings of Benefit](#)
[Presentation](#)

CONSTRUCTION COMMITTEE FORWARDED THE FOLLOWING DUE TO CONFLICTS:

- 28. SUBJECT: SUSTAINABILITY ENGINEERING SERVICES FOR SOLID WASTE, RECYCLING AND HAZARDOUS WASTE COMPLIANCE** [2020-0127](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to award a Cost Plus Fixed Fee Contract for a base period of performance of three (3) years, Contract No. AE61890, to Jacobs Engineering Group, Inc., for **Sustainability Engineering Services for Solid Waste, Recycling and Hazardous Materials and Waste Compliance**, for total Contract amount not-to-exceed \$11,047,603 for the 3 year baseline term and to exercise two one (1) year options, year one option not-to-exceed \$3,825,715 and year two option not-to-exceed \$3,954,885; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to execute changes and modifications within the Board approved not-to-exceed contract amount.

- Attachments:** [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Attachment C - Anticipated Projects and Tasks](#)

- 40. SUBJECT: 103RD ST/WATTS TOWERS STATION JOINT DEVELOPMENT** [2020-0184](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (“CEO”) to execute an Exclusive Negotiation Agreement and Planning Document (“ENA”) with Watts Station LP, a California limited partnership, for the development of 3.67 acres of Metro-owned property at the 103rd St/Watts Towers Station (“Site”) for 18 months with the option to extend up to 30 months.

- Attachments:** [Attachment A - Project Location and Ownership.pdf](#)
[Attachment B - Project Rendering.pdf](#)
[Presentation](#)

(CARRIED OVER FROM FEBRUARY REGULAR BOARD MEETING DUE TO ABSENCES AND CONFLICTS)

41. SUBJECT: METRO CENTER PROJECT (FORMERLY ESOC)

[2020-0179](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. Award a firm fixed price contract, Contract No. C52151C1169-2 to S.J. Amoroso Construction Co., Inc., the responsive and responsible Proposer determined to provide Metro with the best value for the design and construction of the Metro Center Project (Project), in the amount of \$129,365,128.00;
- B. Align the Life-of-Project Budget (LOP) of \$112.7 million to \$206 million including \$109.5 million of Prop 1B California Transit Security Grant Program funds awarded to the Project by the State;
- C. Execute Modification No. 9 to Contract No. AE451150019779 with HDR Engineering Inc. to provide Design Support During Construction in the amount of \$1,976,222 increasing the Total Contract Value from \$6,528,181 to \$8,504,403 and increase the Contract Modification Authority (CMA) for HDR Engineering Inc. in the amount of \$400,000; and,
- D. Execute all agreements, task orders and contract modifications necessary up to the LOP budget to complete the above actions.

Attachments: [Attachment A-1 - Procurement Summary, S. J. Amorosa Construction Co., Inc.](#)
[Attachment A - 2 Procurement Summary, HDR Engineering, Inc.](#)
[Attachment B - Funding Expenditure Plan](#)
[Attachment C - Contract Modification Change Order Log, HDR Engineering, Inc](#)
[Attachment D-1 DEOD Summary TBA Construction Firm](#)
[Attachment D-2 DEOD Summary, HDR Engineering, Inc](#)
[Presentation - Metro Center St Project -032420](#)

(CARRIED OVER FROM FEBRUARY REGULAR BOARD MEETING)

42. SUBJECT: CORONAVIRUS - COVID19

[2020-0289](#)

RECOMMENDATION

APPROVE the Chief Executive Officer to authorize the Chief, Vendor Contract Management Officer approval authority for procurements to support the emergency condition that is being declared due to the coronavirus pandemic, in accordance with Los Angeles County Metropolitan Transportation Authority's Acquisition Policy and Procedure Manual, Acquisition Procedures ACQ2, chapter 11, section 11.8 "Emergency Procurements", Public Utilities Code 130234 and Public Contracting Code 20233, that cannot be met through normal procurement methods through June 1, 2020.

(REQUIRES TWO-THIRDS VOTE)

- Attachments:**
- [Attachment A - CEO Emergency Conditions ACQ CH11](#)
 - [Attachment B - CEO Emergency Conditions PUC 130234](#)
 - [Attachment C - CEO Emergency Conditions PCC 20233](#)

43. SUBJECT: ASSISTANCE TO TRANSIT-ORIENTED BUSINESSES IN RESPONSE TO COVID-19

[2020-0307](#)

RECOMMENDATION

APPROVE Motion by Directors Ridley-Thomas, Kuehl, Butts, Garcetti, and Dupont-Walker:

Directing the Chief Executive Officer to negotiate and execute amendments to the agreement with the Los Angeles County Development Authority (LACDA) to reallocate up to \$853,000 of the TOC Small Business Program funds to implement a TOC COVID-19 Business Recovery Loan Program with the following components:

1. Restrict the funds to businesses within Los Angeles County that are within 1/4 mile of a Major Transit Stop as defined by California Public Resources Code Section 21064.3, which may be amended from time to time;
2. Require the loans funded with Metro funds be subject to the following requirements:
 - a. Each below-market interest loan will not exceed \$20,000 and will cover operating expenses for a qualifying small business with up to 25 full time employees;
 - b. Each loan will have a 5-year term with repayment of principal and interest deferred for the first 12 months;

c. There will be no loan origination fee and no collateral required; and

d. Each recipient must have been in continuous operation for not less than 24 months prior to the COVID-19 crisis and have demonstrated a negative financial impact due to the COVID-19 crisis.

3. Limit LACDA's administrative costs to no more than \$37,000; and

4. Metro staff will provide an update to the Board of Directors in writing within 6 months of Board Approval regarding the impact of the TOC COVID-19 Business Recovery Loan Program.

END OF NON-CONSENT ITEMS

44. SUBJECT: CLOSED SESSION

[2020-0301](#)

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

1. Kimberlee Ann Watkins v. LACMTA, Case No. BC 704890

SUBJECT: GENERAL PUBLIC COMMENT

[2020-0305](#)

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

Appendix N: Revision Summary of Changes



PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

Version 1.1 Effective July 1, 2021	<ol style="list-style-type: none"> 1. Version 1.1 Effective July 1, 2021 2. Modified Table of Contents 3. Modified Revision Table 4. Safety Policy Statement. New Accountable Executive, Stephanie N. Wiggins Signature 5. Section 673.11(6)(b) Clerical changes 6. Section 673.25(b) clarified that CPUC and other external agency findings are tracked separately from Metro’s internal SAFE-7 Hazard/Near-Miss tracking system. 7. Section 673.25(c) clarified reporting of Priority 1 hazards to CPUC within 2 hours of being assessed as such. 8. Section 673.25(d) explained when risks are considered acceptable by Department Head, with monitoring by Corporate Safety staff. 9. Moved information Rule/SOP modification from section 673.29(a) to section 673.27(c) 10. Updated Appendix A and B Organization Charts 11. Updated Appendix F with PTASP instead of SSPP, which is no longer in effect. 12. Added Appendix N- Revision Summary of Changes
Version 1.2 Effective January 2023	<ol style="list-style-type: none"> 1. Included all requirements of Bipartisan Law Requirements – Joint labor/management Committee, de-escalation training, Infectious Diseases Exposure Plan, trending based on 3-year rolling average of NTD data, risk reduction projects for reducing accidents, visibility impairments on buses, and transit worker assaults.

Appendix O: Approval of PTASP by Joint Labor Management Safety Committee

Meeting Minutes

JOINT LABOR MANAGEMENT SAFETY COMMITTEE MEETING

Virtual Meeting: ZOOM

Order of Business

- The meeting was called to order by Committee Chair, Cristian Leiva.
- The minutes of the last meeting were reviewed by the attendees.
- Errol Frazier made the motion to accept the minutes; Judith Serlin seconded the motion. The minutes were unanimously approved as presented.

In attendance at the JLMSC meeting were:

Management Committee Members

- Cristian Leiva, Deputy Chief, Employee & Labor Relations
- Ken Hernandez – Risk, Safety, & Asset Mgmt. (sub. for G. Osborn)
- Errol Taylor – Maintenance & Engineering
- Edna Stanley – Transportation Operations
- Gina Osborn – Chief Safety Officer (Absent)

Alternates

Vijay Khawani
Leticia Solis
Roman Alarcon

Union Committee Members

- Errol Frazier, President, ATU Local 1277
- John Ellis, General Chairman, SMART/UTU
- Fred Hines, Vice President, AFSCME, Local 3634
- Judith Serlin, Business Agent, Teamsters, Local 911
- Michael Winston, Chairman, TCU/IAM, Local 1315

Alternates

Jeff Shaffer
Quintin Wormley
Frank Forde
Nicholas Romero
Joshua Ott

Committee Support

- Rhonda Hilyer, Agreement Dynamics/JLMSC Facilitator
 - Esther Reed, Interim Director, Employee & Labor Relations/JLMSC Notetaker
-

Change in JLMSC Member(s) and Roles and Responsibilities

- Effective immediately, Errol Frazier assumed the role of Union Committee Member and President of the Amalgamated Transit Union (ATU) because of the former President, Art Aguilar's appointment to the position of ATU International Vice President.
- SMART recognized Victor Baffoni as the appointed Union Committee Member, who will act in the role of Committee Member in the absence of John Ellis and/or Quintin Wormley.
- CSO Gina Osborn has replaced former Management Committee Member Andrew Black.



Metro

Los Angeles County
Metropolitan Transportation Authority

Meeting Focus: 1) Address Comments provided by Union members on the PTASP – Joint Committee Members

2) Approve the 2023 Version 1.2 Public Transportation Agency Safety Plan (PTASP).

1) Review Unions' comments and Management's responses on the PTASP – Joint Committee Members

The Joint Committee Members worked collaboratively and reached consensus on the proposed language modifications to the **Public Transportation Agency Safety Plan**.

2) Approval of the Public Transportation Agency Safety Plan (PTASP)

The Joint Labor Management Safety Committee approved the 2023 Version 1.2 Public Transportation Agency Safety Plan (PTASP).

3) The attached PTASP includes the additional language as mentioned in 2) above.

4) The attached signature page confirms approval of the 2023 PTASP, Version 1.2 by the JLMSC.

Next Meeting:

The next JLMSC meeting is scheduled for Tuesday, October 25, 2022, at 1:00 p.m. The meeting will be held on the ZOOM virtual platform. Notetaker Esther Reed or Committee Member Jeff Shaffer will provide the ZOOM link.

Meeting was Adjourned by: Cristian Leiva, Committee Chair

Minutes were Submitted by: Esther Reed, JLMSC Notetaker

Date: October 13, 2022

Minutes were Approved by:



Date: 10/17/2022



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

**Los Angeles County Metropolitan Transportation Authority
2023 Public Transportation Agency Safety Plan – Approved by the Committee**

The Joint Labor Management Safety Committee (JLMSC) members met over the past several months and have worked collaboratively to revise the current Public Transportation Agency Safety Plan (PTASP) consistent with the requirements of the Bipartisan Infrastructure Law and the requirements of 49 CFR Part 673. The JLMSC has approved the 2023, Version 1.2 PTASP which is attached, and incorporates changes recommended by all Unions. The Committee will move forward to seek full Metro Board approval of the 2023 PTASP.

The 2023 Version 1.2 Public Transportation Agency Safety Plan has been approved as recorded below.

Signed and executed this 13 day of October 2022 at One Gateway Plaza,
Los Angeles, California

For the JLMSC
Management Committee Members

Cristian Leiva
JLMSC Co-Chair – Management

For the JLMSC
Labor Committee Members

John Ellis
JLMSC Co-Chair – Labor

Union Committee Members

- Errol Frazier, President, ATU Local 1277
- John Ellis, General Chairman, SMART/UTU
- Fred Hines, Vice President, AFSCME Local 3634
- Judith Serlin, Business Agent, Teamsters, Local 911
- Michael Winston, Chairman, TCU/IAM, Local 1315

Alternates

Jeff Shaffer
Quintin Wormley
Frank Forde
Nicholas Romero
Joshua Ott

Management Committee Members

- Cristian Leiva, Deputy Chief, Employee & Labor Relations
- Ken Hernandez – DC., Risk, Safety, & Asset Mgmt.
- Errol Taylor – DCOO, Maintenance & Engineering
- Gina Osborn – CSO, Systems Security Law Enforcement
- Edna Stanley – DCOO Transportation Operations

Alternates

TBD
Vijay Khawani
Leticia Solis
Nancy Felix
Roman Alarcon

cc: Stephanie N. Wiggins, Chief Executive Officer
Robert Bonner, Chief People Officer

Conan Cheung, Chief Operations Officer
JLMSC File

Appendix P: Approval of PTASP Version 1.2 by Metro Board
of Directors





Board Report

File #: 2022-0649, File Type: Contract

Agenda Number: 32.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 17, 2022

SUBJECT: BUS PEST CONTROL SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed unit rate Contract No. OP75359-2000 to Rentokil North America, Inc. dba Isotech Pest Management to provide bus pest control services for an amount not-to-exceed \$4,917,442, effective December 2022, subject to the resolution of protest(s), if any.

ISSUE

This contract will provide Metro bus divisions with pest control services for the transit bus fleet through November 30, 2027. The objective of this service contract is to prevent pest activity and infestation using equipment and/or products that target pests in and around their harborage/breeding areas on the bus fleet.

Bus pest control services are currently being performed under a contract with ISOTECH Pest Management which is scheduled to expire on November 30, 2022. Pest control services of Metro rail cars and facilities are administered under separate contracts.

BACKGROUND

Effective pest control services are necessary to provide a clean, safe, and sanitary environment for Metro patrons and employees. The services performed under this contract will be monitored by the Metro Quality Assurance Department. To continue providing a clean, sanitary, and comfortable environment to our patrons and employees, a new contract for bus pest control services must be awarded in December 2022.

A request for proposal for pest control services was initiated in early 2022 with bids due by April 29, 2022. The evaluation process included a review of four proposals and vendor interviews. The procurement process concluded in August, with Rentokil North America, Inc. dba Isotech Pest Management receiving the highest ranking in the cost, qualification, and performance evaluation process.

DISCUSSION

Pest control services improve the customer experience by ensuring that insects and rodents that can carry disease are prevented from infesting transit vehicles, which supports Metro's efforts to ensure the health and safety of our passengers. This pest prevention and eradication contract includes pest control treatment for cockroaches, ants, fleas, bees, mites, bed bugs, rodents, and spiders. The areas that will be treated include inside bus control panels, behind trim molding, inside electronic compartments, floors, and subfloors, behind seat mounting plates, seat rails, beneath the floor turntable and folding bellows in articulated buses, exterior electric relay panels, interior wheel-well cavities/molding and beneath the rear bench seats.

Pest control products used by the contractor must be approved by Metro Corporate Safety, compliant with state and federal regulations, registered by the Environmental Protection Agency, and in compliance with the Federal Insecticide, Fungicide and Rodenticide Act (FIFRA) that governs the registration, distribution, sale and use of pesticides in the United States.

The safety and well-being of both customers and operators are ensured by the use of approved products and application in cracks and crevices on the interior of buses. The pest control products do not leave any noticeable residue or odor, and treated buses are not placed into service until at least four hours after treatment.

DETERMINATION OF SAFETY IMPACT

Award of this contract shall ensure that the application of pest control products onboard Metro equipment is performed by a licensed contractor with certified technicians that have the training and experience to safely perform this service.

FINANCIAL IMPACT

Funding of \$1,000,000 for the new contract is included in the FY23 budget in cost center 3120 Quality Assurance Department, under project 306002, Operations Maintenance, account 50320, Service Contract Services. Since this is a multi-year contract, the cost center manager and Sr. Executive Officer, Maintenance will be responsible for ensuring adequate budget for these contract services in future years.

Impact to Budget

The current source of funds for this action are applicable operating eligible Federal Funds, Proposition C, and Transportation Development Act. Use of these funding sources currently maximizes funding allocations given approved funding provisions and guidelines. This activity is part of on-going maintenance costs as pest control services are required to provide a clean and sanitary environment.

EQUITY PLATFORM

The benefits of this action are to ensure that the bus fleet that serves most regions in Los Angeles County, including many underserved communities, is able to provide safe, clean, and pest free transportation services to neighborhoods where disparities within the region can exist between residents' access to jobs, housing, education, health, and safety. Bus transportation provides an important lifeline for the residents in underserved communities.

This action is anticipated to support safety and quality of service on the Metro bus fleet, which disproportionately serves marginalized groups and Equity Focus Communities (EFCs). . As part of a comprehensive bus maintenance program, bus pest control will ensure buses remain in a State of Good Repair to provide uninterrupted transportation services for these underserved communities.

The Diversity and Economic Opportunity Department (DEOD) established a five percent (5%) DBE goal for this contract and verified the commitment by the successful bidder of this procurement in achieving this goal.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Pest control services on board Metro buses support Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The routine treatment of buses will eliminate pests on board buses. This service will ensure patrons and Metro operators experience a pest-free and comfortable environment.

ALTERNATIVES CONSIDERED

An alternative is to have Metro employees perform these services; however, this is not recommended. The application of the required products to effectively eliminate unwanted pests on Metro equipment requires a California State Technician Certification. Metro employees do not possess the necessary state technician certification, equipment, or experience to safely and effectively apply the necessary pest control chemicals.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. OP75359-2000 to Rentokil North America, Inc. dba Isotech Pest Management to provide bus pest control services throughout Metro bus facilities effective December 2022.

ATTACHMENTS

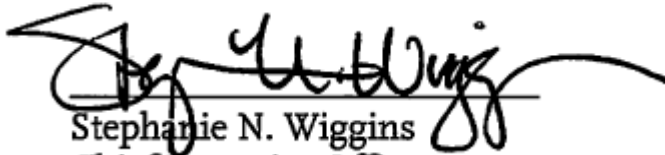
Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: James Jimenez, Sr. Manager Environmental Compliance & Service
James Pachan, Sr. Executive Officer (213) 922-5804
Debra Avila, Deputy Chief Vendor/Contract Management (213) 418-3051

Lillia Montoya, Deputy Chief Operations Officer, Admin & Development
(213) 922-4061

Reviewed by:

Conan Cheung, Chief Operations Officer (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

BUS PEST CONTROL SERVICES / OP75359-2000

1.	Contract Number: OP75359-2000	
2.	Recommended Vendor: Rentokil North America, Inc. dba Isotech Pest Management	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: March 31, 2022	
	B. Advertised/Publicized: March 31, 2022	
	C. Pre-Proposal Conference: April 14, 2022	
	D. Proposals Due: April 29, 2022	
	E. Pre-Qualification Completed: October 4, 2022	
	F. Conflict of Interest Form Submitted to Ethics: October 4, 2022	
	G. Protest Period End Date: November 21, 2022	
5.	Solicitations Picked up/Downloaded: 8	Bids/Proposals Received: 4
6.	Contract Administrator: Marc Margoni	Telephone Number: (213) 922-1304
7.	Project Manager: James Jimenez	Telephone Number: (213) 922-5870

A. Procurement Background

This Board Action is to approve the award of Contract No. OP75359-2000 to Rentokil North America, Inc. dba Isotech Pest Management, to provide bus pest control services at ten bus divisions and Metro's Central Maintenance Facility. Board approval of contract awards are subject to resolution of any properly submitted protest.

On March 31, 2022, Request for Proposal (RFP) No. OP75359-2 was issued as a competitive negotiated procurement in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate. The RFP was issued with a 5% Race Conscious Disadvantaged Business Enterprise (DBE) goal.

No amendments were issued during the solicitation phase of this RFP.

The solicitation was available for download from Metro's website. Advertisements were placed in four leading publications within Los Angeles County (Los Angeles Daily News, La Opinion, Watts Times, and the Asian Journal) to notify potential proposers of this solicitation. Metro also notified proposers from the Metro's vendor database based on applicable North American Industry Classification System (NAICS) codes.

A virtual pre-proposal conference was held on April 14, 2022.

A total of eight (8) firms downloaded the RFP and were included on the planholders list. No questions were received regarding the solicitation.

A total of four (4) proposals were received on April 29, 2022, and are listed below in alphabetical order:

1. Pestmaster Services, L.P.
2. Rentokil North America, Inc. dba Isotech Pest Management
3. Stafford Environmental Services, Inc.
4. TMC Pest Management dba Sprague Pest Solutions

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Finance & Admin Management Services, Maintenance Operations, and Environmental Compliance & Service was convened and conducted a comprehensive technical evaluation of the four proposals.

On May 17, 2022, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms, and take receipt of the proposals to initiate the evaluation phase. Evaluations were conducted from May 17, 2022, through August 2, 2022.

On June 29, 2022, Metro's Diversity and Economic Opportunity Department (DEOD) determined TMC Pest Management dba Sprague Pest Solutions (TMC) to be ineligible for contract award for failure to meet the 5% DBE goal for this procurement. Hence, TMC was excluded from further consideration.

The PET continued to evaluate the remaining three proposals based on the following evaluation criteria stated in the RFP:

Phase 1 Evaluation – Minimum Qualification Review: This is a pass/fail criteria. The criteria focused on the experience of the proposer in providing bus pest control services for transit agencies of similar size and complexity to Metro, the annual volume of bus pest control services provided in the last three years, and the chemical products proposed to be used.

The PET reconvened and determined that Stafford Environmental Services, Inc. did not meet the minimum experience requirements for providing bus pest control services. As a result, it was eliminated from consideration.

The proposals of Rentokil North America, Inc. dba Isotech Pest Management (Isotech) and Pestmaster Services, L.P. were found to be responsive to the Phase 1 minimum qualification requirements and were further evaluated in accordance with the following evaluation criteria and weights:

- Experience and Qualifications of the Proposer/Team 40 percent
- Understanding of the Scope of Services and Proposed Approach/Work-Plan 35 Percent
- Cost Proposal 25 Percent

The evaluation criteria are appropriate and consistent with criteria developed for similar bus pest control services' procurements. Several factors were considered in developing these weights, giving the greatest importance to the experience and qualifications of the proposer/team.

After evaluation of the proposals, the PET determined that the proposal received from Isotech addressed the RFP requirements and demonstrated its personnel are qualified and experienced with all aspects of the required tasks. Based on a thorough evaluation of the proposal, the PET determined Isotech to be the highest rated firm.

Qualifications Summary of Firms within the Competitive Range:

Pestmaster Services, L.P.

Pestmaster Services, L.P. (Pestmaster), founded in 1979, is located in Cudahy, CA. It specializes in all phases of pest control, including Integrated Pest Management (IPM), termite control, bed bug control, and many more. Clients include Alameda - Contra Costa Transit (AC Transit), San Diego Metropolitan Transit System (MTS). MICC – West Point, VA Northern California Health Care System (Palo Alto Division/Menlo Park Division), Malcom Randall Department of Veterans Affairs Medical Center and Lake City VA Medical Center.

Pestmaster has been providing pest and bird control services to Metro since 2018 and performance has been satisfactory.

Rentokil North America, Inc. dba Isotech Pest Management

Rentokil North America, Inc. dba Isotech Pest Management (Isotech), is headquartered in Anaheim, CA and is a full-service pest control company serving commercial customers from a wide range of business sectors. It offers customers expertise and innovative solutions such as specialist services, commercial pest control, and critical disinfection service. Isotech has been providing bus pest control services to Metro for over 10 years.

The following is a summary of the PET scores:

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
1	Rentokil North America, Inc. dba Isotech Pest Management				

2	Experience and Qualifications of the Proposer/Team	95.83	40.00%	38.33	
3	Understanding of the Scope of Services and Proposed Approach/Work-Plan	82.80	35.00%	28.98	
	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
4	Cost Proposal	80.36	25.00%	20.09	
5	Total		100.00%	87.40	1
6	Pestmaster Services, L.P.				
7	Experience and Qualifications of the Proposer/Team	78.33	40.00%	31.33	
8	Understanding of the Scope of Services and Proposed Approach/Work-Plan	66.69	35.00%	23.34	
9	Cost Proposal	100.00	25.00%	25.00	
10	Total		100.00%	79.67	2

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on price analysis, technical analysis and fact-finding. The recommended price is lower than Metro's independent cost estimate (ICE).

	Proposer Name	Proposal Amount	Metro ICE	Award Amount
1.	Rentokil North America, Inc. dba Isotech Pest Management	\$4,917,442	\$6,405,385	\$4,917,442
2	Pestmaster Services, L.P.	3,951,649		

It has been six years since the award of the current contract. During the term of that contract, there was no unit rate increase. When preparing the ICE, staff estimated a unit rate increase of 20% from current rates based on an increased cost for labor and material since 2016. That increase did not materialize in the proposals received.

D. Background on Recommended Contractor

Isotech has been in business for over 30 years. It offers innovative pest control solutions and a wide range of other pest management solutions including disinfection, air filtration, and food safety services.

Isotech has been providing bus pest control services to Metro for over 10 years and performance has been satisfactory. In addition, Isotech also provides year-round pest services to a number of commercial properties in the Los Angeles metro area such as grocery stores, healthcare facilities, hotels, resorts, restaurants, schools and universities.

The Isotech team includes one DBE subcontractor, We the People Janitorial & Maintenance. The proposed Project Manager has over 12 years of pest control experience and is the current project manager of Metro's bus pest control services contract.

DEOD SUMMARY

BUS PEST CONTROL SERVICES/OP75359-2000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 5% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Rentokil North America, Inc. dba Isotech Pest Management met the goal by making a 5% DBE commitment.

Small Business Goal	5% DBE	Small Business Commitment	5% DBE
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	DBE Subcontractor	Ethnicity	% Committed
1.	We the People Janitorial & Maintenance	Hispanic American	5%
Total DBE Commitment			5%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$23.81 per hour (\$18.04 base + \$5.77 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2022-0678, File Type: Contract

Agenda Number: 33.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 17, 2022

SUBJECT: A650 HEAVY RAIL VEHICLE MIDLIFE MODERNIZATION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to solicit competitive negotiations Request for Proposals (RFPs), pursuant to Public Contract Code (PCC) §20217 and Metro's procurement policies and procedures for the midlife modernization of Metro's A650 Heavy Rail Vehicles (HRVs).

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

Staff has determined that the midlife modernized HRV solicitation constitutes a specialized rail transit equipment purchase. This determination renders it appropriate that the work to midlife and modernize the option order A650 HRVs may be procured by a competitively negotiated process in accordance with PCC § 20217. PCC § 20217 states that the Board, upon a finding by a two-thirds vote of all members, may find the competitive low bid procurement method is not adequate for the agency's needs and direct that the procurements be conducted through competitive negotiation. This competitive negotiation process is the same procurement model Metro used for previous new and midlife modernization rail vehicles procurement projects, including P3010 New LRVs Procurement, HR4000 New HRVs Procurement, P2000 LRV Midlife Modernization, and P2550 LRV Midlife Modernization projects.

BACKGROUND

The existing Red/Purple Line fleets (A650) consist of 104 HRVs, a base order of 30 HRVs, and an option order of 74 HRVs. Metro accepted the base fleet between 1992 and 1993. The option fleet was accepted between 1997 and 1999. Based on a 30-year useful life, the base order HRVs are scheduled for retirement between 2022 and 2023, and the option order HRVs between 2027 through 2029.

In accordance with the Rail Fleet Management Plan (RFMP) FY2020-FY2040, the rail fleet will need to be expanded to accommodate anticipated growth in ridership, support future line extensions and service expansions, and replace vehicles reaching the end of their useful revenue service life.

DISCUSSION

It is in the public's interest to utilize competitive negotiation rather than a sealed bid process to consider factors other than price in awarding contracts for rail vehicles as allowed under PCC § 20217. The competitive negotiation process allows consideration of factors other than price that could not be adequately quantified or considered in a strictly low bid procurement.

Staff recommends the use of a competitive negotiation process for the A650 HRV midlife modernization project, which includes the acquisition of specialized rail transit equipment, to allow for the consideration of technical and commercial factors, such as past performance related to schedule adherence, quality, reliability, aftermarket support, and vehicle performance, in addition to price in the contract award selection process.

In addition to the ability to evaluate key technical and schedule factors, the competitive negotiation process permits direct discussions and negotiations with Proposers to clarify requirements and costs before an award recommendation. This process minimizes the risks associated with a complex specification and scope of work by allowing the parties to clarify ambiguities and correct deficiencies.

DETERMINATION OF SAFETY IMPACT

The approval of this capital project will directly and positively impact safety, service quality, system reliability, performance, and overall customer satisfaction.

FINANCIAL IMPACT

Upon final LOP determination and approval, once the proposals are evaluated, and a qualified contractor is selected, a fully funded requisition shall be initiated to start the solicitation processes as per VCM policies. If the award value is greater than planned, project staff shall return to the board with the award amount and LOP adjustment if needed. Since this project will occur over a multi-year period, the Cost Center Manager, Project Manager, and Chief of Operations will be responsible for future fiscal year budgeting.

Impact to Budget

Upon approval, the recommendation shall be funded with a combination of Federal, State, and Local funds, primarily consisting of Proposition A Sales Tax Revenues and Federal State of Good Repair 5337 funds. The use of these funding sources currently maximizes funding allocations given approved funding provisions and guidelines. This recommendation supports Operations State of Good Repair efforts. Current fiscal year funding may be required to enact this project and shall be funded via a net zero budget transfer from approved FY23 funded projects.

EQUITY PLATFORM

The existing A650 option order HRVs operate on Metro's Red and Purple Lines and will be used on Purple Line Extensions 2 & 3. Approving this recommendation will ensure that safe, reliable HRVs

are available to support the planned line and service expansions and will encourage fair, competitive bidding process. Performing the midlife modernization work on these existing HRVs, prevents vehicle performance degradation, and enhances vehicle reliability and maintainability, potentially impacting vehicle availability and service.

The modernized A650 fleet will operate on lines currently serving passengers living in majority Equity Focus Communities that rely on public transportation for their daily jobs.

Based on the 2019 Customer Survey, the Red and Purple heavy rail lines serve the following ridership:

- 27.7% below the poverty line
- 56.4% had no car available

Ethnicity:

- Latino 38.9%;
- Black 13.1%;
- White 25.8%;
- Asian/Pacific Islander 15.2%;
- Other 6.5%

Please refer to Attachment A for Metro's current rail line map showing the areas of Metro's Equity Focus Communities (EFCs) that will benefit from this board decision.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement as it is not applicable. This procurement falls under the Federal Transit Administration's (FTA) Transit Vehicle Manufacturer (TVM) goal in accordance with 49 Code of Federal Regulations (CFR) Part 26.49.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports Metro Strategic Plan Goal No. 5) to "provide responsive, accountable, and trustworthy governance within the Metro organization." This goal strives to position Metro to deliver the best possible mobility outcomes and improve business practices so that Metro can perform more effectively and adapt more nimbly to the changing needs of our customers.

ALTERNATIVES CONSIDERED

The Board of Directors may choose to pursue a low bid process, but this methodology is not recommended. The sealed bid process does not adequately account for any technical superiority of performance, reliability, or system life cycle costs that one firm's equipment or solution may have over another since the process must award to the lowest responsive and responsible bidder. For these reasons, staff does not recommend this alternative. The competitively negotiated procurement process will provide for the evaluation of critical non-price related factors in the source selection process.

NEXT STEPS

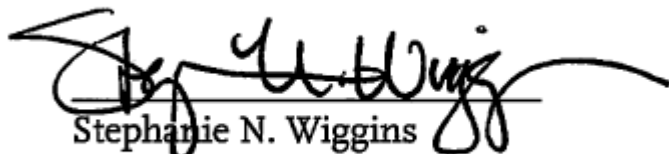
If these actions are approved, staff will proceed with a competitively negotiated solicitation for the midlife modernization of the A650 option order HRV fleet.

ATTACHMENTS

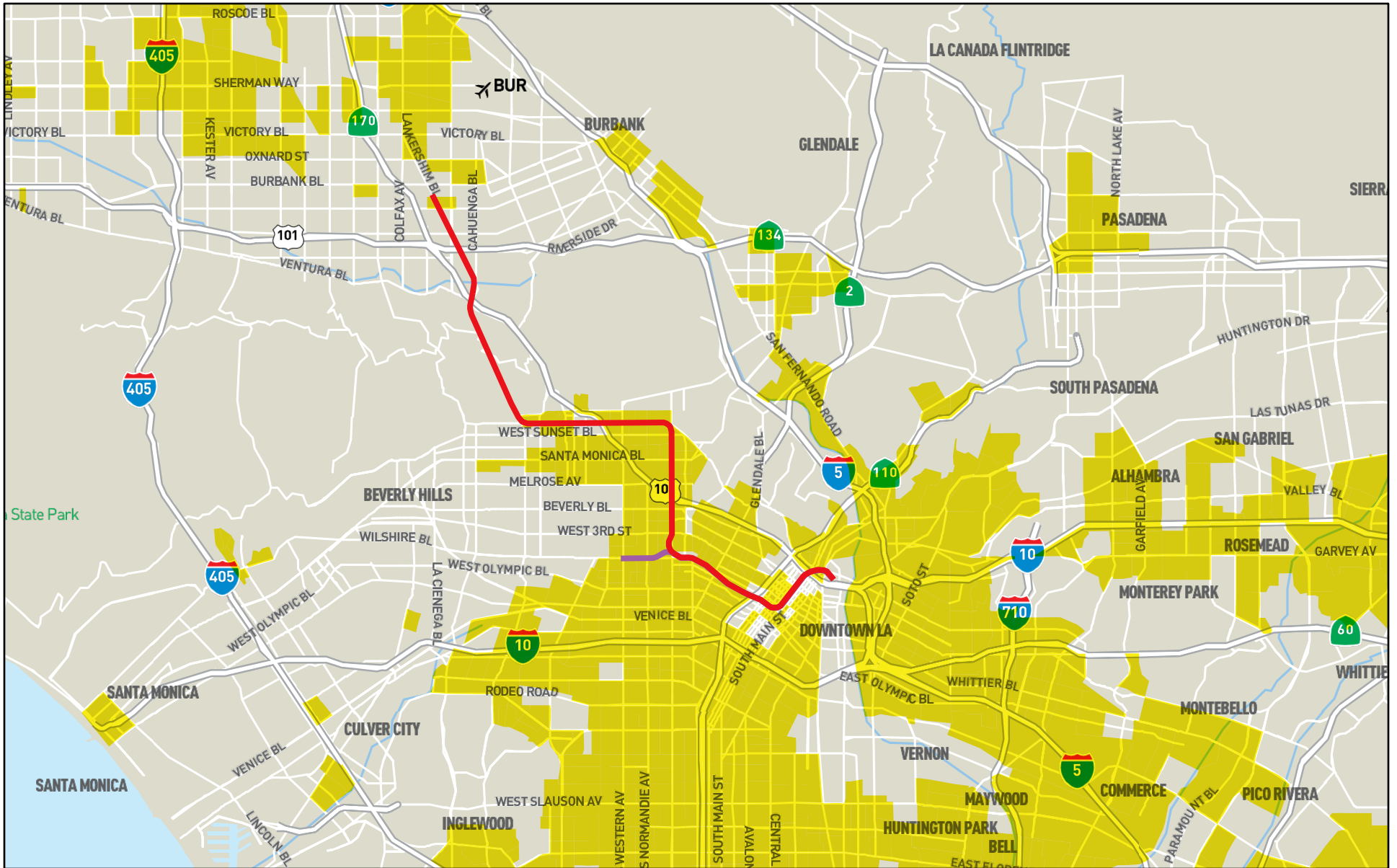
Attachment A - Metro EFC Map - 2022

Prepared by: Annie Yang, Sr. Director, Vehicle Engineering & Acquisition, (213) 922-3254
Jesus Montes, Sr. Executive Officer, Vehicle Engineering & Acquisition (213) 418-3277
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051
Lillia Montoya, Deputy Chief Operations Officer, Admin & Development (213) 922-4061

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034

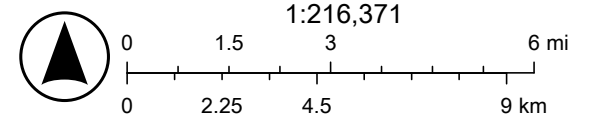

Stephanie N. Wiggins
Chief Executive Officer

Attachment A_Metro EFC Map - 2022



10/27/2022

- Metro Rail and Busway (Existing)
 - D Line (Purple)
 - B Line (Red)
- EFCs (Updated 2022)





Board Report

File #: 2022-0719, File Type: Contract

Agenda Number: 34.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 17, 2022

SUBJECT: MANAGED PRINT AND DIGITAL COPY SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, firm-fixed unit rate Contract No. PS83011000 to Canon Solutions America, Inc. to provide managed print and digital copy services Metro-wide for an amount not-to-exceed \$3,620,673, effective March 1, 2023, subject to resolution of protest(s), if any.

ISSUE

The existing contract with Xerox Corporation will expire on February 28, 2023.

Approval of the contract award will allow sufficient time for the transition/mobilization period required for the acquisition and installation of 240 multi-function devices (MFD) at various Metro locations and the removal of old equipment.

BACKGROUND

The current contract with Xerox Corporation has been in place for seven (7) years, and the equipment is now outdated. The award of a new contract will allow Metro to implement new technology and software with Managed Print Services (MPS). The MPS monitors the usage of the copiers and addresses malfunctions and repairs that are required. In addition, it will also place orders for replacement parts and supplies. This will allow for efficient management of printing and imaging services. It also supports a hybrid and remote work environment since print management is centralized.

DISCUSSION

Metro currently leases 228 MFDs to enable staff at all Metro locations to copy, print, fax, and scan documents. Under the new contract, Metro intends to lease 240 units to facilitate the agency's growth and provide equipment to new locations. New locations include:

- Compton, Chatsworth, Azusa, and Willowbrook locations

- Division 11 Trailers A & B
- Division 15 Maintenance Shop

In addition to the new MFDs, Metro will now have access to a Managed Print Services solution. The MPS solution will help support Metro's new hybrid culture of teleworking. This solution will improve accessibility to our equipment for staff teleworking which will support employees in completing work assignments. Additionally, Metro will only pay per click prints, which is a cost-effective solution.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's employees and patrons.

FINANCIAL IMPACT

The funding of \$1,004,000 is allocated in the FY23 Budget within cost center 6420, Copy Services, Account 51205, Rental & Lease of Office Equipment, under Project 100001. Since this is a multi-year contract, the cost center manager and the Chief People Officer will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for this contract is Project 100001 General Overhead, and is comprised of Federal, State, and local funds. These funds are eligible for these services.

EQUITY PLATFORM

There are no adverse equity impacts anticipated from this contract. The updated printing services are expected to better support Metro's hybrid workforce.

The Diversity and Economic Opportunity Department (DEOD) established an 8% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Canon Solutions America, Inc. made an 8% DBE commitment for this contract.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. These services will ensure that Metro maintains and nurtures a diverse, inspired, and high-performance workforce.

ALTERNATIVES CONSIDERED

The Board may decline to approve this contract. This is not recommended as the alternatives below this recommendation are not feasible:

1. Send all photocopying and printing requirements to the Copy Center and/or an outside vendor. This is not recommended because it would impede workflow. Although staff already sends

large copy projects to the Copy Center, efficient and effective office productivity requires the ability to scan, copy, and print documents in smaller quantities immediately within the employees' work area.

2. Purchasing new machines. This alternative is also not recommended due to the large initial capital cost involved in acquiring multi-function devices, continued maintenance agreements, and the obsolescence that occurs with electronic devices.
3. Continue the current lease for multi-function devices. This alternative is not recommended because the equipment has been used for almost 7 years, and the technology is obsolete. Additionally, newer technology and increased capabilities of new devices will allow staff to improve the document management process.

NEXT STEPS

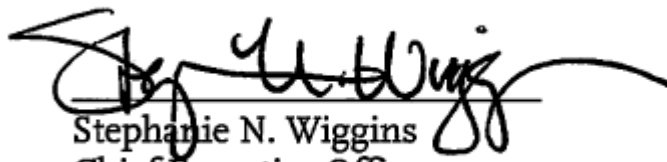
Upon approval by the Board, staff will execute Contract No. PS83011000 with Canon Solutions America, Inc. to manage print and digital copy services Metro-wide effective March 1, 2023.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Yolanda Limon, Manager General Services (213) 922-2113
Don Howey, EO, Administration (Interim) (213) 922-8867
Debra Avila, Deputy Chief Vendor/Contract Management Officer (213) 418-3051

Reviewed by: Robert Bonner, Chief People Officer (213) 922-3048


Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

MANAGED PRINT AND DIGITAL COPY SERVICES/PS83011000

1.	Contract Number: PS83011000	
2.	Recommended Vendor: Canon Solutions America, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: June 14, 2022	
	B. Advertised/Publicized: June 14, 2022	
	C. Pre-Proposal Conference: June 23, 2022	
	D. Proposals Due: August 19, 2022	
	E. Pre-Qualification Completed: October 25, 2022	
	F. Conflict of Interest Form Submitted to Ethics: August 23, 2022	
	G. Protest Period End Date: November 11, 2022	
5.	Solicitations Picked up/Downloaded: 26	Bids/Proposals Received: 3
6.	Contract Administrator: Antonio Monreal	Telephone Number: (213) 922-4679
7.	Project Manager: Raul Gomez	Telephone Number: (213) 922-7494

A. Procurement Background

This Board Action is to approve the award of Contract No. PS83011000 to Canon Solutions America, Inc. to provide managed print and digital copy services Metro-wide for a period of five (5) years. Board approval of contract award is subject to the resolution of any properly submitted protest.

On June 14, 2022, Request for Proposals (RFP) No. PS83011 was issued as a competitive procurement in accordance with Metro's Acquisition Policy and the contract type is a firm-fixed unit rate.

The RFP was issued with a Disadvantaged Business Enterprise (DBE) goal of 8%.

Four amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on July 15, 2022, extended the proposal due date.
- Amendment No. 2, issued on August 3, 2022, extended the proposal due date, revised the scope of services to clarify scanning solution requirements, and updated the schedule of quantities and prices to include an option to upgrade licenses for Metro's document management solution.
- Amendment No. 3, issued on August 5, 2022, revised the invoicing and billing requirements in the scope of services and updated the schedule of prices and quantities accordingly.
- Amendment No. 4, issued on August 12, 2022, modified the scope of services to refine software requirements for the multifunction devices, adjusted the schedule

of quantities and prices to align with changes to the scope of services, and clarified the evaluation criteria and submittal requirements.

A virtual pre-proposal conference was held on June 23, 2022. Seventy-five questions were received, and Metro provided responses prior to the proposal due date.

A total of 26 firms downloaded the RFP and were included on the planholders' list.

Three proposals were received by the due date of August 19, 2022, and are listed below in alphabetical order:

1. Canon Solutions America, Inc. (Canon)
2. Ricoh USA, Inc. (Ricoh)
3. Xerox Corporation (Xerox)

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from General Services, Transportation Planning, and Information Technology Services was convened and conducted a comprehensive technical evaluation of the proposals received.

On August 22, 2022, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms, and take receipt of the proposals to initiate the evaluation phase. Evaluations were conducted from August 22, 2022, through October 13, 2022.

On October 13, 2022, Metro's Diversity and Economic Opportunity Department (DEOD) determined Ricoh USA (Ricoh) to be non-responsive for failure to meet the DBE 8% goal. Hence, Ricoh was excluded from consideration.

The PET evaluated proposals based on the following evaluation criteria stated in the RFP:

Phase I Evaluation – Minimum Qualification Review: This is a pass/fail criteria. The criteria focused on the proposer's years of experience in providing managed print services and related support services, capability to service the leased equipment throughout the term of the contract, and availability of a web-based online reporting and tracking system.

Phase II Evaluation – Technical Evaluation Review.

Proposals that passed the Phase I evaluation were further evaluated based on the following criteria:

Qualifications of the Prime Contractor and the Team Skills and Experience	15 percent
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Technical and Functional Capability of Proposed Equipment, Software, and Overall Infrastructure	15 percent
Understanding of the Scope of Services and Management Plan/Approach	40 percent
Cost Proposal	30 percent

The evaluation criteria are appropriate and consistent with criteria developed for similar projects. Several factors were considered in developing these weights, giving the greatest importance to the understanding of the scope of services and management plan/approach.

Demonstrations were held starting September 14, 2022, through September 29, 2022. Initial demonstrations were conducted at the proposers' client site to test the performance and functionality of the proposed equipment. A second demonstration was held at Metro's headquarters to test network connectivity, security and integration. Oral presentations were held immediately following the second demonstration. The Proposers' project managers and key team members had an opportunity to present their team's qualifications, discuss their technical approach, and respond to questions from the PET.

Qualifications Summary of Firms within Competitive Range:

Canon Solutions America, Inc.

Canon Solutions America, Inc., (Canon), a wholly owned subsidiary of Canon U.S.A., Inc., is a provider of consumer, business-to-business, and industrial digital imaging solutions in the United States, Latin America, and the Caribbean. It has been in business since 1974 and has four local sales/service offices located in Glendale, Long Beach, Ontario, and Irvine. Southern California clients include Redondo Beach Unified School District, the Counties of San Francisco and Ventura, and the City of San Francisco.

Xerox Corporation

Xerox Corporation (Xerox), headquartered in Norwalk, CT, was founded in 1906 as The Haloid Photographic Company, a manufacturer and distributor of photographic paper and equipment. The company changed its name to Xerox Corporation in 1961. It provides workplace solutions, document management, and digital printing technologies. Southern California clients include the Superior Court of California and Counties of Los Angeles and San Diego.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Canon Solutions America, Inc.				
3	Qualifications of the Prime Contractor and the Team Skills and Experience	90.27	15%	13.54	
4	Technical and Functional Capability of Proposed Equipment, Software, and Overall Infrastructure	99.20	15%	14.88	
5	Understanding of the Scope of Services and Management Plan/Approach	93.02	40%	37.21	
6	Cost Proposal	100.00	30%	30.00	
7	Total		100%	95.63	1
8	Xerox Corporation				
9	Qualifications of the Prime Contractor and the Team Skills and Experience	89.47	15%	13.42	
10	Technical and Functional Capability of Proposed Equipment, Software, and Overall Infrastructure	99.20	15%	14.88	
11	Understanding of the Scope of Services and Management Plan/Approach	88.28	40%	35.31	
12	Cost Proposal	97.63	30%	29.29	
13	Total		100%	92.90	2

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on price analysis, technical analysis, and fact-finding. The recommended price is 41.74% lower than Metro's independent cost estimate (ICE). Proposers were able to offer very competitive prices due to significant improvements in technology which reduced production costs, economies of scale and competition.

Proposer Name	Proposal Amount	Metro ICE	Award Amount
Canon Solutions America, Inc.	\$3,620,673	\$6,214,920	\$3,620,673
Xerox Corporation	\$3,708,706		

D. Background on Recommended Contractor

Canon Solutions America, Inc., (Canon), headquartered in Melville, New York, provides digital print technologies, large-format printing solutions and document management services. It has four local sales/service offices located in Glendale, Long Beach, Ontario and Irvine and a US based Help Desk Call Center that covers a

wide spectrum of hardware, software, network connectivity, application, and workflow issues.

Canon's proposed Project Manager has 30 years of experience in the industry and focuses on government and education accounts in Southern California. The Canon team includes two DBE subcontractors: Say Cargo Express and Triumph Technology Group. Collectively, the subcontractors will provide ground transportation, transport hardware, and training and support. Canon currently provides lease and maintenance of high-speed copiers and equipment for the Metro Copy Center, and performance has been satisfactory.

DEOD SUMMARY

MANAGED PRINT AND DIGITAL COPY SERVICES/PS83011000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an 8% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Canon Solutions America met the goal by making an 8% DBE commitment.

Small Business Goal	8% DBE	Small Business Commitment	8% DBE
----------------------------	---------------	----------------------------------	---------------

	DBE Subcontractors	Ethnicity	% Committed
1.	Say Cargo Express, Inc.	Hispanic American	3.12%
2.	IMAP Inc. dba Triumph Technology Group	Hispanic American	4.88%
Total Commitment			8.00%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2022-0262, File Type: Policy

Agenda Number: 35.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 17, 2022

SUBJECT: METRO 2022 TRANSIT SERVICE POLICY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the 2022 Transit Service Policy (Attachment A).

ISSUE

Metro's Transit Service Policy (TSP) is periodically revised to reflect the policy framework for how the agency meets existing and anticipated challenges with providing high quality transit service. This policy is required as part of Federal Title VI compliance. Changes to the Metro TSP were last adopted by the Metro Board in January 2020, reflecting the newly developed framework for the NextGen Bus Plan focused on developing a fast, frequent, and reliable bus network. Since that time, the NextGen Bus Plan has been adopted and the majority of the service plan has been implemented. This 2022 update for the TSP reflects the approved and implemented NextGen Bus Plan and will serve as a fundamental guide for bus route design, scheduling, implementation and evaluation for Metro transit service moving forward based on the principles established in the NextGen Bus Plan.

BACKGROUND

Metro's Transit Service Policy (TSP) establishes criteria and guidelines to ensure that the transit system is developed and managed consistent with policy guidance approved by the Metro Board of Directors. These include criteria for service provision including minimum service frequencies, load standards and route and stop spacing. The TSP also includes a formal process for evaluating services, service design guidelines, and a process for implementing service changes.

DISCUSSION

This 2022 update of the Transit Service Policy (Attachment A) incorporates the following changes:

- Critical elements of the NextGen Bus Plan were updated to reflect the plan having been adopted and largely implemented, including:
 - NextGen frequency tiers
 - Toolkit of bus speed and reliability tools,

- Key system principals and design concepts
- Addition of Metro MicroTransit pilot service
- Metro's Equity Platform, recognizing the need in planning service to consider higher need for people to use transit in areas with a higher transit equity score, such as Equity Focus Communities
- Restored documentation of on time performance standards

A redlined version of all of the changes is provided in Attachment B.

DETERMINATION OF SAFETY IMPACT

This Transit Service Policy and all recommendations identified will be implemented with full adherence to established safety policies and procedures.

FINANCIAL IMPACT

Implementation of any of the recommendations, elements, and principles established in the policy document would be reflected in the annual Metro Operating and Capital budgets brought to the Board for approval. The adoption of this updated TSP document does not directly impact the budget.

EQUITY PLATFORM

This 2022 update of the TSP continues to incorporate Metro's Title VI Service and Fare Equity Analysis policy which provides for formal consideration of the impact on people of color (minority) and low-income communities of any Metro major service change. This update also incorporates the 2022 Equity Focus Communities definition and addresses the Four Pillars of the Equity Platform.

The TSP also reflects the NextGen principles of all day frequent service based on a set of frequency tiers, which resulted in more bus service resources in areas with higher Transit Equity scores and in Equity Focus Communities (EFCs), where the need to use the Metro transit system is greatest. The TSP also includes the NextGen Bus Speed and Reliability program of new bus lanes, signal priority, all door boarding, plus bus stop and terminal optimization. The roll out of these enhancements will further improve the rider experience through faster and more reliable travel, especially in areas with higher Transit Equity scores and in EFCs where the most frequent and highest ridership bus services are concentrated.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #1: Provide high quality mobility options that enable people to spend less time traveling. This update to the TSP also encompasses two sub-goals: 1) Target infrastructure and service investments towards those with the greatest mobility needs; and 2) Invest in a world class bus system that is reliable, convenient, safe, and attractive to more users for more trips.

Alternatives_Considered

ALTERNATIVES CONSIDERED

This new version of the TSP updates the January 2020 version to reflect the NextGen Bus Plan implementation. There are no other updates required at this time.

NEXT STEPS

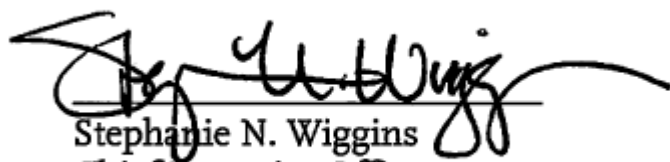
With the adoption of the 2022 Metro Transit Service Policy, staff will continue to work towards the full implementation of the NextGen Bus Plan with the roll out of addition bus speed and reliability improvements. Lessons learned from this process will be included in future updates for the Transit Service Policy.

ATTACHMENTS

Attachment A - December 2022 Metro Transit Service Policies and Standards
Attachment B - The redline version

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Transit Service Policy

December 2022



Metro®

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EXECUTIVE SUMMARY

Los Angeles County Metropolitan Transportation Authority (Metro) serves as transportation planner, coordinator, designer, builder and operator for Los Angeles County. More than 10.3 million people live, work, and play within its 1,469-square-mile service area.¹

Metro's Transit Service Policy (TSP) establishes criteria and guidelines to ensure that the transit system is developed and managed consistent with policy guidance approved by the Metro Board of Directors, including a formal process for evaluating services, service design guidelines, and a process for implementing service changes.

In 2018, the Board adopted Metro Vision 2028 as the agency's strategic plan. The Plan outlines five goals to guide the development of transportation in LA County. These goals will help Metro ensure that our customers feel safe when riding, that they do so in clean equipment, service is reliable and on-time, and our staff provides service in a courteous manner.

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling

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

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

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

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

Also in 2018, Metro began the NextGen Bus Study to review and update the Metro bus system to ensure it provides a competitive transit service to meet the travel needs of LA County residents and visitors. The NextGen Bus Study included a comprehensive look at both Metro bus service performance and the overall travel market in LA County to determine where Metro bus service could be more useful. The study included significant input from riders and stakeholders to help develop a framework of guiding principles for positioning Metro's bus services to be more competitive in the overall travel market and to most effectively serve Equity Focus Communities, where the need for high quality transit is greatest.

In early 2020, the Metro Board approved the release of a draft NextGen Bus Plan for public review. Significant public input gathered in the first half of 2020 resulted in a revised draft NextGen Bus Plan being released ahead of public hearings, Service Council approvals, and Board adoption of this plan in October 2020. Phased implementation of the NextGen Bus Plan occurred beginning in December 2020, with additional phases in June and September/December-2021. Key elements of the NextGen Bus Plan, including a set of frequency tiers and bus speed and reliability tools, are reflected in this update of the Transit Service Policy.

¹ Represents all people living in the Census Tracts covered by Metro's service area per the 2020 Census Data. Service area is calculated from taking 0.75 mile buffer around all Metro bus line and rail stations.

SECTION 1: INTRODUCTION, PURPOSE & BACKGROUND

Metro first adopted a Transit Service Policy (TSP) in 1986. The TSP is reviewed on at least a triannual basis and updated as needed to better reflect agency goals and objectives, major initiatives, and changes in local, state, and federal regulations and funding. It is a required component of Metro's Title VI Plan. This document updates the most recent version adopted by the Board as part of the NextGen Bus Plan adoption in October 2020². This document sets forth the policies, principles, and service guidelines that are used by Metro staff in the design or modification of the bus network to better serve customers and make more beneficial use of available operating resources. The TSP outlines the service change process that provides the quantitative tools to evaluate the system, identifies the process required to seek public input on and approvals for major service changes to the system, and ensures the regional transit system is adjusted according to the service goals and objectives approved by the Metro Board.

Metro operates a comprehensive bus and rail network that complements Metrolink regional rail and municipal operator services across LA County. Determining the most appropriate transit service on a corridor depends on several factors such as demand, resource availability, site and corridor characteristics, environmental considerations, and community acceptance. The characteristics that determine which type of service is most appropriate are summarized in Table 1.1.

Metro Bus

As of December 2021, Metro operates 119 bus routes. Metro's bus operations consist of directly operated and contract operated services: 103 routes are directly operated by Metro, and 16 routes are operated by contractors. Metro serves over 12,200 bus stops, including station stops on the G Line (Orange) and J Line (Silver) BRT systems. On weekdays, Metro operates a fleet of over 1,600 buses during peak service hours. Metro operates the largest portion of all bus services provided in the region. Municipal and Local Return operators provide additional public bus and paratransit services in areas of the region where Metro provides limited or no service. Metro relies on Access Services for provision of ADA paratransit service in the Metro service area.

As developed in the NextGen Bus Study, Metro classifies its bus services into tiers stratified by the frequency of service. The tiers are assigned to individual routes in accordance with demand and propensity for future growth. Table 1.2 describes the features of each of Metro's bus service types. Tier definitions are:

- **Core (Tier 1):** weekday all day headways of 10 minutes or better
- **Convenience (Tier 2):** 12 to 15 minutes
- **Connectivity (Tier 3):** 20 to 30 minutes
- **Community (Tier 4):** 40 to 60 minutes
- **Commuter (Tier 5):** Varies by Line

² boardagendas.metro.net/board-report/2020-0617/

Table 1.1 *Service Type Determination*³

Service Type	Corridor	Optimal Characteristics
Heavy Rail (Subway)	Operate 100% within an exclusive right of way.	<ul style="list-style-type: none"> – 2,500 boardings per route mile or more than 50,000 boardings per day. – Ability to construct a fully grade-separated facility.
Light Rail	Operate in mixed flow traffic, semi-exclusive or a fully- exclusive right of way.	<ul style="list-style-type: none"> – 1,000 boardings per route mile or more than 25,000 boardings per day. – Ability to construct a guideway within or adjacent to the corridor.
Commuter Routes (Tier 5)	Operate in mixed-flow traffic in either a High Occupancy Vehicle (HOV) or High Occupancy Toll (HOT) Lane. May operate segments of the route on local streets. Operated using 40', 45', or 60' buses.	<ul style="list-style-type: none"> – 300 or more boardings during peak-hour and in peak direction of travel.
Metro Liner and Metro Rapid	Operated using 40', 45' or 60' buses. <ul style="list-style-type: none"> – Metro G Line BRT and J Line (Metro Liner) operate entirely or partially on a fixed guideway dedicated to transit buses. – Metro Rapid Lines operate in exclusive peak period or all day bus lanes or mixed flow traffic on local streets with signal priority. 	<ul style="list-style-type: none"> – 300 or more boardings during peak-hour and in peak direction of travel. – Daily average of more than 500 boardings per route mile or more than 10,000 daily boardings. – Ability to implement operating speed improvements in the corridor.
Core (Tier 1), Convenience (Tier 2), Connectivity (Tier 3), and Community (Tier 4) Local Routes	Operate in mixed flow traffic on local streets by 32', 40', 45', or 60' buses. <ul style="list-style-type: none"> – Core lines to be supported by exclusive peak period or all day bus lanes and signal priority on existing and former Metro Rapid corridors. – Lines are also defined in terms of the frequency of service offered, with Core lines being the most frequent and Community lines having a minimum frequency of at least hourly, with all tiers intended to run all days of the week. 	<ul style="list-style-type: none"> – The median bus route carries about 4,500 average weekday boardings (pre-COVID, 2019). – Core and Convenience services are expected to carry more than the daily median, while Connectivity and Community are anticipated to carry less.

³Capacity limits adapted from TCRP, Research Results Digest, November 1999—Number 35, Highlight of Large Transit Capacity and Quality of Service Manual, Figure 1 Achievable Capacity (Peak direction passengers/hour)

These frequency tiers are especially important to ensure high frequency service is provided on key corridors serving Equity Focus Communities⁴ where the need for high-quality transit is greatest.

Table 1.2 *Metro Bus Service Types and Features*

Feature	Bus Service Type			
	BRT and Liner	Rapid	Commuter (Tier 5)	Core (Tier 1), Convenience (Tier 2), Connectivity (Tier 3), Community (Tier 4) Local Bus Services
Right of Way	Segregated right-of-way	Major arterials; peak hour or all-day bus lanes	Major arterials and freeways.	Major arterials and local streets; peak hour or all-day bus lanes for Core Tier 1 lines, with bus bulbs as alternative to bus lanes for Tier 1 and 2 lines
Target Average Stop Spacing	1.25 miles	0.75 mile	1.25 miles	0.25 mile
Target Travel Market	Inter-community, regional	Inter-community	Inter-community, regional	Inter-community, neighborhood
Vehicle Type	40/45/60-foot buses	40/45/60-foot buses	40/45/60-foot buses	32/40/45/60-foot buses
Communities Served	Multiple	Multiple	Multiple	Multiple
Signal Priority	Yes	Yes	No	Yes for Core and Convenience (Tiers 1 and 2)
Fare Collection	On board J Line (Silver) Off-board pre-pay G Line (Orange)	On board	On board	On board, with all-door boarding a goal for Core and Convenience (Tier 1 and 2)
Passenger Amenities	Shelters and stations	Shelters and stations	Shelters and stations	Benches and shelters
Real-time Passenger Info	Yes	Yes	Yes	At some stops and via smart phone applications

Metro Liner Transit

⁴ In 2018, Metro’s Board adopted the Equity Platform, a framework that guides how the agency works to address inequities and create more equitable access to opportunity. In 2019, under the Equity Platform, the Board adopted a definition for community designation called Equity Focus Communities (EFCs) to help identify where transportation needs are greatest. The EFCs are definition of EFCs, as of 2022, ed as areas consists of areas where there are higher concentrations of resident and household demographics associated with mobility barriers (low-income households earning less than \$60,000 per year; Black, Indigenous, or People of Color (BIPOC) populations; and households that do not have a car) least 40% of residents are low income (earning \$35,000 or less per year), and 80% of residents are people of color, or 10% of households do not have a car.

Metro Liner transit provides regional, high-speed line haul service in high-volume corridors. These lines are designed to operate like rail service, complete with separated right-of-way, wide stop spacing, bus stations, pre-paid and/or all door boarding, real time customer information, and transit signal priority. Currently, Metro operates two Metro Liner services:

- **G Line (Orange)** operates on its own semi-exclusive right-of-way, and meets the Federal Transit Administration (FTA) definition of Bus Rapid Transit (BRT)
- **J Line (Silver)** operates on the I-10 and I-110 ExpressLanes (freeway toll lanes) as well as surface streets through downtown Los Angeles, so it does not fully meet the FTA definition of BRT. J Line charges a premium fare (coordinated with Foothill Transit service fares on same corridor) since it operates on the freeway.

Attributes supporting the Metro Liner services and other Metro bus services as part of the NextGen Bus Speed and Reliability focus are:

- **Separated Bus Lanes:** There are three types of segregated bus lanes that Metro Liner service can use:
 - Fully segregated transit bus right-of-way: segregated bus lanes reserved exclusively for transit service on a full-time basis such as the right-of-way built for the G Line (Orange) or the I-10 transitway for the J Line (Silver) other transit services. These lanes can either be spaced apart from streets and freeways or be physically separated with either physical barriers or painted lines.
 - Exclusive bus lanes operating on existing arterial roads and local streets on a part-time basis (e.g. peak period weekday, daytime weekday, etc.). These lanes are also being implemented to support the NextGen Core (Tier 1) Local bus lines and Metro Rapid lines.
 - HOV travel lanes reserved not only for transit but also for high occupancy vehicles and sometimes vehicles paying a toll. Separation is achieved with either physical barriers or painted lines. J Line (Silver) and Metro Commuter (Tier 5) services use this third type of lane on parts of the I-10 and I-110 freeways.

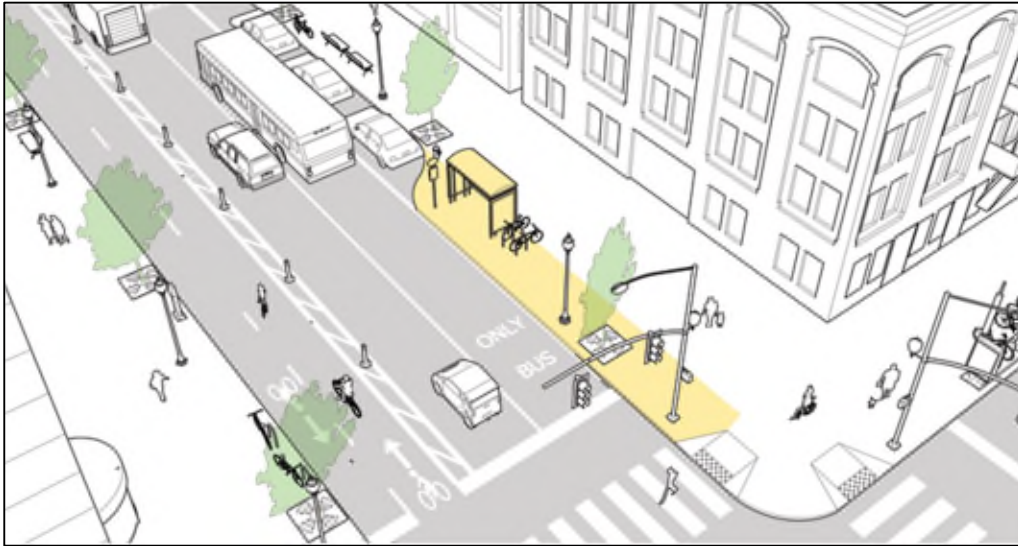


Figure 1.1 *Bus bulb*

Bus Bulb Outs: On NextGen Core (Tier 1) and Convenience (Tier 2) corridors where dedicated bus lanes are unable to be accommodated due to the need to maintain traffic and parking capacity, or where the frequency of service (less than 7.5 minute headway) does not warrant dedicated lanes, bus bulb-outs can support transit service by minimizing stop delay. Bulb-outs are extensions of the bus zone, typically across the first parking lane, that enable buses to serve the bus stop from the second traffic lane. This reduces delays for buses merging in and out of traffic and creates additional space for transit stop amenities. Figure 1.1 provides an illustration.⁵

- **Transit-Signal Priority:** This key NextGen Bus Speed and Reliability strategy facilitates the movements of in-service transit vehicles through signalized intersections to improve transit performance by extending the green phase or shortening the red phase (advancing the green phase) of traffic signals when a transit bus is detected at an intersection. This technology already exists on former and existing Metro Rapid corridors in City of LA, selected other cities, and LA County unincorporated areas, or is being added to NextGen Core (Tier 1) and Convenience (Tier 2) routes. Metro is working with LADOT to adapt LADOT's existing Transit Signal Priority system to better serve Metro's NextGen service model. The work underway will adapt LADOT's system to provide signal priority to all Metro buses. Certain constraints of the old system such as only serving buses that arrived late and requiring individual buses to be associated with a single corridor will also be removed. This project will provide improved signal priority operation for all Metro buses operating on equipped corridors. Work on this project is anticipated to be complete by fall 2022.
- **Headway-Based Service Management:** Operating the most frequent and highest usage bus lines on a system based on managing headways (or intervals) between trips rather than operating based on timepoints to regulate service offers the chance to keep service

⁵ Illustration from National Association of City Transportation Officials Urban Design Guide: nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/bus-bulbs/

moving while minimizing wait times and travel times for riders. This approach will be piloted as part of the NextGen Bus Speed and Reliability initiatives using a mix of staff- and technology-based line management techniques.

- **Bus Transit Centers and Stop Amenities:** Stations and shelters provide customers with enhanced comfort and safety. As part of the NextGen Bus Plan, Metro will continue to work with municipalities to maximize the number of bus stops with seating and shelter, as this function is led by municipalities. An emphasis will be made on allocating many of these amenities to Equity Focus Communities where the need for high quality transit is greatest.
- **Streetscape:** Streetscape and other design features such as landscaping, pedestrian countdown signals, bicycle racks, and well-designed crosswalks make it easier for pedestrians and bicyclists to access the stations.
- **Fare Collection Amenities:** For convenience and faster service, major stations have ticket vending machines (TVMs) which allow customers to preload their TAP cards. For the G Line (Orange), all fare collection is completed at the stations and the fleet does not have on-board fare boxes. The J Line (Silver) has TAP validators at both the front and back doors to facilitate all-door boarding to speed up boarding and reduce rider travel times. Metro Rapid Lines 720 (Wilshire) and 754 (Vermont) operate on two of Metro’s busiest bus service corridors and have also piloted this option. All-door boarding will be extended to all Core (Tier 1) and Convenience (Tier 2) lines by mid-decade to help reduce travel times for most riders.
- **Park & Ride Facilities:** Provided in close proximity to major stops and stations. Adjacent development and joint use parking are encouraged.
- **Advanced Transportation Management Systems:** ATMS provide an array of technologies to improve service reliability and customer experience including on-board stop announcements.

Articulated Buses

The G Line (Orange) operates with a dedicated fleet of 60’ higher capacity articulated buses. The advantage of the deployment of articulated buses is the opportunity to reduce vehicle requirements and service hours while maintaining high ridership capacity; however, deployment should not increase service intervals to the point where service quality is degraded. For this reason, bus lines with a peak headway of five minutes or better are ideal candidates for this type of bus. In evaluating services for higher capacity articulated buses, other factors must be considered including facility compatibility, street design, and operational factors such as buses that operate on a mix of lines during their operating day. The deployment of articulated buses must also be coordinated with the efforts to convert the Metro fleet to fully zero-emission buses.

Metro Rail

As of May 2022, Metro operates two heavy rail and four light rail lines serving a total of 96 stations across approximately 101 route miles, with a fleet of 102 heavy rail and 293 light rail cars. Metro Rail operates in heavily congested, high-demand travel corridors and provides

connections to key multi-modal transportation hubs. Metro operates two types of rail service to better match the transit mode with specific customer demand and needs. Metro heavy rail is high-capacity, two line rapid transit services operating along a dedicated subway right-of-way, serving full-scale transit stations in some of the most densely populated areas of LA County. Metro's existing light rail system consists of four lines with segments of mixed flow, street running, or grade separated right of way, with full-scale transit stations. The rail system is a critical public transportation asset in the greater Los Angeles region, linking many key multi-modal transportation centers and destinations together.

Metro's heavy rail is the subway system served by the B and D Lines (Red, Purple) powered by a third rail and operated with 4- or 6-car train sets. Metro's four light rail lines – A (Blue), C (Green), E Line (Expo), and L Line (Gold) are powered by overhead catenary wires, generally use shorter 2- or 3-car train sets, and operate at slower speeds than heavy rail.

The first segment of the new 8.5 mile, 8-station Crenshaw/LAX K Line is expected to open in late 2022. A ninth new station, the Airport Metro Connector (AMC) Station, should open by the end of 2024. The new 1.9 mile Regional Connector light rail alignment through downtown LA will also open around the same time as the K Line, which will see the L Line (Gold) rail line realigned into the A Line (Blue) and E Line (Expo) services, creating direct links from Long Beach to Azusa (A Line) and Santa Monica to East LA (E Line). This alignment includes two new stations and one replacement station.

SECTION 2: DESIGNING A WORLD CLASS BUS SYSTEM

As outlined in the Executive Summary, in 2018, the Board adopted Metro Vision 2028 as the agency's strategic plan. The Plan outlines five goals to guide the development of transportation in LA County. The NextGen Bus Study was also initiated in 2018 to reimagine the Metro bus network to be more relevant, reflective of, and attractive to the diverse customer needs within Los Angeles County. The NextGen Bus Plan and Study were completed to address **Goal #1: Provide high quality mobility options that enable people to spend less time traveling.** The study also encompassed two sub-goals: 1) Target infrastructure and service investments towards those with the greatest mobility needs; and 2) Invest in a world class bus system that is reliable, convenient, safe, and attractive to more users for more trips.

In addition to the Vision 2028 strategic plan, the Board adopted Motion 38.1 (June 2018), endorsing travel speed, service frequency, and system reliability as the highest priority service design objectives for the NextGen Bus Study. Finally, regardless of the level of resources expended on the bus network, optimizing system performance should always be an objective in network design to maximize benefit to the public from available resources.

These goals and objectives drove the development of the NextGen Bus Plan, including guiding principles for routing, stop spacing, frequency, span of service, and coordination with municipal operators. A set of performance measures are defined below to ensure the bus network continues to evolve consistent with the intent of NextGen to create a competitive bus service for LA County.

NextGen Bus Plan

Metro Vision 2028 envisions building a World Class Transportation System in which a World Class Bus System is a cornerstone to its success. Building a World Class Bus System requires improving the attractiveness and competitiveness of the bus network. Attractiveness includes addressing issues such as safety and security, cleanliness, comfort, real-time arrival information, easy fare payment, wayfinding and signage, and first/last mile access. Competitiveness requires developing a bus network that minimizes the overall travel time to complete a trip compared to the driving alternative. This travel time considers directness of route, access to and from the bus stop, waiting time, and onboard travel time.

As mentioned in the Executive Summary, NextGen's primary purpose was to improve the competitiveness of the bus network. However, through this process, improvements to certain aspects of attractiveness can also be achieved. The following outlines the strategy of the NextGen Bus Plan's design as the foundation for building a fast, frequent, and reliable World Class Bus System.

Step 1: Reconnect Scenario: Metro currently provides roughly 7 million revenue service hours (RSH) of bus service per year. The first step in creating a World Class Bus System is to redesign the routes and schedules to attract trips where and when there is the greatest market potential. The lessons learned in Phase 1 of the bus study presented a path forward for reinventing the bus network through restructuring the bus lines consistent with service usage and travel patterns using the following guiding principles identified in the NextGen Bus Study:

- **85% of LA County residents have used transit at least once in the past year**, THEREFORE, the NextGen Bus Plan attempts to maintain coverage throughout the County by minimizing discontinued segments.
- **Fast/frequent/reliable service is key**; THEREFORE, the NextGen Bus Plan is designed to create a competitive transit network that reduces overall travel time by optimizing all components of the trip, including walking, waiting, and riding.
- **Metro’s pre-NextGen bus system was not always competitive to get people where they want to go**, THEREFORE NextGen Bus Plan has adjusted routing to reflect the key origins and destinations identified in cell phone location data and ridership patterns.
- **The greatest opportunity to grow ridership is between midday & evening when many trips are short distance**, THEREFORE service levels under the NextGen Bus Plan have been improved for off-peak periods, especially midday weekday and weekends, with more improvements planned, especially for evenings. New overnight Owl services have been added or are planned.
- **Need to integrate Metro’s Equity Framework into the planning process**, THEREFORE the NextGen Bus Plan service improvements prioritize equity-focus areas where the need for high-quality transit service is greatest.

These lessons were incorporated into the Plan’s Service Design Guidelines outlined in Section 3 to “reconnect” routes and schedules with where and when people travel today as the NextGen Bus Plan Reconnect scenario implemented across the December 2020, June 2021, and September/December 2021 service change cycles. Reconnect was estimated to increase ridership by 5% with no additional increase in revenue service hours. It will also help Metro recover from the impacts of the COVID-19 pandemic on ridership.

Step 2: Transit First Scenario: Building upon the Reconnect scenario of NextGen Bus Plan that provides a bus network that better reflects the travel patterns of today, the next step in building a World Class Bus System is to: 1) invest in speed and reliability infrastructure, 2) create safe and comfortable waiting environments, 3) improve the boarding and riding experience, and 4) establish facilities to optimize layovers. These capital improvements create a more competitive and attractive bus network while saving resources to be reinvested into more frequent service.

- **Speed and Reliability Improvements** – As bus system speeds have continued to decline over the last decade, Metro has had to allocate an additional \$10 million cumulatively on an annual basis to provide the same amount of service. Not only does this reduce the opportunity to increase service, it degrades the competitiveness and attractiveness of bus service and is not sustainable. Therefore, investing to improve the speed and reliability of the bus system is critical to the success of NextGen. Some improvements can be implemented within Metro’s control, such as optimizing stop spacing, implementing all-door boarding, and piloting headway-based service management. However, other improvements can only be implemented through collaboration with local jurisdictions, such as transit signal priority system upgrades and expansion, new bus bulb-outs, and bus-only or bus priority lanes. Under the NextGen Transit First scenario, a major 5-year program of capital improvements was approved to support speed and reliability

improvements for the regional bus network. This investment is anticipated to save 25 - 34% in system speed if fully implemented, and to allow for more frequent service to be delivered without adding additional operating costs. New bus lanes have already been rolled out in 2020 and 2021 on 5th and 6th Sts, Grand Av, Olive St, and Aliso St in downtown LA, and on Alvarado St between 7th St and the 101 freeway. These are just the beginning of a program to add over 80 miles of dedicated bus lanes through partnerships with City of LA and other municipalities.

- **Customer Wait Environment** – Through the significant public outreach conducted in Phase 1 of the NextGen Bus Study, as well as other Metro initiatives such as the How Women Travel Study⁶, we learned that an uncomfortable and unsecured wait environment is a significant barrier for customers in using the bus network. This is particularly concerning for women who account for over half of our customers and often travel with young children. Metro completed the Metro Transfers Design Guide in March 2018⁷. Under the Transit First scenario, the NextGen Bus Plan is intended to begin implementing the recommendations from this policy document at our busiest wait and transfer locations. This investment is anticipated to cost \$150 million and address several of the safety and comfort issues identified through the NextGen outreach and the How Women Travel Study. Implementation will be completed in partnership with local authorities responsible for the provision of bus stop amenities throughout the Metro transit network.
- **Boarding and Riding Experience** – Metro has implemented all-door boarding on the G Line (Orange), J Line (Silver), and Rapid Lines 720 (Wilshire) and 754 (Vermont). Experience on the J Line showed that dwell times were reduced by up to 15% on average, on-time performance improved, and cash payment declined with more TAP penetration. Surveys confirmed that both customers and operators were significantly satisfied with the implementation of all-door boarding. In early 2022, the Metro Board approved the purchase of rear door validators and other equipment to allow for implementation of all-door boarding across the higher frequency Core and Convenience (Tiers 1 and 2) local bus lines. Other strategies to improve the boarding and riding experience have focused on improved real-time information accuracy.
- **Layover Optimization** – Due to limited curb space, many routes are extended purely to access a suitable layover location. These route extensions are not required for riders and cost several million dollars in operating costs per year. By investing in off-street layover terminals to optimize layover locations, Metro can reallocate wasted resources to more productive uses. In addition, these locations can provide facilities for better regional mobility coordination, better wait and rest environments for customers and operators, improved bus service reliability, and opportunities for new en-route Zero Emission Bus (ZEB) charging infrastructure.

⁶ libraryarchives.metro.net/DB_Attachments/2019-0294/UnderstandingHowWomenTravel_FullReport_FINAL.pdf

⁷ dropbox.com/s/iv6ruaxdw5g945b/Metro_Transfers_Design_Guide_2018-0312.pdf?dl=0

This estimated \$1 billion capital program, planned for implementation over a five-year period, is expected to achieve resource savings by generating more revenue service miles/trips with the same number of revenue service hours. These savings would be reinvested into Transit First service improvements, including:

- Ensuring that all bus lines operate seven days per week;
- Increased weekday midday and evening service levels;
- Increased weekend service levels and;
- Expanded owl (overnight) service.

Investing “one time” capital dollars into transit supportive infrastructure will increase the attractiveness and competitiveness of the bus network, while freeing resources to reinvest into service enhancements. Under the Transit First scenario, these benefits are expected to generate a 15-20% increase in ridership (10-15% over and above what Reconnect can achieve) without additional increases in revenue service hours.

Step 3: Future Funding Scenario: Should future funding be secured through efforts such as congestion pricing, additional resources can be added to the NextGen Transit First network. However, without disincentives for driving, there will be diminishing returns on benefits since most customers would already have been served within the Transit First Scenario. Therefore, a 34% increase in revenue service hours to provide even more frequent service, as planned under a Future Funding Scenario, would only be expected to yield a 10% increase in ridership over Transit First.

SECTION 3: SERVICE DESIGN GUIDELINES

Key Principles of Network Design

Three key elements were taken into consideration during the NextGen Bus Study and NextGen Bus Plan to identify when and where transit can be competitive and successful.

- **Transit Propensity** – Areas where the propensity to use transit is the greatest embody three main characteristics: first, there is a significantly large population of transit market segments, including people who rely on transit (especially those identified in Metro’s Equity Focus Communities) for most of their travel such as commuters, students who use transit for work and school trips, and discretionary customers who choose transit for some or all their trips. The second characteristic is the intensity of travel demand to and from areas based on population and employment densities, retail and entertainment, colleges and universities, and other trip generators. Third, a pedestrian-oriented street environment that includes safe and well lighted pathways, sidewalks and curb-cuts, grid street network, and level topography is critical.
- **Existing Service Performance** – It is important to identify the most productive segments of the existing bus network which articulate current transit demand. These corridors and routes have been optimized through the NextGen Bus Plan, and lessons learned will be applied to other areas with similar demand and service characteristics.
- **Service Environment** – A transit-oriented service environment is also critical to the success of transit, not just to facilitate fast, frequent, and reliable transit operations, but also to support to the ability of transit to thrive as a viable option. The importance of environmental elements such as pedestrian orientation of the streets, land use, barriers to other modes such as limited and costly parking supply, and transit supportive infrastructure such as bus-only lanes and other transit prioritization design are critical. The NextGen Bus Speed and Reliability program is working to address this key element.

Once these key elements are taken into consideration in the NextGen Bus Plan’s focus on fast, frequent, and reliable service, this transit orientation can then be translated into design considerations, including elements explained in the following sub-sections.

3.1 Service Design Concepts

Service design concepts were developed as part of the NextGen Bus Study and incorporated into the NextGen Bus Plan based on the feedback received through the study’s stakeholder and public outreach sessions and established as guidelines. Network characteristics most important to the public include:

- Faster service
- Frequent service throughout the day
- More reliable service
- Better network connectivity
- Accessibility to key destinations
- Improved security

Based on these themes, the following service design concepts were incorporated into the NextGen Bus Plan implemented to deliver an improved Metro bus network:

Hybrid Local/Rapid Stop Spacing – Past practice was that stop spacing was determined by route classification. For example, Local lines were planned with $\frac{1}{4}$ mile stop spacing while Rapid lines had $\frac{3}{4}$ to 1 mile stop spacing. As a result, customers travelling on Local lines travelled more slowly but had closer access to origins and destinations. Conversely, Rapid customers travelled faster along a corridor, but may have been picked up or dropped off much further from their origin or destination. In addition, resources were split between the Local and Rapid lines resulting in less frequency for each service. Thus overall end-to-end travel time including walking/rolling to/from stops, waiting for the bus, and in-vehicle run time may result in longer overall travel times on the Rapid, especially for shorter distance trips.

Consolidating Local and Rapid resources along 18 major transit corridors was implemented in 2020/2021 as part of the initial roll out of the NextGen Bus Plan. The single hybrid service retained on these key corridors provides more frequent service at all stops and, when matched with optimized $\frac{1}{4}$ mile average stop spacing adopted as part of NextGen Bus Plan and new bus lanes, results in shorter wait times, faster on-board travel times compared to the previous Local service, and shorter walk/roll compared to Rapid service. In addition, this standardizes the service frequency along the entire corridor as compared to providing inconsistent frequencies between Local and Rapid services that have different speeds. Stop spacing can be adjusted to reflect local conditions with the needs of key destinations such as schools, medical centers, and senior centers being taken into account while balancing the impact each stop has not just for those that use the stop, but for those on board that are delayed by buses stopping.

Shorter Route Lengths and Subarea Transit Hubs – Location-based cell phone data indicates that almost half of all trips made in Los Angeles County are within 1 to 5 miles. In addition, the origin-destination travel patterns indicate that many people travel locally and not necessarily across the region. Creating shorter, core route lengths with maximized service frequency and bus speed improvements such as new bus lanes will improve schedule reliability. Being able to tie the lines to subarea transit hubs will improve network efficiencies and provide safer and more convenient locations for transfers.

Municipal Operator Coordination – Metro serves as LA County's regional coordinator of transit services. Improved coordination between all operators and modes is vital to establishing an integrated regional transit network. Metro operates within a hierarchy of services, in which Metrolink provides the region's commuter rail to serve high volume, longer distance trips. Metro Rail, Metro Liner [G Line (Orange) and J Line (Silver)], and Metro Bus serve as the backbone of the urban transit network within much of LA County, and are augmented by municipal operators. Municipal and local return operators complement the system with community and shuttle buses that serve specific neighborhood needs.

It is imperative that Metro bus service be closely coordinated with municipal transit service as roughly one-third of transit service in LA County is provided by municipal bus operators and Metrolink. Their coverage is especially strong in Santa Monica, Culver City, South Bay, Gateway Cities, and eastern San Gabriel Valley as well as Santa Clarita and the Antelope Valleys. Given that several municipal operators are currently undergoing their own system redesigns, there are opportunities to work together to develop service change ideas between Metro and municipal

services to improve overall coordination for customers. The NextGen Bus Plan included four transfers of Metro bus service to municipal operators, two of which were implemented in 2021 in cases where the line was more appropriate as part of the municipal operator’s network.

MicroTransit and Other On-Demand Services – Some areas of the County are difficult to serve with fixed-route transit due to terrain, narrow streets, dispersed lower density destinations, and relatively low travel activity. To address this, Metro is currently conducting a three-year microtransit pilot program, an on-demand, van-based rideshare service branded as Metro Micro. The service launched in December 2020 and the final eighth zone was implemented in December 2021. The zones are: Watts/Compton, LAX/Inglewood, North Hollywood/Burbank, El Monte, Highland Park/Glendale/Eagle Rock, Pasadena/Altadena/Sierra Madre, Northwest San Fernando Valley, and Westwood/UCLA. The service is designed to provide short trips within a zone where each rider would have to wait no more than 15 minutes from the time a reservation is made to when they are picked up at a designated pickup location. Reservations can be made the same day and up to a week in advance. Riders can reserve rides by calling Metro’s Call Center, through an online reservation system, or via the service’s dedicated smart phone application. All pickup and drop-off locations are located within the zone and must be ADA accessible, but are not limited to bus stops. The pilot program will operate for three years, after which Metro will determine whether to make the service permanent or not. A number of lower ridership fixed-route services have been discontinued within the new Metro Micro zones as part of the NextGen Bus Plan implementation, to determine if microtransit can be an effective and efficient replacement for Metro fixed route bus service in these hard-to serve areas.

Table 3.1 *Minimum Rail and NextGen Bus Plan Frequency by Service Type*

Service Type	Peak	Midday Weekday	Weekend	Evening
Heavy Rail	10	12	12	20
Light Rail	10	12-15	15	20
Core Network (Tier 1) Metro Liner and Metro Rapid	5-10	5-10	15	7.5
Convenience Network (Tier 2)	12-15	12-15	30	10
Connectivity Network (Tier 3)	20-30	20-30	60	15
Community Network (Tier 4)	40-60	40-60	60	30
Commuter Network (Tier 5)	varies	varies	varies	varies

Standardize Frequencies by Service Tiers – Prior to the implementation of the NextGen Bus Plan, schedules were written based on the Board-adopted load standard for frequent services (15 min or better) and on policy service levels for low frequency services (less than 15 min). To ensure the core network has consistent frequencies and span of service, the NextGen Bus Plan categorized transit lines into tiers based on transit propensity, current ridership, the nature of the service, and overall travel demand. Each tier has been assigned a frequency range for each time period to ensure that all services within the tier provide consistent service levels for ease of transfer across the network, with minimal adjustment from year to year. These frequency levels are defined in Table 3.1. A line may see frequency improved at a selected time of day in

response to high demand, consistent with the Board-adopted load standard being met on all trips operating on the line.

Routing to Reflect Current Travel Patterns and Transit Propensity – Corridors are currently being evaluated by segments based on the origin-destination travel patterns identified using the cell phone location-based data and regional TAP data. The segments will be connected together to create lines that better align the routing with travel patterns. This is expected to reduce the number of transfers required to make a trip, and to increase the distance travelable and access to opportunities along the network within a given time frame. While resources will be focused in areas with high transit propensity, there will be a concerted effort to maintain service in areas of low demand but with the greatest mobility needs.

Transit Supportive Infrastructure – Service design will identify transit supportive infrastructure that either improves overall travel time and reliability, or reduces inefficiencies in the network. Speed and reliability improvements include bus-only lanes, queue jumpers, bus bulb-outs, traffic signal retiming, transit signal priority, all door-boarding, fare payment technology, and other technologies and infrastructure that improve the attractiveness and competitiveness of transit while reducing revenue hours so that they can be reapplied to provide more frequent service. Infrastructure that optimizes terminals and layover locations, reduces out of direction movements, and improves transfer movements will reduce non-revenue miles and hours that can also be reallocated to more frequent service.

Table 3.2 *Service Design Concepts*

	Faster service	Frequent service throughout the day	More reliable service	Better network connectivity	Access to key destinations	Improved security
Routing to reflect current travel patterns and transit propensity				X	X	X
Standardize frequency by service tier	X	X				
Subarea transit hubs				X		X
Shorter route lengths			X			
Optimize stop spacing	X		X			
Municipal operator coordination				X	X	
MicroTransit and other on-demand		X			X	
Transit-supportive infrastructure	X		X			X

Table 3.2 illustrates how each service concept will address the various themes expressed by the public and stakeholders.

3.2 Service Standards

Board-adopted service standards are established to ensure that service levels are maintained to meet a minimum standard of rider experience. These focus on such items as maximum average loads on trips and on time performance and are discussed below.

Headways

The headway standard provides for the maximum scheduled gap (in minutes) between trips in the peak direction of travel at the maximum load point of a line by time of day; it should not be exceeded for at least 90% of all hourly periods as summarized in Table 3.3. The frequencies below are the minimum service levels versus the target frequencies established under NextGen Bus Plan shown in Table 3.1 above.

Table 3.3 *Minimum Headway by Service Type*

Service Type	Peak (Weekday)	Off-Peak (Weekday-Weekend)
Heavy Rail	10	20
Light Rail	12	20
Liner	12	30
Rapid	20	30
Core Network (Tier 1)	10	10-15
Convenience Network (Tier 2)	15	15-30
Connectivity Network (Tier 3)	30	30-60
Community Network (Tier 4)	60	60
Commuter Network (Tier 5)	Varies	Varies

Passenger Loads

Passenger load standards have been developed to ensure there is sufficient capacity on Metro Bus and Rail service. The loading standard for bus is based on the maximum average ratio of customers to available seating per vehicle size (i.e. 40-foot, 45-foot, and 60-foot buses). The loading standard for rail is based on the maximum average ratio of customers per seat by service type (i.e. Heavy Rail and Light Rail). Current loading standards are shown in Table 3.4.

- **Bus Passenger Loading Standard** expresses the maximum average ratio of customers to vehicle size and frequency by direction for a one-hour period that should not be exceeded for at least 95% of all hourly periods. This TSP sets the current loading standard for Metro bus to 1.3 as recommended by the 2016 APTA Peer Review Committee. Vehicles used for MicroTransit will have a load standard of 1.0.
- **Rail Passenger Loading Standard** expresses the maximum average ratio of customers to seats by service type and by direction for one-hour period by time of day and should not be exceeded for at least 95% of all hourly periods.

Table 3.4 *Passenger Loading Standards by Vehicle Type*

Service Type	Seats per Vehicle	Peak Passengers per Seat	Off-Peak Passengers per Seat	Maximum Passengers Onboard
Heavy Rail	52	2.30	2.30	120
Light rail	60-76	1.75	1.75	105-133
Bus – 40 foot	38	1.30	1.30	49
Bus – 45 foot	46	1.30	1.30	60
Bus – 60 foot	57	1.30	1.30	74
Van - MicroTransit	10	1.0	1.0	10

Wheelchair Boardings and Pass ups.

Ideally, in a floating 6-month period, regular operating bus service will average no more than 6% in pass-ups of customers who use wheelchairs or other mobility devices. Should the average increase to over the 6% threshold, Service Planning will adjust service to better serve the ridership patterns of the route in such a way so as to minimize pass-ups.

Network Route Spacing

Network Route Spacing refers to the average distance between two or more parallel bus and/or rail lines. It is generally accepted that customers are willing to walk up to 0.25 mile to a bus stop. Generally, bus routes operating parallel to each other in an urban area should be spaced 0.5 mile apart from one another, and bus routes operating parallel to rail should be spaced a 0.5 mile apart on either side of a rail route. Bus routes operating parallel in a suburban area should be spaced no more than one mile apart from each other, and bus routes operating in low density or underdeveloped areas should be operated where needed in a cost-effective manner. Where possible, alternate delivery methods should be considered.

Stop/Station Spacing

Stop/Station spacing refers to the average distance between consecutive stops/stations along an entire bus/rail route. The standard is expressed as the maximum average stop/station spacing in miles by type of service and is not to be exceeded by at least 90% of all routes operated. Stop/station spacing is established based on the goals and guidelines each service type is designed to achieve as discussed below. Metro’s maximum average stop/station spacing by mode is summarized in Table 3.4.

- **Heavy/Light Rail Line** station spacing is greater than bus stop/station spacing to achieve a higher operating speed, recognizing that riders are willing to access such service from a greater distance and to ensure this mode is competitive for longer distance travel, while ensuring stations serve key activity nodes and transit connection points. Rail station location is determined during the design phase. Ideal average rail station spacing should be no greater than 1.50 miles.
- **Metro Liner and Rapid Bus Routes** achieve the highest bus speeds through even greater stop spacing than Local Core (Tier 1), Convenience (Tier 2), Connectivity (Tier 3), Community (Tier 4), and Commuter (Tier 5) lines. To ensure these services provide access to major activity centers and transfer points, average stop/station spacing should be no

greater than 1.25 miles, though there may be exceptions due to geography or existing facility design such as freeway HOT or HOV lanes. See Table 3.5 for further details.

- **Core, Convenience, Connectivity, and Community Bus Routes** primarily operate on city streets and secondary streets respectively. These route types are designed to provide service closer to a customer’s destination and reduce walking times. Therefore, average stop spacing should be no greater than 0.25 mile for convenient walk access.

Decisions regarding bus stop spacing and location call for analysis of ridership density, customer service requirements such as balancing access to key destinations and impact to on board riders, rider and operational safety, equipment size, the service type provided, interaction of stopped buses with general traffic flow, and coordination with other curbside space allocations such as parking and driveways. Stops should be closer together in major commercial districts and farther apart in outlying areas. In general, bus stop spacing should not exceed 0.3 miles for local bus service except in areas where local conditions and/or lack of ridership generators may result in a wider gap between stops. Care should be taken to avoid low usage stops in areas where the buses are closest to the maximum load on board the bus. Special consideration may be given to stops near schools, senior centers, and medical centers where there is reasonable ridership (>= 15 boardings or alightings on average per weekday).

Table 3.5 *Target Average Stop/Station Spacing*

Service Type	Average Stop/Station Spacing (miles)
Heavy Rail	1.50
Light Rail	1.50
BRT	1.25
Rapid	0.75
Commuter (Tier 5)	1.25
Core (Tier 1), Convenience (Tier 2), Connectivity (Tier 3), Community (Tier 4)	0.25

On-Time Performance

A key element of high quality transit service, as confirmed in the NextGen Bus Study, is reliability. This element is measured firstly in terms of on time performance. Managing this metric is intended to provide a high standard of service reliability. On-time performance for buses is defined as a range from no more than one minute early to no more than five minutes late, which is measured at all timepoints along its route. For rail lines, on-time performance is measured based on end terminal arrival. This standard varies between heavy rail and light rail. The on-time performance standard is summarized in the Table 3.6.

As part of the NextGen Bus Plan speed and reliability improvements, a pilot of headway-based service management will be conducted. This involves the operation of high- frequency bus lines without intermediate timepoints along the line. The reliability of this type of service will be based

on the intervals between buses remaining within a range. More information will be added and standards developed for this mode of operation once the pilot has been completed.

Table 3.6 *Target Standard for On-Time Performance*

Service Type	On-Time Performance
Heavy Rail	95%
Light Rail	90%
BRT	85%
Rapid	85%
Commuter (Tier 5)	85%
Core (Tier 1), Convenience (Tier 2), Connectivity (Tier 3), Community Bus (Tier 4)	85%

Service Cancellations:

In recent years, both pre-pandemic and during times of significant impacts from the COVID-19 pandemic on the Metro operator workforce, cancelled service due to lack of available operators has had a significant impact on service reliability. Metro should not enter into service level changes unless sufficient operators are available to provide the required extraboard operator as required (OAR) ratio of 1.2 for bus and 1.25 for rail at each operating division. Cancelled service should ideally be zero each day in support of the best customer experience. As of March 2022, a target of 2% or less cancelled service has been set as part of service restoration preconditions.

3.2 Bus/Rail Interface Planning

As the Metro Rail system expands, the surrounding bus system within a half mile of each station is assessed for adjustments that would improve access to rail stations, take advantage of new transfer facilities, and reduce bus and rail service duplication. The following guidelines provide direction for routing and scheduling changes that will be necessary as the Metro Rail system is expanded:

Discontinuation of Parallel Limited and Express Service

Competing Community and Commuter (Tiers 4 and 5) bus services that parallel the rail corridor will be discontinued where duplication exists. Revenue services should be reinvested to improve service on lines that feed the new rail service where possible.

Bus Route Deviation

Bus routes that run parallel to a rail line may be diverted to a station when:

- Walk time from the nearest station is greater than 3 minutes;
- Diversion time in one direction is 5 minutes or less, and;
- Net travel time benefit for connecting customers is positive i.e. the transfer to rail does not result in overall increased travel time.

Intersecting bus lines or ones that travel in a perpendicular direction to a rail line will be diverted to serve the closest rail station when:

- Diversion time in one direction is 5 minutes or less
- Net travel time benefit for connections and through travel

Extend Terminating Lines

Bus routes that end within one mile of a rail station will be extended to terminate at the station. Routes that terminate at distances greater than one mile may be extended if the rerouting will create a valuable link to the rail system consistent with area travel patterns or will result in a reduction in travel time for a significant number of customers.

New Bus Routes

New rail feeder service will be considered as part of the service change process if a need is demonstrated based on significant area travel patterns and if funding is available.

Scheduling Rail/Bus Interface

Bus arrival and departure times should be governed by the rail arrival and departure times when predominant movement is from bus to rail. Bus routes with frequencies of 20 minutes or greater ending at a rail station should be scheduled to arrive 5 minutes before the rail departure time (plus walk time between the modes). When the predominant movement is from rail to bus, terminal buses should be scheduled to depart 5 minutes after the scheduled rail arrival time (plus walk time between the modes).

3.3 Metro Bus Routing Guidelines

An easy-to-understand-and-use transit system relies on simple network and route design. Consolidating duplicative services on the same or parallel corridors within a quarter-mile to a half-mile distance provides an opportunity to simplify the network for ease of use, reduce underutilized capacity, and invest those resources into other areas of the network. This concept requires better coordination of schedules and transfer points and will result in an easier-to-use and more convenient system while reducing wait time and overall travel time.

Metro's directly-operated service primarily operates three types of buses: a standard 40-foot bus, a 45-foot bus, and a 60-foot "articulated" bus. To ensure that buses can adequately navigate route alignments and serve bus stops, Metro established the following standards:

- **Transit Centers /Bus Terminals**
 - Layover zones should be designed to accommodate various sizes of buses.
 - Layover zones should utilize sawtooth bay configurations where possible to ensure curb space is more efficiently and reliably utilized, and accommodating 60' buses where needed.
 - Re-striping of layover zones should be completed as needed based on the needs of the service and bus sizes scheduled.

- Routes should be scheduled so that the amount of layover space needed is available. Layover zones should be placed as close as possible to the route terminal. Where not accommodated by the design, the added operating cost to serve the location will be computed and made part of the decision-making process for bus/rail interface.
- **Minimum turning radius clearance required for each type size bus movement**
 - 50 feet for 40-foot buses (Figure 3.1)
 - 47.5 feet for 45-foot buses (Figure 3.3)
 - 44 feet for 60-foot articulated buses (Figure 3.2)
- **Desired street lane widths** for bus operations should be 12 feet or more.
- **Optimal Bus Stop Curb Lengths and Zone** - 40-foot buses should at minimum:
 - Far-side – 90 feet
 - Near-side – 100 feet
 - Mid-block – 150 feet

For two 40-foot buses servicing a stop simultaneously, add 50 feet. Additional bus stop curb length may be needed for 45-foot buses.

- **60-foot bus should at a minimum:**
 - Far-side and mid-block – 120 feet
 - Near-side – 170 feet

For two 60-foot buses servicing a stop simultaneously, add 70 feet.

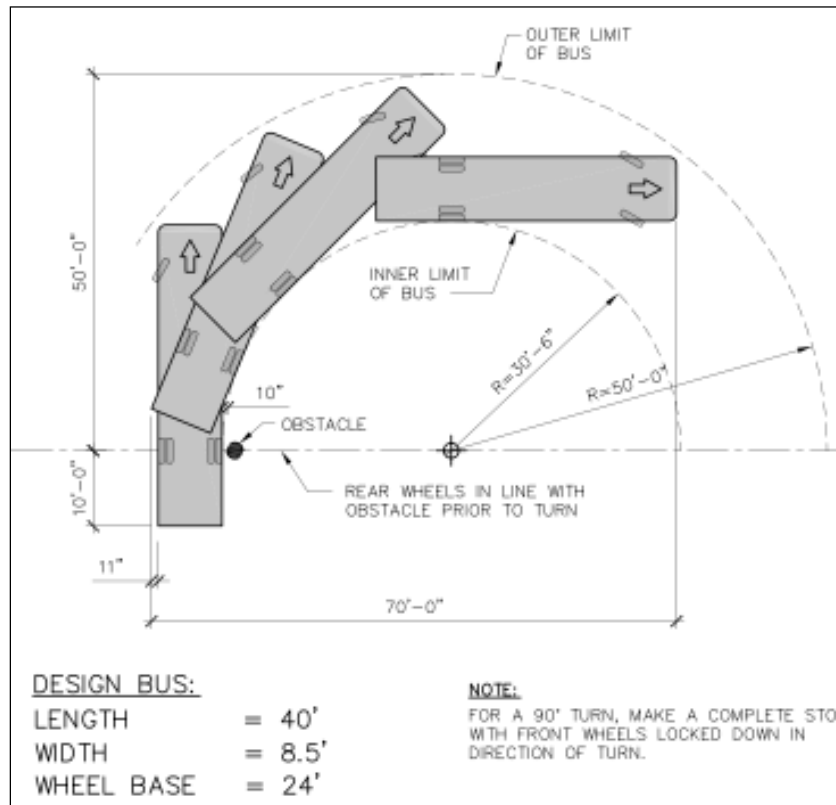


Figure 3.1 40-foot bus turning radius

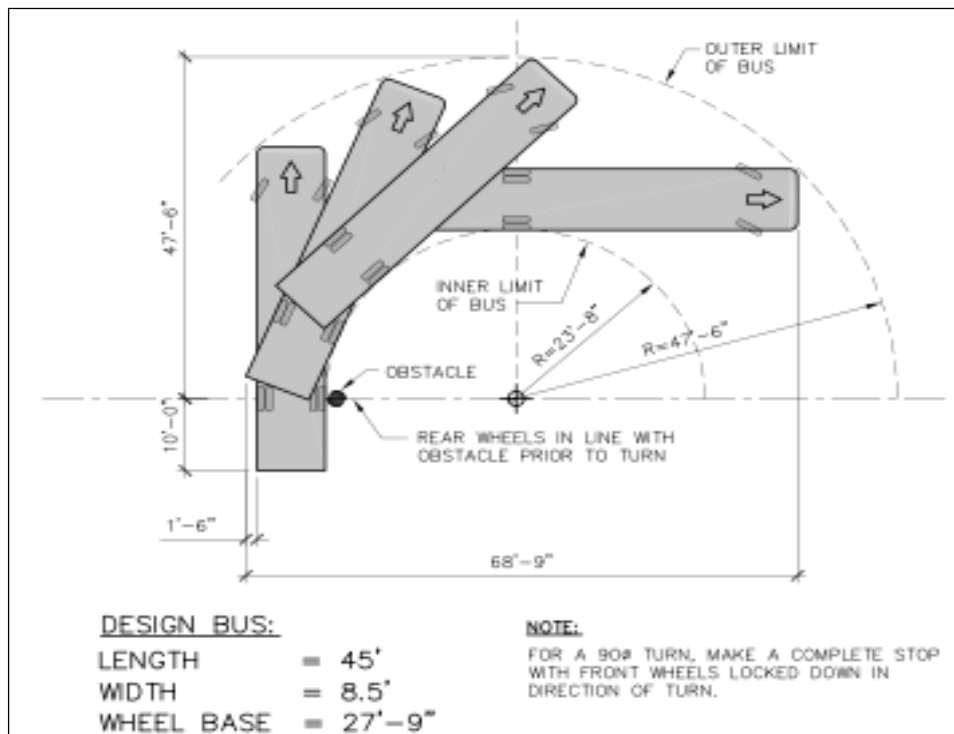


Figure 3.2 45-foot bus turning radius

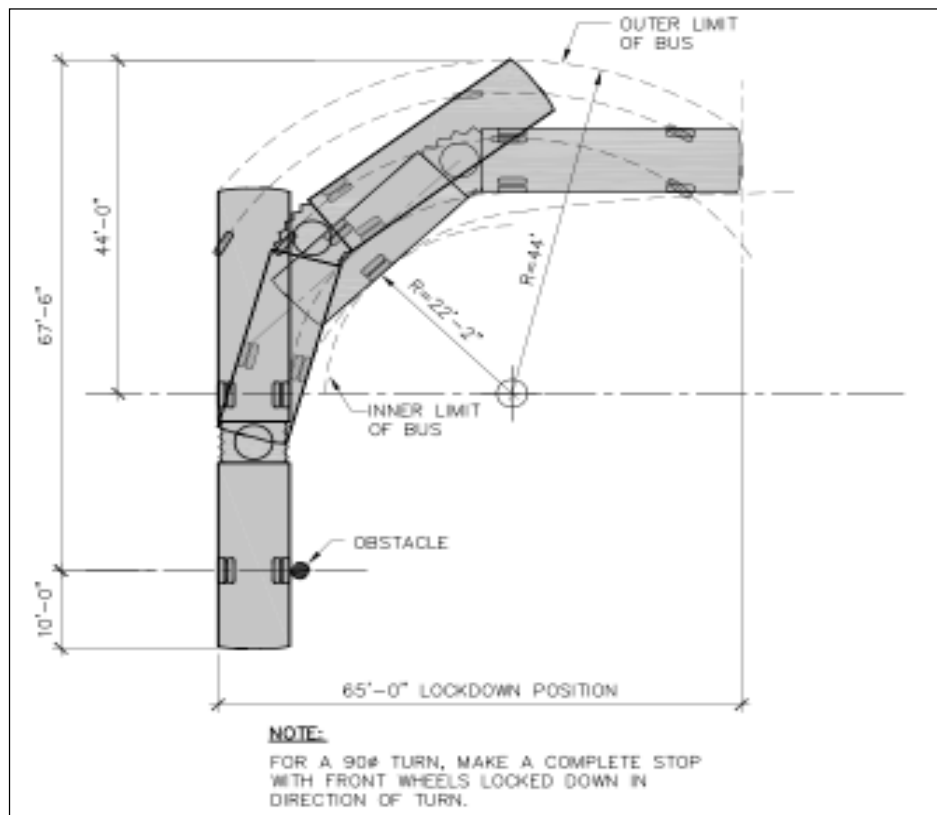


Figure 3.3 Articulated 60-foot bus turning radius

- **Bus Layover Zone** general space requirements based on frequency between scheduled trips:
 - One space – 20 minute service or less frequent
 - Two spaces – 12 to 15 minute frequency
 - Three spaces – 7.5 to 10 minute frequency
 - Four spaces – 5 to 6 minute frequency

3.4 Vehicle Assignment

Metro’s goal is to ensure a consistent basis for assigning vehicles to facilities to meet operating needs and provide equitable access to the newest vehicles across the Metro network to enhance quality of service.

Metro’s transit system consists of light rail, heavy rail, and bus operations. As of October 2019 (pre-COVID), for an average weekday Metro served approximately 925,000 bus boardings and 297,000 rail boardings.⁸

⁸ Figures taken from October 2019 data; selected for seasonal average and adjusted for A Line (Blue) closure.

- **Buses:** Buses will be assigned to individual facilities based on vehicle size requirements for lines supported by each facility. The fleet is also distributed to ensure the average age of fleet is consistent across each division for each bus type, so that all areas may have some service delivered using the newest buses.
- **Light Rail:** Light Rail cars will be assigned to individual lines based on a variety of factors including facility compatibility, the deposition of the feet during mid-life modernization programs and age so that no single light rail line must solely rely on the oldest rail fleet. Ideally, the number of vehicle types/manufacturers will be kept to no more than two at any facility to minimize parts storage and maximize maintenance expertise/training for mechanics on the different fleets. There is also a weight restriction that precludes the P2550 light rail cars from being assigned to the C Line along the I-105 freeway.
- **Heavy Rail:** Assignment policy is not applicable to Heavy Rail. The Metro B Line (Red) and D Line (Purple) operate out of the same division, with the same vehicle type.

3.5 School Trippers

School trippers are extra service operated to protect against overcrowding on bus lines serving schools. Metro's policy on school trippers is based on FTA regulations (49 CFR Part 605). These regulations are directed at protecting the private sector against unfair competition and ensuring that FTA funding is focused on providing services that meet the needs of the general public. School tripper service may be operated if the following criteria are met:

- There is sufficient demand to warrant the operation of a tripper that cannot on average be accommodated within the load factor applicable to the regular service available;
- There are sufficient resources to operate a tripper;
- The school tripper will not result in a significant increase in travel time (no more than 5 minutes extra) for regular customers if the service is to be deviated via a school; and
- The school tripper is operated as part of the regularly-scheduled public transportation service and is included in such schedules and available for any person to ride.

School tripper service must meet the following requirements:

- All school trippers must fully comply with established policies and procedures;
- All regularly scheduled school trippers must be published on public timetables;
- All locations where trippers board or alight customers, including the bus stops at deviated routes, must be marked with Metro signage including the bus line numbers servicing the stop;
- School tripper changes must be provided to the public by a service change notice or on the Metro website at [metro.net](https://www.metro.net); and
- Requests for new school trippers or modifications to existing school trippers (bell time changes, etc.) will be considered when a notice is given at least 30-days in advance

providing ample time to complete an appropriate analysis of the request and to allow appropriate notification of changes to the public.

School tripper services changes must comply with the following procedures

- Service Development Managers (SDM) in the Service Planning & Scheduling Department are responsible for ensuring that all school trippers in their respective service area fully comply with Metro’s School Tripper Policy as discussed herein.
- Uniform standards for the documentation of daily school tripper arrangements must be employed. This includes standardizing the documentation form and oversight of the documented information being input into the scheduling system to ensure accuracy. All requests for new school trippers and modifications to existing school trippers must be logged into the scheduling system regardless of whether the requested new or modified school tripper is implemented.
- SDMs are responsible for working with school districts in their service area which use school tripper service, where special events and bell-time changes are disseminated to Metro through communication with district staff.
- The information fed to transit apps and trip planners, such as Transit App and Google Transit, is made available via a General Transit Feed Specification (GTFS) compatible feed which is updated weekly to reflect school tripper service changes captured in the transit service scheduling software calendar utilized by Metro.

3.5 Charter Service

As a grantee of Federal funds, Metro is prohibited from using its federally-funded equipment and facilities to provide charter service except on an incidental basis and when one or more of the applicable exceptions below apply:

- Charter service shall be incidental to the mass transportation service and shall be provided only during times of the day when vehicles are not needed for regularly scheduled service.
- Charter service will only be considered when one of the following exceptions apply:
 - There are no willing or able private charter operators;
 - For special events the private operators are not capable of providing the service;
 - When there is a formal agreement regarding the provision of charter services between the recipient and all private charter operators who have been identified to be willing and able; and
 - For government or certain non-profit organizations, if the trip involves a significant number of handicapped persons, or if the organization is a qualified social service agency, or if it receives public welfare assistance funds whose implementation may require transportation services.

- All requests for charter service must be approved by the Chief Executive Officer and may require a waiver from the FTA. Petitions for a waiver should be requested in writing 90 days in advance of the event whenever possible.
- The rates for charter service shall equal or exceed the annual fully allocated cost, including depreciation, of providing charter bus operations, and Metro shall deduct the mileage and hours from the useful life of the buses.
- The operation of charter service also must comply with relevant state laws, including Section 30630.5 of the California Public Utilities Code.

Charter service is the use of buses, vans or facilities (rail system) to provide a group of persons under a single contract, at a fixed charge, with the exclusive use of the vehicle or service to travel together under an itinerary either specified in advance or modified after having left the place of origin. Generally, for service not to be considered charter, it must meet the following tests:

- Be available to the public;
- Operate within the system’s normal scope (existing routings, fit within normal hours of operation and established fare structure);
- Provide a published timetable; and
- Customers must pay their own fare.

3.6 Special Event Service

Special event services are bus routes designed to take customers to a specific venue and are not part of regularly scheduled operations. Metro will provide service under contract to other entities only if the provision of these services does not interfere with Metro’s ability to meet regularly scheduled service obligations and fits within the scope of the agency’s regular operation in terms of route structure, fares, and span of service. Special event services will be provided on a full cost recovery basis and in conformance with the agency’s charter bus policy which is consistent with FTA Charter Bus regulations.

3.7 Service Transfer Guideline

The regional public transit network in LA County consists of 17 “Included or Eligible” fixed route operators (including Metro). Included operators (and routes) are those that were operating within LA County in 1971 at the time of adoption of the State of California Transit Development Act/State Transit Assistance statute. Eligible operators (and routes) are those added to the Formula Allocation Procedure (FAP) since that time.

Much of the funding for operation of “Included or Eligible” fixed route public transit service in LA County is distributed according to an adopted FAP. The FAP allocates sales tax receipts for public transit each fiscal year in support of public transit throughout the region. Many of the “Included and Eligible” systems operate under the guidelines of the “reserve service areas” established in 1971. Municipal operators have also grown, providing an expanded route network that has improved connections to Metro’s regional lines. In addition, there are

numerous Local Return fixed route transit providers who are not eligible for FAP funding, but instead are funded through Propositions A and C (1990 sales tax initiative), Measure R (2008 sales tax initiative), and Measure M (2016 sales tax initiative). These Operators are funded as “Local Return” operators (see Appendix B for a list of operators funded as Local Return and/or Included/Eligible Municipal operators).

Policy guidance states that the network should be well integrated, coordinated, reduce service duplication, and simplify service. Therefore, the evaluation of transit corridors for consideration to be operated in the future by another operator should include:

- Existing performance relative to the system average;
- Value to the customer through integration into an established nearby transit provider;
- Net cost to each operator and the region;
- Completion of another operator’s route network;
- Provide improved connections to a Municipal Operator’s established network;
- Impacts to existing and projected ridership;
- Generation of a net cost saving to Metro based on Metro’s calculation of the FAP impacts for all service realignment proposals.

Any transfer of directly operated Metro services to a municipal or contract operator must adhere to the terms and conditions governing such transfers as agreed to within the adopted collective bargaining and other superseding agreements between the affected labor unions and Metro.

If a proposed service change is adopted that results in a reduction of service, Metro should reinvest at least half of the net savings (operating cost less customer and FAP reduction) to improve service on Metro’s core network of regionally significant lines in the service area from which the savings were drawn.

Any significant service modifications will be subject to review under the latest FTA procedures for adherence to Title VI of the Civil Rights Act of 1964, as amended, the approval of the appropriate Metro Service Council(s), and the local transit provider’s Board of Governance, and must be in compliance with local, regional, and labor legislation or agreements. Finally, the agency that assumes service will be required to maintain or improve the days, span, and frequency of the existing Metro service for at least a two-year period (two-year lag) for which Metro will include such operation through the FAP. In addition, the assuming agency must be a participant in the regional TAP program to minimize fare change impacts.

3.8 Alternative Service Delivery Options

Alternative service delivery options generally refers to services not directly operated by Metro, such as contract services, Municipal and Local Return Operators, taxis, and other flexible destination operations. These alternatives can complement traditional transit service. In addition, Access Services provides mandatory ADA complementary paratransit services for

functionally disabled individuals in Los Angeles County as required by federal ADA law. Access Services transportation service is available for any ADA paratransit-eligible individual to any location within $\frac{3}{4}$ of a mile of any fixed route bus operated by the Los Angeles County public fixed route bus operators and within $\frac{3}{4}$ of a mile around Metro Rail stations during the hours that the systems are operational. Complementary paratransit service is not required to complement commuter rail and commuter bus services, since the federal ADA law does not require that these services provide complementary paratransit service.⁹

Metro has launched two pilot programs to leverage demand-responsive technology to improve mobility, customer experience, and system performance by providing additional first-mile and last-mile service options: Mobility on Demand and MicroTransit.

The Mobility on Demand pilot launched in January 2019 and operated for 12 months. Metro partnered with Via, a provider of on-demand ride sourcing services, to develop on-demand technology to increase access to Metro's transit system by offering service to and from three of Metro's transit stations: North Hollywood, Artesia, and El Monte. This pilot program was funded in part by a \$1.35-million Mobility on Demand (MOD) Sandbox Demonstrations grant from the FTA. The system was operated utilizing private cars. The Mobility on Demand pilot concluded in January 2021 and the three Mobility on Demand zones were transitioned to become part of the Metro Micro microtransit pilot program.

Metro's microtransit program, Metro Micro, is a three year pilot of on demand ride-source service operated with passenger vans within eight designated zones, intended to test a range of use cases including areas where fixed route service has not been effective or is unable to access parts of a community. Metro is partnering with a third-party vendor for the technology to support this pilot program, while Metro staff operate and manage the service. The pilot zones were coordinated with the NextGen Bus Plan to replace some lower usage fixed route lines or route segments where Metro Micro service could better serve such areas, though this is only one of a range of use cases being tested by Metro Micro.

The first two zones were launched in December 2020 (LAX/Inglewood and Watts/Willowbrook). The three Mobility on Demand zones were added to the Metro Micro program in January 2021. Two additional Metro Micro zones launched in June 2021 (Highland Park/Eagle Rock/Glendale and Altadena/Pasadena/Sierra Madre). The Northwest San Fernando Valley zone was launched in September 2021, and the final pilot zone at UCLA/Westwood launched in December 2021, for a total of eight pilot zones.

Based on experience to date, Metro Micro generally serves short trips of approximately 20 minutes in vehicle time and one to five miles in distance on average. These short trips are intended to serve as connections to other transit options such as Metro-operated bus and rail services and municipal operators. The target maximum size for each zone was originally set at no greater than 20 square miles to ensure the goal of no more than an average 15-minute wait time for pick up could be consistently achieved. However, a number of zones were expanded to

⁹ accessla.org/about_us/overview.html

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help better replace some low performing fixed route services during NextGen Bus Plan implementation, and the overlapping Artesia and Watts/Willowbrook zones were also combined into a 35 square mile mega zone (Watts/Compton) in December 2021.

SECTION 4: CUSTOMER INFORMATION AND AMENITIES

Customer information instructs both regular customers and infrequent customers on how to use transit as a viable mode of transportation to and from their destinations. Clear, accurate, and timely information is an important adjunct to service quality, particularly when bus and rail services are not operating as planned. Amenities aid in the comfort and security of customers.

4.1 Customer Information

Customers need to know how to use transit: where to go to access it, where to alight to access their destination, whether transfers are required, when transit services are scheduled to depart and arrive, and how planned and unplanned service changes or disruptions impact travel. Both regular and infrequent users require specific route information when they need to travel to a location they rarely visit or that is new to them. Information must be provided in accessible formats. Metro provides customer trip planning information via telephone, through customer service representatives. Metro buses, railcars, and stations also include announcement systems for stops and stations as well as other general service information. Mobile device applications and text/SMS messaging have expanded significantly as smart phones have become a common part of life for many people. Published schedules, maps, and other information are also available through Metro Customer Service Centers and by mail. Significant information is also provided online at the metro.net website, and via email alerts for customers who sign up to receive them. Information is also provided on signage at major stops and stations.

- **Signage** at transit infrastructures such as stations and shelters, signs directing motorists to Park & Ride lots, and bus stop signs that indicate the presence of service to people not currently using transit.
- **Audible Announcements** at bus stops, rail stations and on-board vehicles to assist customers with visual impairments and customers unfamiliar with the route or area.
- **Online Information** is available 24 hours to anyone with Internet access such as:
 - Real-time information streamed to many transit information applications, including the Transit App, Metro's official smartphone app, as well as being displayed on Google, Apple and Bing Maps and in use by their trip planners.
 - Metro's own website metro.net:
 - Route maps and timetables, fare information, detour notices, service change information, cancelled service alerts, special event detours, and other service-related information
 - Metro's blogs, "The Source" and "El Pasajero"
 - Specialized guides (Bikes, Riders with Disabilities, Safety & Security)
 - Commuter program information (carpools, vanpools, employer programs, etc.)
 - News and media information
 - Latest information on Metro projects and programs

- Contact information
 - Metro’s social media accounts including Facebook, Twitter, and Instagram
- **Bus and Train Real-Time Information:** Accurate, timely, relevant, and readily available trip information is useful for reassuring customers when the next transit vehicle will arrive or how long the expected delay time is if there has been a service disruption. It should provide enough information to help them decide whether to continue to wait for the next transit vehicle, consider alternate routes, or take another mode of transportation to complete their trip. Real-time information is provided within selected transit shelters across the Metro network. Metro is testing e-paper real time information signs at a limited number of bus stops and plans to roll out this amenity in a larger pilot in FY23.
- **Printed and Distributed Information** such as timetables, maps, service change notices, customer newsletters, etc., are made available at multiple locations such as Metro’s own Customer Service Centers, regional libraries, and recreation and community centers.
- **Posted Information** such as system maps, bus cubes posted at stops, stations, and on board transit vehicles.
- **Route Signage Convention** at stops and on transit vehicle head signs assist customers to quickly identify what stops to wait at and what transit vehicle to board as well as direction of travel and location the lines terminate at, as well as names of major corridors served.
- **Wayfinding** is the process of communicating information to support the ability to navigate using signage, system/route maps, kiosks, bus cubes, directions, etc. so that customers can easily determine where they are, where they want to go, and how to get there.
- **Visual Displays** to assist customers with hearing impairments and to supplement on-board announcements that may be muffled by other noise.
- **Customer Information Panels (CIPs)** are interactive touch screen panels that display vehicle arrivals, service alerts, system and local maps, Metro Arts programming, advertising, and Agency public service announcements.

4.2 Customer Amenities

Customer amenities are those elements provided at a transit stops, transit centers, and stations to enhance comfort, convenience, and security. Amenities include items such as shelters, benches, trash receptacles, lighting, restrooms, vending machines, and emergency telephones. In some instances, Metro coordinates with municipalities to provide appropriate amenities.

- **Benches** provide seating for waiting customers, help identify the stop or station, and provide an affordable alternative to shelters. Benches are provided by the local jurisdiction in coordination with Metro.
- **Elevator/Escalators** provide accessibility for those who otherwise cannot use stairs to elevated or lowered station stops.
- **Lighting** increases visibility and security, and discourages misuse of bus stops when transit operations are not in service.

- **Public Restrooms** may be provided at major transit centers and maintained for public safety and convenience.
- **Shelters** provide waiting customers with protection from climate conditions and help identify the stop or station. Metro does not own or install shelters but coordinates with local jurisdictions on placement where appropriate. The NextGen Bus Plan includes an initiative to fund additional shelters across the Metro bus network in partnership with local jurisdictions.
- **Telephones/Intercoms** provide access to transit information and emergency services.
- **Trash receptacles** provide a place to discard trash and contribute to keeping bus stops and surroundings clean. Trash receptacles are placed at bus stop locations and maintained by individual municipalities.

Table 4.1 *Customer Information and Amenities*

Amenity	Service Type	Allocation
Shelters:	Heavy Rail:	n/a
	Light Rail:	At least 80 linear ft. per bay
	Bus Facilities:	At least 6 linear ft. per bay
Seating:	Heavy Rail:	At least 12 seats
	Light Rail:	At least 10 seats
	Bus Facilities:	At least 3 seats per bay
Information Displays:	Heavy Rail:	At least 12
	Light Rail:	At least 10
	Bus Facilities:	At least 3
LED Displays:	Heavy Rail:	At least 8 arrival/departure screens
	Light Rail:	n/a
	Bus Facilities:	n/a
TVMs:	Heavy Rail:	At least 2
	Light Rail:	At least 2
	Bus Facilities:	n/a
Elevators:	Heavy Rail:	At least 2
	Light Rail:	At least 2 for elevated/underground
	Bus Facilities:	At least 2 for multi-level terminals
Escalators:	Heavy Rail:	At least 4 (2 Up/2 Down)
	Light Rail:	At least 2 for multi-level terminals
	Bus Facilities:	At least 2 for multi-level terminals
Trash receptacles:	Heavy Rail:	At least 6
	Light Rail:	At least 2
	Bus Facilities:	At least 1 per 3 bays/2 per facility

Metro provides a minimum set of customer amenities at all rail stations and major Metro-owned, off-street bus facilities that allow for boarding as summarized in Table 4.1.

4.3 Rail Stations and Bus/Multi-Modal Transit Center-Facilities

When transit service is not available near one's trip origin, driving to a Park & Ride lot or utilizing another first-last mile option such as a bicycle or scooter to transit may be a viable alternative. Park & Ride lots, bicycle storage, and micro-mobility parking areas are important amenities for transit customers.

- **Park & Ride/Station Parking Facilities** provide parking for transit customers who use cars to access a bus or train. Park & Ride facilities are usually provided at rail stations or bus transit centers such as the Metro El Monte Station and Harbor Gateway Transit Center. Park & Ride lots in suburbs serve as a staging area for commuter customers. Parking may be provided for transit riders at no cost or for a nominal fee, based on demand.
- **Bicycle Storage** may be provided at transit stations where demand exists and space allows, and on transit vehicles. Bicycle racks, lockers, and hubs may be provided at transit center and stations. On transit vehicles, bicycles may be transported on bus-mounted racks located in front of a bus or on board a rail car in designated spaces. Bike racks provide a simple, relatively low-cost approach and can hold many bicycles in a relatively small space, but bicycles are subject to potential damage and theft. Enclosed bicycle lockers and hubs provide added protection from theft and from weather but cost more to install and operate, and require more space.
- **Micro Mobility Vehicle Parking** is being tested at key Metro system locations as a pilot program. At their July 25, 2019 meeting, the Metro Board adopted a parking ordinance to regulate parking of micro mobility devices such as electric scooters. As part of the pilot, Metro has designated parking areas at selected stations and transit hubs for parking of micro mobility devices; the private firms seeking to park their vehicles at Metro sites must pay a fee for use of the parking facilities.¹⁰

4.4 Bus Stop Amenities

Transit services are supported by bus stop and transit center facilities. These locations are often the first and last points of contact with the customer. These facilities are an essential component of transit infrastructure that direct customers to existing transit services, provide a safe and comfortable environment in which to wait for service, and facilitate safe and efficient transfers between services. Given their importance, which was confirmed in the NextGen Bus Study, it is vital that transit routes and schedules are developed in consideration of the quality, appropriateness, and availability of facilities.

Bus stops are locations along the route of a bus line where customers safely wait to board or alight from a bus in service. Bus stops consist of a pole with a sign that includes line number, destination and service qualification signage, and curb markings or parking restriction signage. Select bus stops also include a bus information cube affixed to the pole. Tests are underway for new e-paper real time information signs for bus stops. Most bus stops are located along the

¹⁰ Planning and Programming Committee File #2019-0085; LACMTA Administrative Code Title 8: Metro Parking Ordinance

curb of a street; others are located at offsite facilities such as transit centers or rail stations that are owned and maintained by Metro, or in some cases by the local municipality..

Metro has no jurisdiction over a bus stop beyond a bus stop sign post; amenities are installed by the municipality where the stop is located. This function is sometimes contracted to third parties who support installation and maintenance, usually funded by advertising revenues. The NextGen Bus Plan noted the importance of bus stop amenities such as seating and shelter, and Metro will work with municipalities to maximize the number of Metro bus stops with such amenities available.

Transit stations are stops along a fixed guideway and have features such as loading platforms, TVMs for pre-loading of TAP cards, shelters, benches, lighting, information displays, trash receptacles, bike racks and/or lockers, public announcement systems, security cameras, and emergency call boxes. Many are located adjacent to Park & Ride lots and customer pick-up/drop off areas.

Transit centers are high-volume transfer points for multiple transit services and layover spaces for end-of-line bus storage and turn around. Features include customer loading and alighting areas, benches, shelters, lighting, information displays, bicycle racks and lockers, trash receptacles, and bus layover bays.

On-street bus layover zones are designated stopover points for buses at or near the end of the line. They may or may not allow for customer boarding and alighting. Bus layover terminals are major offsite layover areas for multiple bus lines and may or may not allow for customer boarding and alighting.

Locating bus layover facilities (other than on-street stops) in heavily congested or urbanized areas increases the burden on the transit operator to find layover spaces for buses and operator restrooms. The extension of a line to a specific terminal may prove uneconomical and at the very least adds costs to an already budget constrained operation. Metro continues to include such facilities in joint development projects where feasible to maximize the efficiency of bus terminal operations.

Cost and minimization of customer disruptions are significant concerns when locating facilities for bus operations. Metro Operations staff continue to evaluate routes and layovers to reduce costs and improve efficiency as well as maintain required access to restrooms for operators. As a key internal stakeholder in the environmental planning process, the Service Development Department should be involved early in the analysis of alternatives to and the development of mitigation measures to ensure adequate accommodations are incorporated to foster connectivity of future joint development or private projects.

Capital costs of new support facilities are an important determinant; but more significant is the added operating cost that may be incurred due to inadequate facilities resulting in expanded line operations to reach suitable alternative layovers.

4.5 Bus Stop/Station Location, Design and Guidelines

Bus stops and station stops allow for boarding and alighting of customers; their locations should balance safe, convenient access with pedestrian safety as well as other community curb space needs. Locations should support efficient transit operations, convenient rider transfers, minimize walking distances and unnecessary crosswalk movements, and should be located at a signalized or signed crosswalk to disincentive/minimize potential jaywalking. Bus stops are generally located adjacent to a bus/rail station or within a short walk to medical facilities, schools, shopping centers, office buildings, multi-unit apartments, or other activity centers to provide access for uses that generally attract transit customers. Medical centers, senior centers, and schools have high priority when considering new bus stop locations and/or when relocating existing bus stops.

BRT/Rail station locations are determined during the design phase of a fixed guideway/right-of-way. There are criteria associated with station location, including connectivity and centrality to catchments and major arterials, but also technical feasibility which is beyond the scope of this TSP. Generally, stations are located at major transfer points with bus or rail and provide access to major activity centers and arterials. No standard type of stop can be recommended for all locations, as each intersection has its own unique characteristics. An inventory of land uses that serve as major trip producers and attractors within a 0.25-mile corridor of the road under consideration should be taken prior to establishment. The location of a transit stop requires concurrence of the municipality in which the stop is located in.

In general, far-side stops are preferable, particularly at signalized intersections; however, near side or mid-block stops may be justified in certain situations. When two or more bus routes operate along the same corridor, stops should be consolidated to facilitate ease of transfer, a single location for all transit activity, avoid unnecessary crosswalk movements and minimize confusion as to which stop customers should wait to catch their bus wherever possible. However, for a group of bus lines operating along the same street, in the same direction, serving the same intersection (such as in the downtown environment), it may be necessary to implement two stop locations (e.g. nearside and farside) to minimize congestion and allow for required turn movements, under the following circumstances:

- Some bus lines will queue up to make a right turn while other lines continue through the intersection (unsafe right turn movements)
- Lack of space availability and no room to lengthen zone due to business owner objection, jurisdiction refusal to extend, a loading zone being located behind the current stop, etc.)

Bus Stop/Station Accessibility

All stops and stations should be fully accessible in accordance with the 1990 Americans with Disabilities Act. This includes ensuring there are no obstructions preventing the boarding and alighting of customers who use a wheelchair or other assistive mobility devices, and that pathways to and from a stop or station are unobstructed. If obstructions do exist, every effort must be made to mitigate the issue(s) with the respective municipalities. In the case of bus stops, they can either be moved to a new location on a permanent basis or temporary basis

depending on situations, such as during construction. A summary of advantages and disadvantages to each location are provided in Table 4.2.

Table 4.2 *Comparative Analysis of Bus Stop Locations*

Stop Type	Advantages	Disadvantages
Near-Side	<ul style="list-style-type: none"> – Minimizes interference when traffic is heavy on the far side of the intersection – Customers access buses closest to crosswalk – Intersection available to assist in pulling away from curb – Buses can service customers while stopped at a red light – Provides driver with opportunity to look for oncoming traffic including other buses with potential customers 	<ul style="list-style-type: none"> – Conflicts with right turning vehicles are increased – Stopped buses may obscure curbside traffic control devices and crossing pedestrians – Sight distance is obscured for crossing vehicles stopped to the right of the bus. – The through lane may be blocked during peak periods by queuing buses – Increases sight distance problems for crossing pedestrians
Far-Side	<ul style="list-style-type: none"> – Minimizes conflicts between right turning vehicles – Provides additional right turn capacity by making curb lane available for traffic – Minimizes sight distance problems on approaches to intersection – Encourages pedestrians to cross behind the bus – Requires shorter deceleration distances for buses – Gaps in traffic flow are created for buses re-entering the flow of traffic at signalized intersections – Allows bus routes that operate with signal priority to reap benefits of the technology at signalized intersections. 	<ul style="list-style-type: none"> – Intersections may be blocked during peak periods by queuing buses – Sight distance may be obscured for crossing vehicles – Increases sight distance problems for crossing pedestrians – May increase number of rear-end accidents since drivers do not expect buses to stop again after stopping at a red light
Mid-Block	<ul style="list-style-type: none"> – Minimizes sight distance problems for vehicles and pedestrians – Passenger waiting areas experience less pedestrian congestion 	<ul style="list-style-type: none"> – Requires additional distance for no-parking restrictions – Encourages customers to cross street at mid-block (jaywalking) – Increases walking distance for customers crossing at intersections and for transferring customers

Source: FTA webpage (http://www.fta.dot.gov/12351_4361.html)

The following renderings (Figures 4.1-4.4) illustrate a typical bus stop/zone design and offers guideline for near-side, far-side, and mid-block locations. Transit Cooperative Research Program (TCRP) Report 19 “Guidelines for the Location and Design of Bus Stops” (1996) provides a more detailed discussion. Metro also adopted its own Transfers Design Guide in 2018 – see Section 2, page 15 for more information.

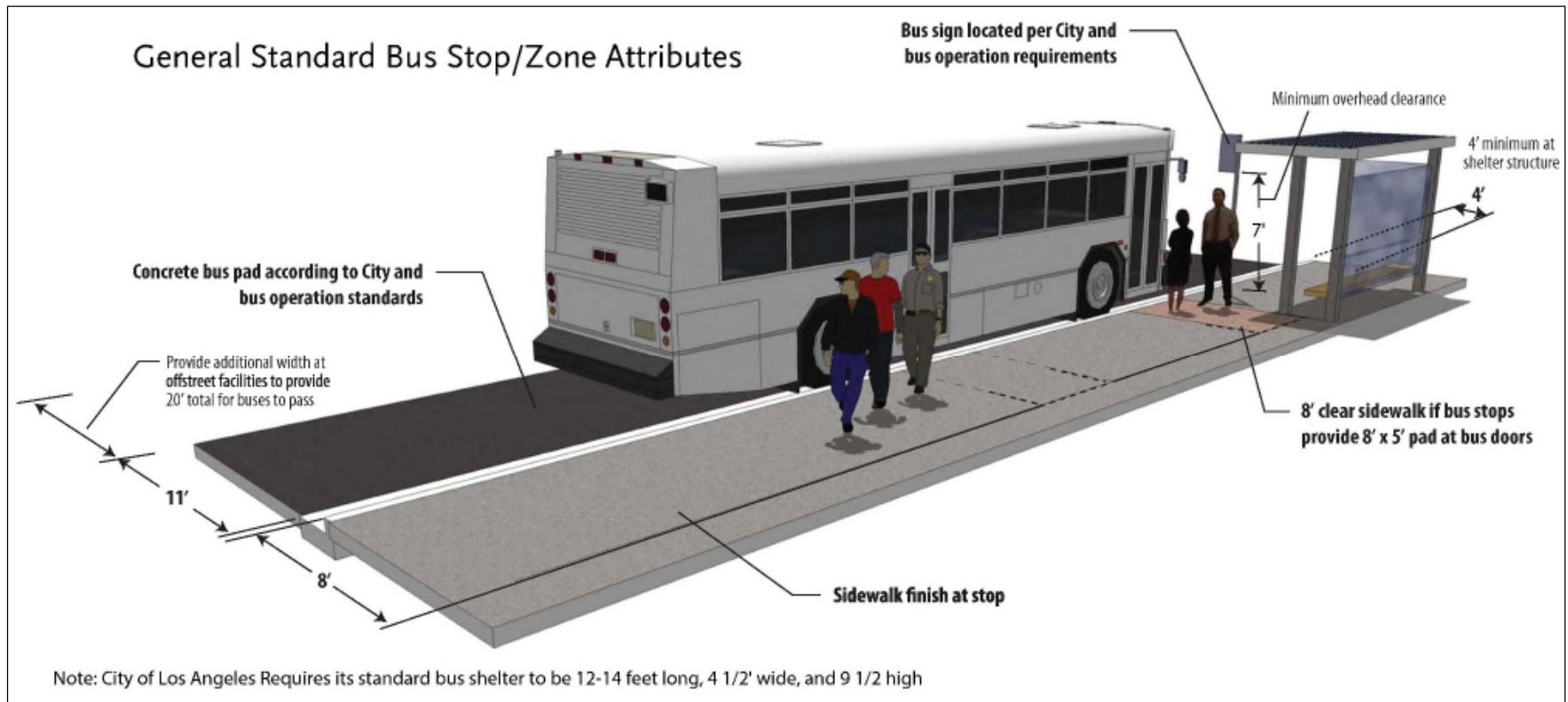


Figure 4.1 General Standard Bus Stop/Zone Attributes

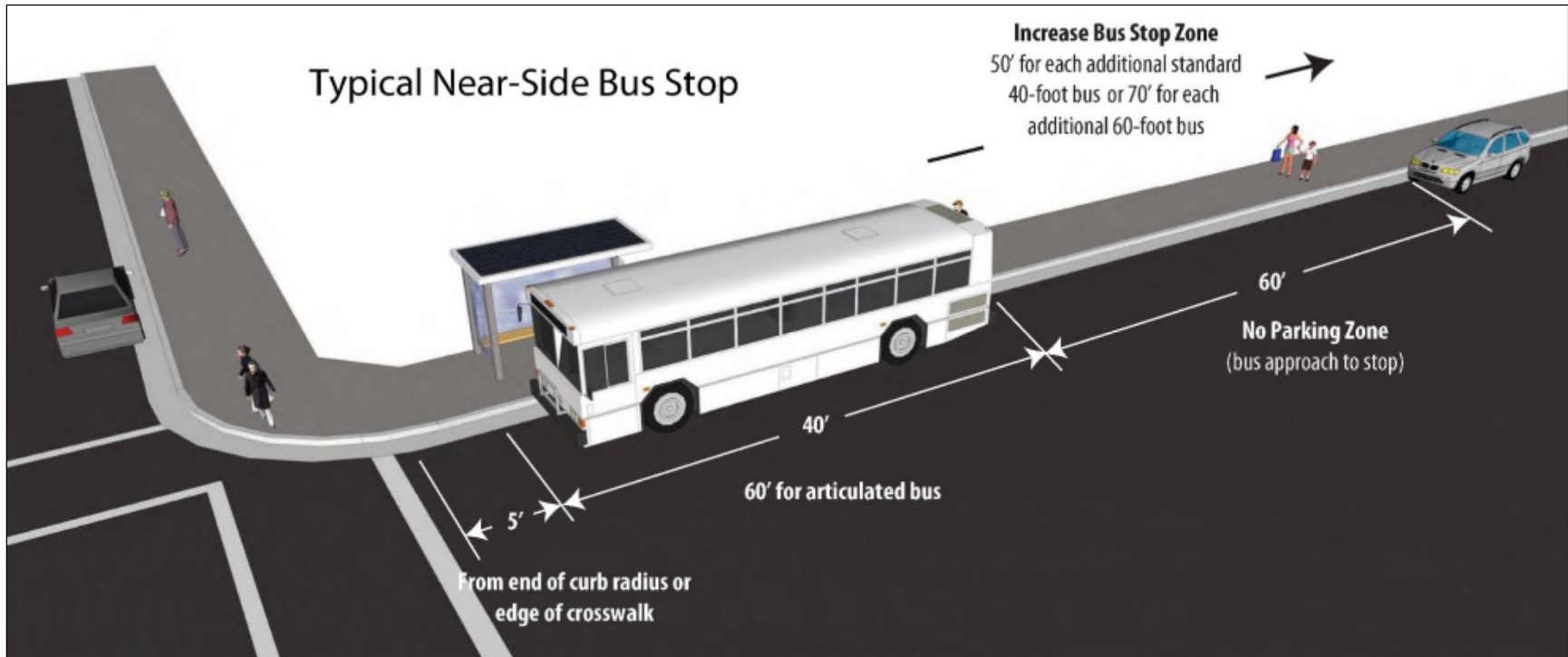


Figure 4.2 Typical Near-Side Bus Stop

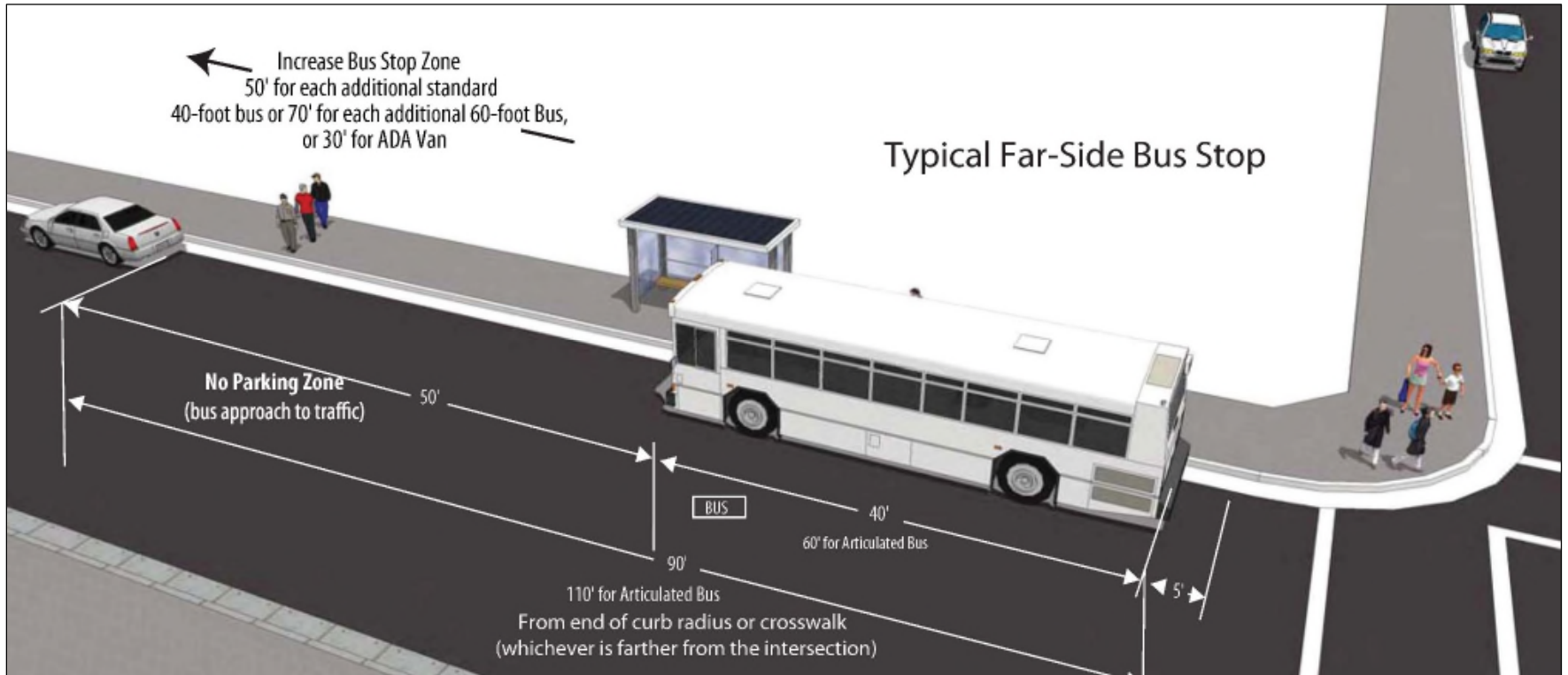


Figure 4.3 Typical Far-Side Bus Stop

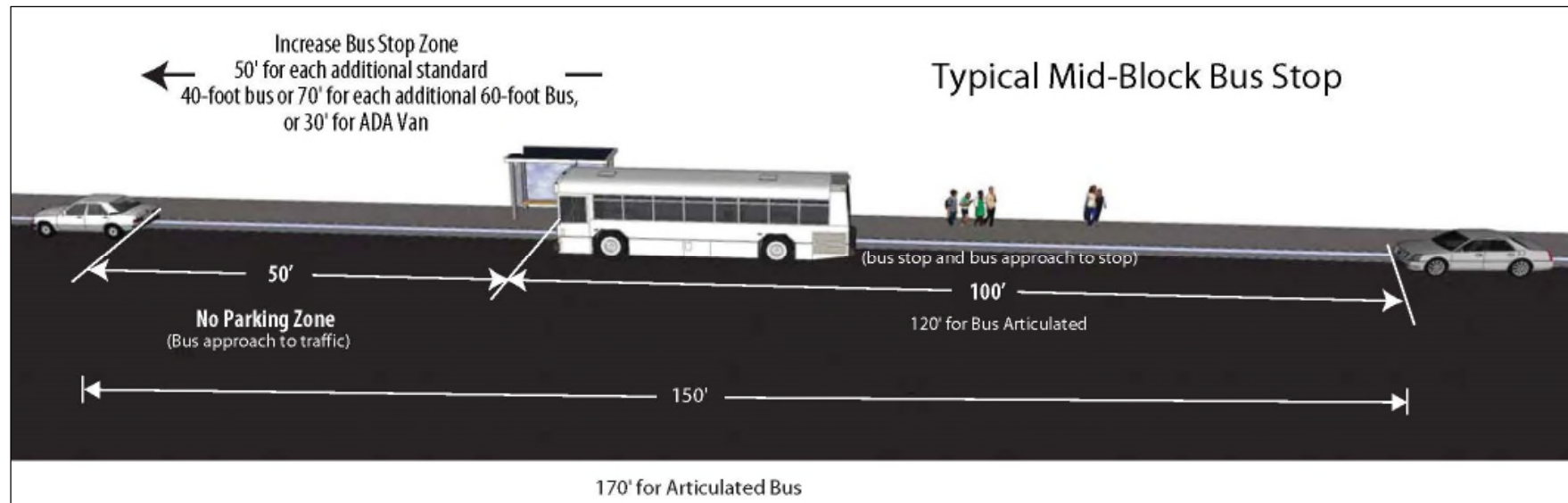


Figure 4.4 Typical Mid-Block Bus Stop

SECTION 5: SERVICE PERFORMANCE EVALUATION

This Metro TSP establishes a set of performance criteria and standards that balances optimization for efficiency and productivity with customer experience measures of success. Optimization of key performance indicators ensures that the services being provided generate the maximum benefit in terms of ridership at the lowest cost. Customer experience criteria measure how well the transit system can attract customers to use the system more often and for new trip purposes.

5.1 Route Performance Index

The Route Performance Index (RPI) is a conventional industry measure used to ensure transit services are effective and provide a reasonable return on investment. Metro's RPI is designed to provide an objective measure of bus route performance relative to system performance. The index is based on system ridership and financial targets from the current fiscal year Metro Budget.

This measure is applied to all Metro bus lines that have been in operation for more than one year, allowing time for new lines to reach a level of maturity where riders have adapted to their availability. The RPI is used to identify under-performing lines. Specific corrective actions are taken during the service change process. Corrective actions may include marketing, service restructuring, implementing an alternative service, or discontinuation of service.

Defining RPI Variables

The RPI considers the following three variables in creating the index. No weight is given to an individual measure; rather the selected statistics represent all facets of the operation in terms of cost efficiency, service effectiveness, and customer use.

- **Utilization of Resources:** Passenger Boardings per Revenue Service Hour (RSH) are used as a measure to determine how effectively resources are used on a given line. This measure is determined by dividing the total number of boardings by the RSHs operated. A route having a higher number of boardings per RSH represents a better utilization of the service provided.
- **Utilization of Capacity:** Passenger Miles per Seat Mile is the measure used to evaluate how the seating capacity of the system is being used. Passenger miles are calculated by multiplying the average distance traveled per customer by the number of customers using the service. Seat miles are calculated by determining the number of seats per vehicle by the number of service miles operated. A higher resulting number indicates greater utilization of service capacity.
- **Fiscal Responsibility:** Subsidy per Passenger is the measure for fiscal responsibility. Subsidy refers to the amount of public funding required to cover the difference between the cost of operation and the customer fare revenues collected. Higher subsidy services require more public funding support per passenger boarding.

The formula for calculation of the RPI for each Metro Bus line is as follows:

$$\text{RPI} = ((\text{Passengers/RSH/System Avg.}) + (\text{Passengers Miles per Seat Mile/System Avg.}) + (\text{Subsidy per Passenger / System Avg.}))/3$$

Lines with an index of 1.0 perform at the system average, while lines with an index of less than 1.0 perform below the average. Lines with an RPI lower than 0.6 are defined as performing poorly and targeted for corrective action. Lines that have been subjected to corrective actions and do not meet the 0.60 productivity index after six additional months of operation may be discontinued, subject to the Title VI, Metro Service Council, and Board approval processes.

The RPI is calculated and reported quarterly by Metro's Service Planning staff for use in developing revised service plans to improve route performance. .

5.2 Customer Experience

Providing high quality mobility options that enable people to spend less time traveling on the transit network requires that service be available when and where customers want to travel, that service be competitive enough to have customers be willing to try transit over other options, and that service be attractive enough to ensure riders return for the same trip and ideally for more trips. Therefore, the recommended measures of success are aimed at evaluating the bus network implemented under the NextGen Bus Plan within these three elements, referred to as Find, Try, and Rely. These customer-focused measures help to balance the traditional metrics of productivity and efficiency (e.g. ridership, boardings per hour, subsidy per boarding). Several of these measures (italicized below) will be used to evaluate the network through the lens of equity.

Find - How well do people understand how effectively transit can serve their needs? Is the system easy to understand and use? Proposed measures include:

- Services and information are readily available
 - Percentage of trip ends within ¼ mile of transit stop
 - Trip planning apps and website usage rates
 - *Percent of public considering transit (survey-based)*
- Bus system is easy to understand and use
 - Percentage of out-of-direction travel
 - Percentage of route miles with all-day frequent service (<=15 min headways)
 - *Percent of public that understands how to use system (survey-based)*

Try - How can we encourage customers to try the regional transit system? (Metro and Municipal Bus Operators) Proposed measures include:

- Bus goes where/when customers want
 - *Percentage of trips compatible with transit by time of day and day of week*

- *Number of jobs and activity centers accessible within a 15-minute and 30-minute transit ride*
- Number of unique transit users
- Bus system is competitive
 - *Door-to-door travel times*
 - *Competitiveness of transit time to drive time*
 - System-wide boardings
- Coverage is adequate
 - *Population within ¼-mile of transit stops by frequency of service*
- Transit journeys are simple
 - Average number of transfers
 - Percent of trips that are one-seat rides

Rely - How can we provide services that customers can rely on for their travel needs? Proposed measures include:

- Bus system is effective and productive
 - *Competitive transit paths for short, evening, midday, and weekend trips*
 - Number of frequent customers
 - Boardings by time of day and day of week
 - Boardings per revenue hours and miles
 - Cost per passenger mile
- Buses are reliable
 - Headway regularity on frequent routes
 - On-time performance
 - Real time arrival accuracy
- Customers are satisfied
 - Rides per week for frequent and infrequent users
 - *Percentage of customers satisfied with Metro services (survey-based)*

5.3 Service Evaluation Process

Services are evaluated monthly, quarterly, and biannually based on the network, lines and segments (geographic, time of day, and day of week). Services that are inconsistent with demand or do not meet system standards are identified for restructuring, reduction, or

discontinuation. Services that have potential for exceeding existing performance will be identified for possible enhancements as should markets that are currently not well served. The following priorities will be considered when restructuring the Metro system:

- **Priority 1** – Restructure services to increase system speed, on-time performance, service frequencies consistent with NextGen Bus Plan, productivity, and balance loads.
- **Priority 2** – Restructure services that are duplicative with Metro Rail, other Metro Bus lines, and Municipal and Local Return operator services. Such services will be identified for discontinuation, consolidation, reduction and/or reallocation to achieve greater productivity and cost efficiency.
- **Priority 3** – Restructure remaining services (constrained by existing budget) based on the service concept and to address major gaps and deficiencies. Prioritize these service adjustments.
- **Priority 4** – Develop new services (unconstrained) to address all gaps and deficiencies. Prioritize these new services.

Significant changes to municipal operator services are incorporated into the evaluation of existing and new services as possible enhancements to address identified gaps or deficiencies in service.

Service Change Performance Evaluation

Schedule adjustments to bus or rail should be evaluated shortly after implementation to determine if there are any obvious issues. This should include line rides and visits to the operating divisions to receive comments and recommendations from customers, operators and supervisors. Appropriate adjustments should be made as required. After three months of operations, the schedules should be evaluated in detail to begin the process of schedule adjustments for the next service change cycle.

Route modifications to bus service should also be evaluated after implementation based on the evaluation outlined above. The overall goals of the service changes such as reducing costs, improving connections, increasing bus speeds, and increasing ridership, among others, should have near term goals that are established prior to the service change process. At about 6 months after service implementation, the performance of the changes should be evaluated relative to the established goals. Remedial actions, if necessary, should be developed and considered for the next service change cycle.

SECTION 6: SERVICE CHANGE PROCESS

In 2003, Metro created five localized service areas (Figure 6.1), each to be overseen by a Governance Council. In 2011, Metro restructured and re-established a centrally managed bus operation to include the service planning and scheduling functions, while maintaining the authority and responsibility of the five Regional Service Councils to help locally coordinate service changes. Metro restructured the roles and responsibilities of these five Regional Service Councils.

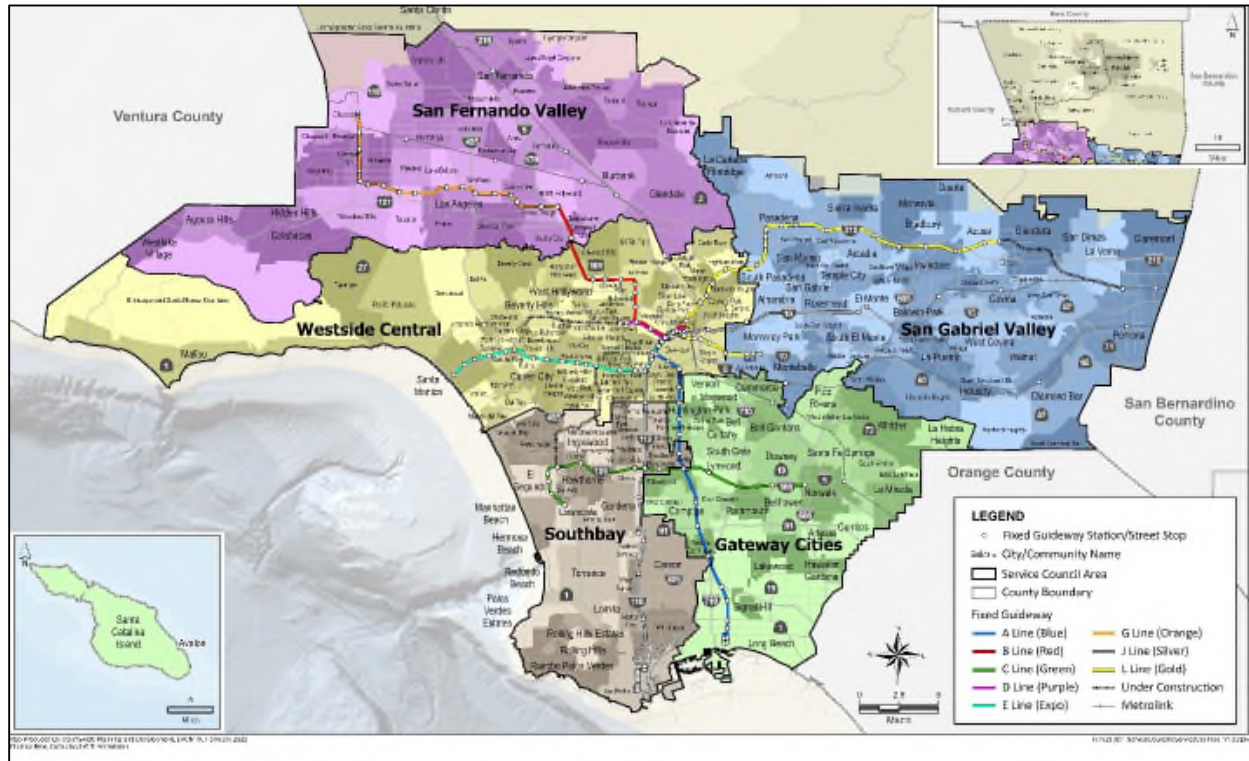


Figure 6.1 Metro Service Council Regions

Metro’s five Regional Service Councils provide locally accessible public forums for community members, transit users, and local municipal operators to voice concerns, suggestions, and questions on how Metro can best serve customers. Through these forums, Service Council members can:

- better understand customer needs and make recommendations;
- evaluate opportunities and service coordination issues;
- advise and approve the planning and implementation of service changes within their areas.

As stated in the 2011 update to the Service Council bylaws, one of the Service Council’s primary responsibilities is to render decisions on proposed bus route changes considering staff’s recommendations and public comments. Metro Service Councils (MSC) will be responsible for

approving all proposed permanent major service changes, excluding turnaround and out of service route modifications. All major service changes that require public hearings will be brought to the MSCs who will conduct public hearings then vote to approve, modify, or deny the service change proposals. Any significant temporary service change should be brought to the Council for their information but not approval.

Each Regional Service Council is responsible for holding public hearings that relate to major service changes (as defined in Title VI Section 6.3 below) to Metro bus and rail lines that provide significant service within their region, consistent with State and Federal laws and with Metro policies pertaining to public hearings. Following receipt of public input, the Council is responsible for approving all major service changes that are to be implemented that modify, add or delete Metro bus routes within the Service Council’s jurisdiction in conformance with Metro service standards, collective bargaining agreements and Metro policies. When a major service change program requires three or more Councils to hold public hearings, an additional hearing is held at a central location, normally at the Metro headquarters building, on an appropriate Saturday.

Table 6.1 *Major Service Change Timeline*

Key Activities	Required Lead Time (Months Prior to Implementation)
Initiate Planning Process	12
Develop Preliminary Recommendations	7-8
Impact Analysis for Proposed Changes	6-7
Title VI Equity Analysis on Major Service Change and Fare Change Proposals	5-7
Service Council Review and Input	6-7
Confer with Labor Relation and Union Representatives	6-7
Public Review and Input	5
Finalize Service Change Program	4-5
Program Approval	3-4
Develop New Service Schedules	2-4
Print Public Timetables and Operator Assignments	1-2
Fabricate Decals for Bus Blades	1-2
Take Ones/Rider Alerts on Buses	0.5-1

All route and major service changes that are approved by the Regional Service Councils will be brought to the Metro Board of Directors as an information item. Should the Metro Board decide to move a Service Council approved service change to an Action Item, the Service Council will be notified of this change, prior to the next Service Council monthly meeting. Table 6.1 provides the established service change timeline.

6.1 Service Change Programs

Service change programs are developed based on input generated by a wide variety of sources including rider, community, and employee input, service restructuring studies, coordination with major Metro capital projects such as new rail alignments or joint developments, requests from other local operators, and performance monitoring results such as load levels and on-time performance. The service change process includes public review of the proposals, a technical evaluation of ridership impact, and Title VI equity analysis.

In accordance with contractual agreements with the Sheet Metal Air, Rail and Transit Union (SMART)¹¹, bi-annual service changes will be implemented each year in June and December. Metro service changes are conducted to modify service based on ridership and load factors, on-time performance, other performance monitoring results, rider and community input, and budget considerations. A service change process workflow is provided in Figure 6.2.

As part of the evaluation process, resource impacts to in-service hours and required vehicles are also tracked to ensure compliance with budget parameters. In summary, the purpose of an evaluation on proposed service changes is to:

- Define and evaluate the impact on customers;
- Determine whether a proposed major service change or fare increase will have disparate impact on minorities or a disproportionate burden on low-income individuals by performing a Title VI Equity Analysis;
- Consider alternatives if a disparate adverse impact to minorities or disproportionate burden on low-income individuals are identified;
- Develop appropriate mitigation measures if needed; and
- Conduct required public hearing for all major service changes (see definition in Section 6.3 Title VI Equity Analysis).

Changes to the rail system occur less frequently. They generally relate to the opening of a new line or adjustments to the frequency or hours of operation for existing service. Changes in rail and bus service follow the same planning and implementation process.

6.2 Title VI Equity Analysis and Metro's Equity Platform

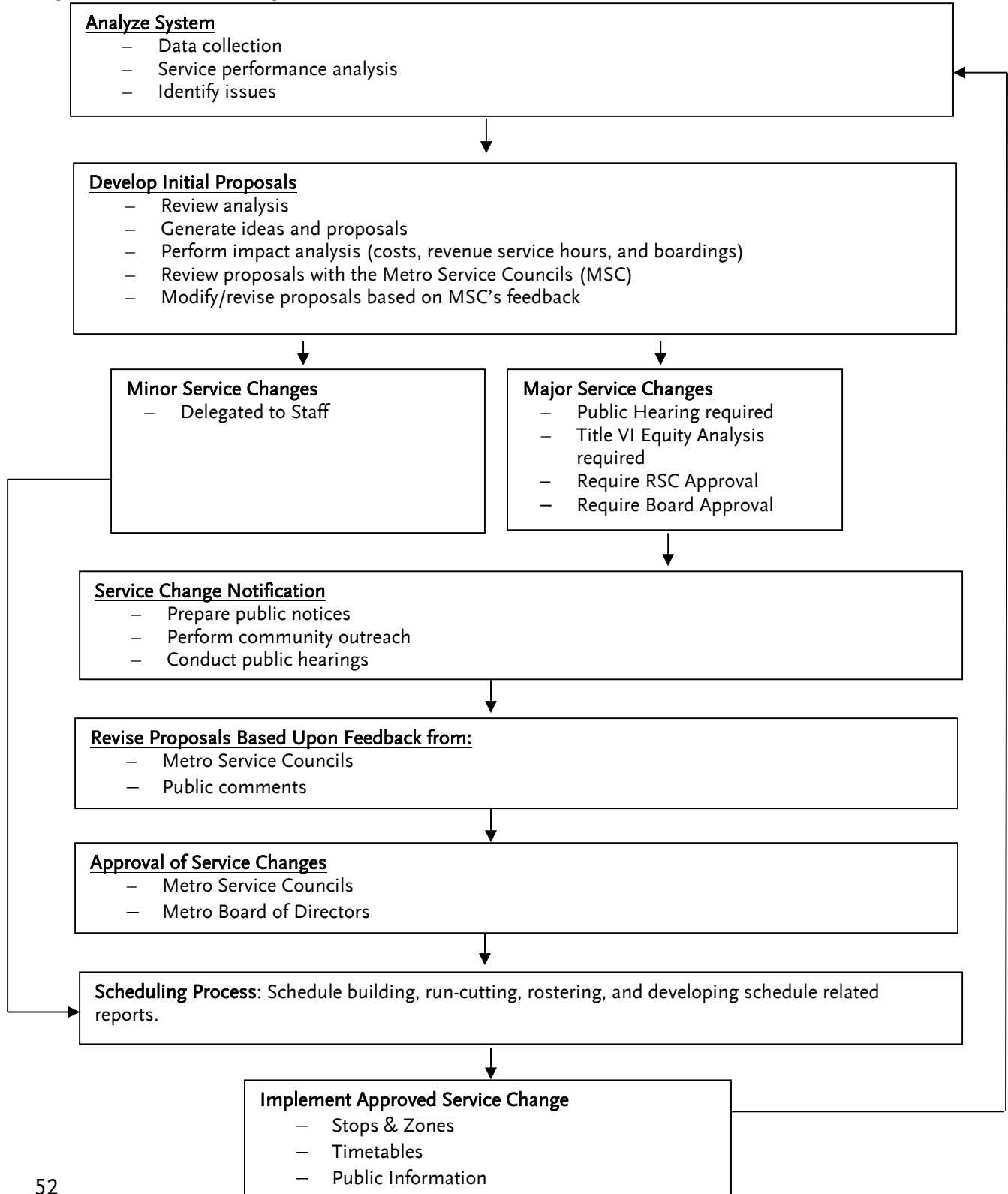
~~Metro's Equity Platform was adopted in February 2018¹².~~ The framework for equity begins with Title VI of the Civil Rights Act of 1964 which protects minority communities from disparate and disproportionate negative impacts as a result of major transit service changes. Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and

¹¹ The United Transportation Union (UTU) merged with the Sheet Metal Workers Union in 2014 to form SMART.

¹² <http://metro.legistar.com/metro/attachments/dabba808-fdf7-4f71-8869-66f2f60d40e7.pdf>¹³ HASTUS (Horaires et Assignments pour Systems de Transport Urban et Semi-Urban) refers to the software used to create schedules. ATMS (Advanced Transportation Management System)

Low-Income Populations provides further protection of low-income communities from disparate and disproportionate negative impacts.

Figure 6.2 Service Change Process



6.3 — Title VI Equity Analysis Metro must ensure a Title VI Equity Analysis is performed on all major service change proposals and any fare change proposals to determine if these proposals will have a disparate adverse impact on minorities or disproportionate burden on low-income individuals prior to a public hearing. If it is determined that these proposed changes will have a disparate adverse impact on minorities or a disproportionate burden on low-income individuals, Metro will make a good-faith effort to mitigate or reduce the adverse impacts by looking for alternatives that can meet legitimate program goals with a lesser impact to protected groups.

In accordance with FTA's Title VI Circular 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" (Effective October 1, 2012), Metro's Administrative Code was revised to incorporate FTA's requirements under Title VI. The Metro Board adopted the updated Administrative Code in January 2013. Based on this Circular, Metro is required to perform a Title VI Equity Analysis on all proposed major service changes or fare changes prior to implementation. The goal is to ensure there is no *disparate adverse impact* to minorities or *disproportionate burden* on low-income individuals created by a major service or fare change.

The following definitions and criteria were updated and adopted by the Board in September 2019. The FTA is considering developing an updated circular in 2022. The Administrative Code now contains a reference to these definitions so that it need not be amended every time there is a need to modify the definitions:

Disparate Impact Policy:

Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color or national origin and the policy lacks a substantial legitimate justification, including one or more alternatives that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color or national origin. This policy defines the threshold Metro will utilize when analyzing the impacts to minority populations and/or minority customers.

- a. For major service changes, a disparate impact will be deemed to have occurred if the absolute difference between the percentage of minority adversely affected and the overall percentage of minorities is at least five percent (5%).
- b. For any applicable fare changes, a disparate impact will be deemed to have occurred if the absolute difference between the percentage of minority adversely affected and the overall percentage of minorities is at least five percent (5%)

Disproportionate Burden Policy:

Disproportionate burden refers to a facially neutral policy or practice that disproportionately affects low-income populations more than those populations that are not low-income. A finding of disproportionate burden for major service and fare changes requires Metro to evaluate alternatives and mitigate burdens where practicable.

1. For major service changes, a disproportionate burden will be deemed to exist if an absolute difference between percentage of low-income adversely affected by the service change and the overall percentage of low-income persons is at least five percent (5%).

2. For fare changes, a disproportionate burden will be deemed to exist if an absolute difference between the percentage of low-income adversely affected and the overall percentage of low-income is at least five percent (5%)

Discretion of the Metro Board of Directors

A *major service change* or *fare increase* may be implemented even if the Title VI Equity Analysis determines a *disparate adverse impact* to minorities was created by the change. However, the Metro Board of Directors must first ensure these changes meet two tests:

- There is a substantial legitimate justification for adopting the proposed major service change or fare increase, meaning the selected service change or fare increase meets a goal that is integral to the mission of Metro; and
- The selected alternative would have a less severe adverse effect on Title VI protected populations than other alternatives that were studied.

Major Service Change

Major service changes are defined in Metro's Administrative Code in Chapter 2-50 Public Hearings Subsection 2-50-010 as any service change that meets at least one of the following criteria:

1. A revision to an existing transit route that increases or decreases the route miles and/or the revenue miles operated by 25% or more at one time or cumulatively in any period within 36 consecutive months since the last major service change;
2. A revision to an existing transit service that increases or decreases the scheduled trips operated by at least 25% at one time or cumulatively in any period within 36 consecutive months since the last major service change;
3. An increase or decrease to the span of service of a transit line of at least 25% at any one time or cumulatively in any period within 36 consecutive months since the last major service change;
4. The implementation of a new transit route that provides at least 50% of its route miles without duplicating other routes;
5. Six months prior to the opening of any new fixed guideway project (e.g. BRT line or rail line) regardless of whether or not the amount of service being changed meets the requirements in the subsections 1-5 above to be inclusive of any bus/rail interface changes.
6. Experimental, demonstration or emergency service changes may be instituted for one year or less without a Title VI Equity Analysis being completed and considered by the Board of Directors. If the service is required to be operated beyond one year the Title VI Equity Analysis must be completed and considered by the Board of Directors before the end of the one year experimental, demonstration or emergency.
7. A Title VI Equity Analysis shall not be required if a Metro transit service is replaced by a different route, mode, or operator providing a service with the same headways, fare, transfer options, span of service and stops.

Fare Changes

Any fare change requires an equity evaluation consistent with the following guidance:

1. A Fare Equity Analysis shall be prepared for any fare change (increase or decrease). This includes but is not limited to permanent fare changes, temporary changes, promotional fare changes, and pilot fare programs. The analysis will evaluate the effects of fare changes on Title VI protected populations and low-income populations. The analysis will be done for fares not available to the general public such as special discount programs for students, groups or employers.
2. If fare changes are planned due to the opening of a new fixed guideway project, an equity analysis shall be completed six months prior to opening of the service.
3. Each Title VI Fare Equity Analysis shall be completed and presented for consideration of the Board of Directors in advance of the approval of the proposed fare or fare media change by the Board of Directors. The Equity Analysis will then be forwarded to the FTA with a record of action taken by the Board.
4. A Title VI analysis is not required when:
 - a) A change is instituted that provides free fares for all customers;
 - b) Temporary fare reductions are provided to mitigate for other actions taken by Metro;
 - c) Promotional fare reductions are less than six months in duration. An equity analysis must be conducted prior to making any temporary fare change into a permanent part of the fare system.

6.4-3 Metro's Equity Platform

The NextGen Bus Study aimed to go above and beyond Title VI requirements to analyze disparate impacts and disproportionate burden on minority and low-income populations to identify communities with the greatest mobility needs. but to further improve service for communities with the greatest mobility needs to be served by transit. To do this, Metro's Equity Platform was integrated into the NextGen Bus Study planning and public engagement process. The Platform provides a framework that guides how the agency works to address inequities and create more equitable access to opportunity.

Metro's Equity Platform builds upon Title VI in two distinct ways. First, it goes beyond the Title VI Equity Analysis of disparate impacts and disproportionate burden on minority and low income populations ethnicity and income to identify determine communities with the greatest mobility needs. The NextGen process started with analysis of Equity Focus Communities (EFCs) is used to help identify where Metro's community designation that defines areas where transportation needs are greatest. EFCs consider where there are higher concentrations of resident and household demographics associated with mobility barriers (low-income households earning less than \$60,000 per year; Black, Indigenous, or People of Color (BIPOC) populations; and households that do not have a car). Additionally, the NextGen sought to capture other metrics to identify transit propensity to ensure investment in transit targeted area populations with the most need to use transit. Through market research, surveys, and public

input, other groups determined to be most reliant on transit include non-English speaking new immigrants, youth and seniors, persons without access to an automobile either by choice or necessity, persons with disabilities, and women, who tend to make more transit trips than men.

~~The Four Pillars of the Equity Platform were integrated into the NextGen Bus Study as follows do this, the Four Pillars of the Equity Platform were integrated into the NextGen Bus Study planning and public engagement process.~~

- I. **Define and Measure** – Use EFCs Title VI as a baseline for identifying communities with the greatest needs, and supplement those with market research to identify the segments of population and trips with the highest propensity for transit use. Evaluate bus network changes based on customer-focused performance metrics established within this Transit Service Policy document with particular focus on Equity Focus Communities with the greatest mobility needs as identified above.
- II. **Listen & Learn** –The technical work of the NextGen Bus Study identified important information about Metro’s current and potential customers. This data was validated by a robust countywide public engagement effort that included engaging customers on board buses, at outreach sessions at community events, stakeholder briefings, interactive public workshops, digital engagement, and print advertising. Comments received were incorporated into the systemwide service design as well as individual route changes.
- III. **Focus & Deliver** – Service design concepts established within this Transit Service Policy document are intended to address the recurring themes identified from the public outreach and market research, including faster and more frequent service, better reliability and accessibility to key destinations, better connectivity particularly with the municipal operators, and improved perception of safety~~security~~ on board buses and at bus stops. These concepts, ~~described below~~, were used to redesign the routes and schedules for the NextGen Bus Plan.

In addition, a Transit Propensity Index score was developed and assigned to every Census Tract in Los Angeles County. This index score considers the various market segments likelihood to use transit, the transit orientation of the environment being served, and the travel demand within the area. Areas with high scores should be prioritized for high quality transit service.

Lastly, other customer experience enhancements such as improved safety~~security~~, accurate real time arrival information, cleanliness, and improved first/last mile service are critical to attracting customers to use transit.

The Board-adopted Transit Service Policy will be updated to reflect the Regional Service Concept as adopted by the Board, including the goals and objectives of the bus network, measures of success, route and network design concepts based on public input and data analysis, and the framework referenced for balancing tradeoffs in consideration of Metro’s Equity Platform.

IV. **Train & Grow** –~~The Board adopted Transit Service Policy will be updated to reflect the Regional Service Concept as adopted by the Board, including the goals and objectives of the bus network, measures of success, route and network design concepts based on public input and data analysis, and the framework referenced for balancing tradeoffs in consideration of Metro’s Equity Platform. Service Planning has adopted new tools to analyze the potential impacts of service changes on EFCs. Atn addition, an annual monitoring program will be established to track the progress of achievement towards the goals and objectives, and to inform on necessary adjustments.~~

6.54 Public Outreach

Prior to a public hearing, public outreach is conducted so that the greatest number of customers may respond to the changes at either a public hearing or by submitting written comments at a hearing, or via email, mail, or fax. The distribution of information will include line number, line name, route change information, and/or fare change proposals. Other public outreach occurs at key transportation centers, bus stops, and bus and rail stations 30 days prior to the public hearing date. These efforts are made to reach and engage customers who may not have time to attend a public hearing and to inform them of alternative communication methods available to file public comments. Public participation in the public hearing process is an important step in assisting staff and Metro Service Councils in developing and approving final service change proposals. Table 6.2 provides a timeline for public notification activities.

Table 6.2 *Timeline for Public Notification Activities*

Activity	Months Prior to Service Change
Service Planning staff reviews preliminary proposals.	7
Metro Service Councils set dates of public meetings, publish hearing notices in local newspapers and send LEP and minority communities written notification to elected officials, other operators and key stakeholder groups. Confer with Labor Relations and Union representatives.	5-6
Service Planning staff provides information on proposed changes to the Metro Bus Operators Subcommittee and at quarterly meetings held with the region’s municipal and local operators.	3
Communication Department posts information proposed changes on Metro’s website.	5
Operations staff distributes meeting notices on board vehicles. Public outreach at key transportation centers, bus stops, and on-board customer interface occurs as well.	Minimum one month prior to public hearings
Metro Service Councils conduct public hearings.	4
Metro Service Councils approve final service change program.	3
Metro Board receives the Service Councils’ approved service change program as a Receive and File item.	2
Communication Department prepares press releases on final program and program brochures are distributed on-board Metro vehicles and other outlets.	1

These procedures are in accordance with Metro's Administrative Code in Chapter 2-50 Public Hearings Subsection 2-50-025:

- A. Any public hearing required by Section 2-20-020 shall be conducted as set forth in this section.
- B. Notice of the hearing shall be published in at least one English language and Spanish language newspaper of general circulation and at least thirty (30) days prior to the date of the hearing. Notice at least thirty (30) days prior to the date of the hearing shall also be published in the neighborhood and foreign language and ethnic newspapers as appropriate to provide notice to the members of the public most likely to be impacted by the proposed action.
- C. Notice of the public hearing shall also be announced by brochures in English, Spanish and other appropriate languages on transit vehicles serving the areas to be impacted and at customer service centers.
- D. To ensure that the views and comments expressed by the public are taken into consideration, MTA staff shall prepare a written response to the issues raised at the public hearing. That response should also include a general assessment of the social, economic and environmental impacts of the proposed change, including any impact on energy conservation.
- E. The public hearing related to a recommendation to increase transit fares charged the public shall be held before the Board of Directors and any action taken to increase the fares charged the general public must be approved by a two-thirds vote of the members of the Board of Directors. The Board of Directors may delegate to another body or a hearing officer appointed by the Chief Executive Officer the authority to hold the public hearing related to a change in transit service.

6.56 Public Hearing Process

Once a Service Change Program has been developed by Metro Service Planning Staff, the Metro Service Councils are asked to set a date, time and place for their public hearings. During the period between publication of the hearing notices and public hearings, each Service Council is provided a detailed presentation on service change proposals and given an opportunity to discuss the changes that will be the subject of public comment. After each hearing, each Service Council will meet to consider and approve, modify, or deny all proposed service changes. These actions will then be summarized and presented in an informational report to the Metro Board of Directors.

Under Metro's Service Council bylaws, all service changes must be reviewed and approved by their respective Service Council(s). Public hearings are usually held at the same location where the Service Councils hold their meetings but may be held at other locations in order to be more accessible to those customers who would be affected by the proposed service changes. When a major service change program requiring the associated Councils to hold public hearings affects three or more service regions, thus, an additional hearing will be held at a central

location, normally at the Metro headquarters building, on an appropriate Saturday. In accordance with Metro's Administrative Code in Chapter 2-50 Public Hearings Subsection 2-50-020, Metro will hold a public hearing on all major service change or fare change proposals that are subject to a Title VI Equity Analysis. These proposals are subject to Metro Regional Service Council and Metro Board approval.

6.67 Implementing Minor Changes on an Interim Basis

Minor service changes are generally route modifications that can be accommodated without impacting the vehicle or operator requirements of the service. Minor service changes do not require a public hearing but are shared with the relevant Service Councils as a courtesy and can be implemented at the discretion of staff.

APPENDICES

APPENDIX A: Metro Line Identification

The purpose of establishing transit service line identification standards is to create a simple way for customers to identify, locate, and reference Metro services, and thereby make the services easier for customers to use.

The line identification standards shall be adhered to when identifying Metro Bus and Metro Rail lines by name. The standards shall be implemented across all internal and external mediums including but not limited to, rail station signs, bus stop signs, bus station signs, vehicle head signs, vehicle destination signs, timetables, HASTUS and ATMS¹³. The descriptions and chart below help explain the standards, and how and when they should be implemented.

General Standards

- Transit lines will be identified using a combination of line number, destinations (both terminals) and the corridor(s) the line travels along. Metro Rail and Metro BRT service which previously used the established operational names (e.g., Metro Red Line, Metro Purple Line, Metro Orange Line) are being transitioned to a letter-based designation. To ensure consistent usage of transitional naming for Rail and BRT lines, updates to customer information should be referred to the Communications Department.
- Acceptable destination names include a city, community, major landmark, transit center or rail station. Street intersections are no longer to be used as a destination, unless the intersection is required to identify short-line service.
- The destination points will be listed in a West to East or North to South order, consistent with how the line would be read on a map. Destinations on head signs, destination signs, timetables, and physical signage must always be consistent.
- Lines that have Downtown LA as one of the line's end points will list its first, as Downtown LA.
- The name of the line will also list at least one major corridor on which it travels.
- Name abbreviations, street extensions and other topics will be dictated by the Metro Signage Guidelines.

Printed Materials and Electronic Customer Information

- The line will be presented using the full name, listing both the destinations and major corridor(s).
- Printed materials include, but are not limited to, timetables, service change announcements, brochures, system maps, and service reports.
- Electronic customer information includes the line information presented on metro.net and underlying electronic databases such as HASTUS and ATMS.

¹³ HASTUS (Horaires et Assignments pour Systems de Transport Urban et Semi-Urban) refers to the software used to create schedules. ATMS (Advanced Transportation Management System)

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- Trip Planners and mobile applications providing real-time data to riders will present the line name similarly to what will be shown on the vehicle head sign and bus stop sign, so customers can easily locate the appropriate line at the stop.

Rail Station Signage

- The line will be presented using the line letter designation, and destination point that the vehicle is traveling to in each direction.

Bus Stop Signage

- The line will be presented using the line number, service brand, color and destination point that the vehicle is traveling to in each direction.
- The main corridor(s) will also be listed as well as special service qualifiers including, but not limited to, rush-hour service and weekday-only service.
- Short-line trip destinations will not be shown on bus stop signs.

Bus Route Numbering Convention

Bus line numbers are assigned to indicate the type of service provided and where the line travels.

Line Numbers	Type of Service
1-99	Travel into downtown Los Angeles, referencing general corridors consecutively in a counterclockwise rotation
100s	Operate from east to west and travel outside of downtown Los Angeles
200s	Operate from north to south and travel outside of downtown Los Angeles
300s	Metro Local buses with limited stop service
400s	Arterial express bus services to/from downtown Los Angeles
500s	Freeway express bus services outside of downtown Los Angeles
600s	Operate local shuttle bus service
700s	Metro Rapid bus service
800s	Bus bridges for the rail network
900s	Metro Liner bus service

Vehicle Head Signs

- Head signs will list the destination in which the vehicle is traveling towards in one frame.
- Head signs on Rail and BRT vehicles will list the line letter designation in one frame.
- For short-line trips, the line number and destination shown will be the destination of that trip and not of the entire line.
- When the line is not in service, the sign will read “Not in Service” and display the route number per Operations Notice #09-18.
- Name abbreviations, street extensions and other topics will be dictated by the Metro Signage Guidelines.

Automatic Voice Announcements

- External On-Board Announcements:
 - The line will be identified in automatic external voice announcements using the line number and destination point that the vehicle is traveling to in each direction.
 - For short-line trips, the destination noted will be the destination of that trip and not of the entire line.
- Internal On-Board Announcements:
 - When the automatic voice announcement system identifies a stop, the end destination of that line will follow.
 - The stops and stations announced onboard should be consistent with names used on maps, timetables and other printed materials.

Assigning Line Identifiers

It is expected that the standards will be easily applied to the majority of lines; however, it is also understood that exceptions will have to be made for some lines due to unfamiliar end points or corridors, or where temporary solutions are necessary due to construction, temporary service changes, or pilot program deployment. In these limited cases, Service Planning staff and Communications must be in consensus regarding these changes before deciding to deviate from the standards. The Stop and Zones Department may also deploy temporary signage at bus and rail facilities as needed when emergency closures or other service changes impact scheduled service. For detailed guidance on using Metro signage standards, Metro Signage and Environmental Graphic Design Standards documents may be obtained from the Communications Department.

Metro’s Rail Line Identification, Naming, and Color Conventions

Rail and BRT lines previously denoted by a color transitioned to a letter/color combination beginning in November 2019. The letters assigned to each rail line generally conform to the order in which each line went into operation. The current planned designations are depicted in the adjacent chart.

The Gold Line has been assigned the letter L for clarity and consistency systemwide. The service plan for the Regional Connector Project will result in the L designation being phased out and the relevant sections of the Gold Line will become the A Line to Azusa or the E Line to East LA. The Crenshaw Line will be known as the K Line with a pink color.

Prior Designation	Updated Designation	Updated Line Badge
Blue Line	A Line	
Red Line	B Line	
Green Line	C Line	
Purple Line	D Line	
Expo Line	E Line	
Orange Line	G Line	
Silver Line	J Line	
Gold Line	L Line	

**APPENDIX B: Los Angeles County Local Fixed and Demand Response
Route Transit Operators**

	Municipal	Local Return	General Dial a Ride	Special Purpose Dial a Ride
Agoura Hills		X		X
Alhambra		X	X	
Antelope Valley Transit Authority (AVTA) serves: <ul style="list-style-type: none"> • Palmdale • Lancaster • Portions of Unincorporated Los Angeles County 	X	X		
Arcadia				X
Artesia		X		
Avalon		X		
Azusa		X		
Baldwin Park		X		
Beach Cities Transit serves: <ul style="list-style-type: none"> • Redondo Beach • Manhattan Beach • Hermosa Beach • El Segundo 	X	X		
Bell		X		
Bell Gardens		X		
Bellflower		X		
Beverly Hills		X		
Burbank		X		
Calabasas		X		
Carson		X		
Cerritos		X		
Commerce	X	X		
Compton		X		
Covina		X		
Cudahy		X		
Culver City	X	X		
Diamond Bar				X
Downey		X		
Duarte		X		
El Monte		X		
El Segundo		X		
Foothill Transit serves member cities of <ul style="list-style-type: none"> • Arcadia • Azusa • Baldwin Park 	X	X		

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	Municipal	Local Return	General Dial a Ride	Special Purpose Dial a Ride
Member cities served by Foothill Transit continued				
<ul style="list-style-type: none"> • Bradbury • Claremont • Covina • Diamond Bar • Duarte • Glendora • Industry • Irwindale • La Puente • La Verne • Monrovia • Pasadena • Pomona • San Dimas • South El Monte • Temple City • Walnut • West Covina 				
Gardena	X	X		
Glendale		X		
Glendora		X		
Hawaiian Gardens		X	X	
Hawthorne		X		
Hermosa Beach		X		
Huntington Park		X		
Inglewood		X		
La Cañada Flintridge		X	X	X
La Habra Heights			X	X
La Mirada				X
La Puente		X	X	
La Verne			X	
Lakewood			X	
Lawndale		X		
Lomita				X
Long Beach	X	X		
Los Angeles	X	X		
Los Angeles County		X		
Lynwood		X		
Manhattan Beach		X		
Malibu		X		
Maywood		X		
Monrovia		X		

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	Municipal	Local Return	General Dial a Ride	Special Purpose Dial a Ride
Montebello	X	X		
Monterey Park		X		
Norwalk	X	X		
Palos Verdes Estates		X		
Paramount		X		
Pasadena		X		
Pico Rivera		X		
Pomona		X		
Redondo Beach		X		
Rolling Hills Estates		X		
Rosemead		X		
San Dimas			X	
San Fernando		X		
San Gabriel			X	
San Marino				X
Santa Clarita Valley Transit (SCVT) serves <ul style="list-style-type: none"> • Santa Clarita • Portions of Unincorporated Los Angeles County 	X	X		
Santa Fe Springs		X		
Santa Monica	X	X		
Sierra Madre		X		
Signal Hill		X		X
South El Monte			X	
South Gate		X		
South Pasadena		X		X
Temple City			X	X
Torrance	X	X		
Walnut				X
West Covina		X		
West Hollywood		X		
Westlake Village		X		
Whittier		X		
Total	13	69		

Many of the Local Return systems listed above do not provide fixed route service but instead provide Demand Response services: Hawthorne, Malibu, and Manhattan Beach are examples.

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Metropolitan Transportation Authority

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Transit Service Policy

December 2022



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EXECUTIVE SUMMARY

Los Angeles County Metropolitan Transportation Authority (Metro) serves as transportation planner ~~and~~, coordinator, designer, builder and operator for Los Angeles County. More than ~~8-610.3~~ million people live, work, and play within its 1,469-square-mile service area.¹

Metro's Transit Service Policy (TSP) establishes criteria and guidelines to ensure that the transit system is developed and managed consistent with policy guidance approved by the Metro Board of Directors, including a formal process for evaluating services, service design guidelines, and a process for implementing service changes.

In 2018, the Board adopted Metro Vision 2028 as the agency's strategic plan. The ~~plan~~Plan outlines five goals to guide the development of transportation in LA County. ~~These goals will help Metro must-ensure that:~~ our customers feel safe when riding, that they do so in clean equipment, service is reliable and on-time, and our staff provides service in a courteous manner.

- Goal 1:** Provide high-quality mobility options that enable people to spend less time traveling
- Goal 2:** Deliver outstanding trip experiences for all users of the transportation system
- Goal 3:** Enhance communities and lives through mobility and access to opportunity
- Goal 4:** Transform LA County through regional collaboration and national leadership
- Goal 5:** Provide responsive, accountable, and trustworthy governance within the Metro organization

Also in 2018, Metro began the NextGen Bus Study to review and update the Metro bus system to ensure it provides a competitive transit service to meet the travel needs of LA County residents and visitors. The NextGen Bus Study included a comprehensive look at both Metro bus service performance and the overall travel market in LA County to determine where Metro bus service could be more useful. The study included significant input from riders and stakeholders to help develop a framework of guiding principles for positioning Metro's bus services to be more competitive in the overall travel market and to serve Equity Focus Communities most effectively, where the need for high quality transit is greatest.

In early 2020, the Metro Board approved the release of a draft NextGen Bus Plan for public review. Significant public input gathered in the first half of 2020 resulted in a revised draft NextGen Bus Plan being released ahead of public hearings, Service Council approvals, and Board adoption of this plan in October 2020. Phased implementation of the NextGen Bus Plan occurred beginning in December 2020, with additional phases in June and September/December-2021. Key elements of the NextGen Bus Plan, including a set of

¹ FY19 National Transit Database- Represents all people living in the Census Tracts covered by Metro's service area per the 2020 Census Data. Service area is calculated from taking 0.75 mile buffer around all Metro bus line and rail stations.

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frequency tiers and bus speed and reliability tools, are reflected in this update of the Transit Service Policy.

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~~Metro's Transit Service Policy (TSP) establishes criteria and guidelines to ensure that the transit system is developed and managed consistent with policy guidance approved by the Metro Board of Directors, including a formal process for evaluating services, service design guidelines, and a process for implementing service changes.~~

SECTION 1: INTRODUCTION, PURPOSE & BACKGROUND

Metro first adopted a Transit Service Policy (TSP) in 1986. The TSP is reviewed on at least a triannual basis and updated as needed to better reflect agency goals and objectives, major initiatives, and changes in local, state, and federal regulations and funding. It is a required component of Metro’s Title VI Plan. This document updates the most recent version adopted by the Board as part of the NextGen Bus Plan adoption in October 2020². This document sets forth the policies, principles, and service guidelines that are used by Metro staff in the design or modification of the bus network to better serve customers and make more beneficial use of available operating resources. The TSP outlines the service change process that provides the quantitative tools to evaluate the system, identifies the process required to seek public input on and approvals for major service changes to the system, and ensures the regional transit system is adjusted according to the service goals and objectives approved by the Metro Board.

Metro operates a comprehensive bus and rail network that complements ~~Metro Rail~~Metrolink regional rail and municipal operator services across LA County. Determining the most appropriate transit service in on a corridor depends on several factors such as level of demand, resource availability, site and corridor characteristics, environmental considerations, and community acceptance. The characteristics that determine which type of service is most appropriate are summarized in Table 1.1.

Table 1.1 ~~Service Type Determination~~²

Service Type	Corridor	Optimal Characteristics
Heavy Rail (Subway)	Operate 100% within an exclusive right of way.	–2,500 boardings per route mile or more than 50,000 boardings per day. –Ability to construct a fully grade-separated facility.
Light Rail	Operate in mixed flow traffic or an exclusive right of way.	–1,000 boardings per route mile or more than 25,000 boardings per day. –Ability to construct a guideway within or adjacent to the corridor.
Commuter Routes	Operate in mixed flow traffic in along either an HOV or HOT Lane and may operate a segment of their route on local streets.	300 or more boardings during peak hour and in peak direction of travel.

² boardagendas.metro.net/board-report/2020-0617/

³Capacity limits adapted from TCRP, Research Results Digest, November 1999—Number 35, Highlight of Large Transit Capacity and Quality of Service Manual, Figure 1 Achievable Capacity (Peak direction passengers/hour)

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BRT and Rapid	Operated using 40', 45' or 60' buses. –Metro G Line (Orange) (BRT) operates on a fixed guideway. –Metro Rapid and Hybrid Lines operate in exclusive bus lanes or mixed flow traffic on local streets with signal priority.	–300 or more boardings during peak hour and in peak direction of travel. –Daily average of more than 500 boardings per route mile or more than 10,000 daily boardings. –Ability to implement operating speed improvements in the corridor.
Core, Convenience, Connectivity and Community Routes	Operate in mixed flow traffic on local streets by 32', 40', 45', or 60' buses.	–The median bus route carries about 4,500 daily boardings. –Core and Convenience services are expected to carry more than the daily median, while Connectivity and Community are anticipated to carry less.

Metro Bus

As of December 2021, Metro ~~currently~~ operates ~~165~~119 bus routes, ~~of which 18~~. Metro's bus operations consist of directly operated and contract operated services: 103 routes are ~~contracted out~~ directly operated by Metro, and 16 routes are operated by contractors. Metro serves ~~nearly 14,000~~over 12,200 bus stops, including station stops on the G Line (Orange) and J Line (Silver) BRT systems. On weekdays, Metro operates a fleet of over ~~2,300~~1,600 buses. ~~Metro's bus operations consist of both directly operated and contract operated services during peak service hours.~~ Metro operates the largest ~~share~~portion of all bus services provided in the region. Municipal and Local Return operators provide additional public bus and paratransit services in areas of the region where Metro provides limited ~~service or no service at all or no service.~~ Metro relies on Access Services for provision of ADA paratransit service in the Metro service area.

As developed in the NextGen Bus Study, Metro classifies its bus services into tiers stratified by the frequency of service. The tiers are assigned to individual routes in accordance with demand and propensity for future growth. Table 1.2 describes the features of each of Metro's bus service types. Tier definitions are:

- **Core (Tier 1):** weekday all day headways of ~~7-5~~10 minutes or better
- **Convenience (Tier 2):** ~~7-5~~12 to ~~10~~15 minutes
- **Connectivity (Tier 3):** ~~10~~20 to ~~15~~30 minutes
- **Community (Tier 4):** ~~15~~40 to ~~30~~+60 minutes
- **Commuter (Tier 5):** Varies ~~by Line~~

Table 1.1 *Service Type Determination⁴*

<u>Service Type</u>	<u>Corridor</u>	<u>Optimal Characteristics</u>
---------------------	-----------------	--------------------------------

⁴Capacity limits adapted from TCRP, Research Results Digest, November 1999—Number 35, Highlight of Large Transit Capacity and Quality of Service Manual, Figure 1 Achievable Capacity (Peak direction passengers/hour)

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<p>Heavy Rail (Subway)</p>	<p>Operate 100% within an exclusive right of way.</p>	<ul style="list-style-type: none"> - 2,500 boardings per route mile or more than 50,000 boardings per day. - Ability to construct a fully grade-separated facility.
<p>Light Rail</p>	<p>Operate in mixed flow traffic, semi-exclusive or a fully- exclusive right of way.</p>	<ul style="list-style-type: none"> - 1,000 boardings per route mile or more than 25,000 boardings per day. - Ability to construct a guideway within or adjacent to the corridor.
<p>Commuter Routes (Tier 5)</p>	<p>Operate in mixed-flow traffic in either a High Occupancy Vehicle (HOV) or High Occupancy Toll (HOT) Lane. May operate segments of the route on local streets. Operated using 40', 45', or 60' buses.</p>	<ul style="list-style-type: none"> - 300 or more boardings during peak-hour and in peak direction of travel.
<p>Metro Liner and Metro Rapid</p>	<p>Operated using 40', 45' or 60' buses.</p> <ul style="list-style-type: none"> - Metro G Line BRT and J Line (Metro Liner) operate entirely or partially on a fixed guideway dedicated to transit buses. - Metro Rapid Lines operate in exclusive peak period or all day bus lanes or mixed flow traffic on local streets with signal priority. 	<ul style="list-style-type: none"> - 300 or more boardings during peak-hour and in peak direction of travel. - Daily average of more than 500 boardings per route mile or more than 10,000 daily boardings. - Ability to implement operating speed improvements in the corridor.
<p>Core (Tier 1), Convenience (Tier 2), Connectivity (Tier 3), and Community (Tier 4) Local Routes</p>	<p>Operate in mixed flow traffic on local streets by 32', 40', 45', or 60' buses.</p> <ul style="list-style-type: none"> - Core lines to be supported by exclusive peak period or all day bus lanes and signal priority on existing and former Metro Rapid corridors. - Lines are also defined in terms of the frequency of service offered, with Core lines being the most frequent and Community lines having a minimum frequency of at least hourly, with all tiers intended to run all days of the week. 	<ul style="list-style-type: none"> - The median bus route carries about 4,500 average weekday boardings (pre-COVID, 2019). - Core and Convenience services are expected to carry more than the daily median, while Connectivity and Community are anticipated to carry less.

These frequency tiers are especially important to ensure high frequency service is provided on key corridors serving Equity Focus Communities⁵ where the need for high-quality transit is greatest.

⁵ In 2018, Metro's Board adopted the Equity Platform, a framework that guides how the agency works to address

Table 1.2 Metro Bus Service Types and Features

Feature	Bus Service Type			
	BRT and Liner	Rapid	Commuter (Tier 5)	Core, (Tier 1), Convenience, (Tier 2), Connectivity, (Tier 3), Community (Tier 4) Local Bus Services
Right of Way	Dedicated Segregated right-of-way	Major arterials; peak hour or all-day bus lanes	Major arterials and freeways.	Major arterials and local streets; peak hour or all-day bus lanes for Core Tier 1 lines, with bus bulbs as alternative to bus lanes for Tier 1 and 2 lines
Minimum Target Average Stop Spacing	1.25 miles	0.75 mile	1.25 miles	0.2–0.3025 mile
Target Travel Market	Inter-community, regional	Inter-community	Inter-community, regional	Inter-community, neighborhood
Vehicle Type	40/45/60-foot buses	40/45/60-foot buses	40/45/60-foot busbuses	32/40/45/60-foot buses
Communities Served	Multiple	Multiple	Multiple	Multiple
Signal Priority	Yes	Yes	No	Yes for Core and Convenience (Tiers 1 and 2)
Fare Collection	On board J Line (Silver) / Off-board pre-pay G Line (Orange)	On Boardboard	On Boardboard	On Board On board, with all-door boarding a goal for Core and Convenience (Tier 1 and 2)
Passenger Amenities	Shelters and stations	Shelters and stations	Shelters and stations	Benches and shelters
Real-time Passenger Info	Yes	Yes	Yes	At some stops and via smart phone applications

~~Note: Proposed stop spacing standards provide for the average stop spacing in miles by type of service and spacing should fall within 0.1 mile of the specified average at least 90% of the time.~~

inequities and create more equitable access to opportunity. In 2019, under the Equity Platform, the Board adopted a community designation called Equity Focus Communities (EFCs) to help identify where transportation needs are greatest. The definition of EFCs, as of 2022, consists of areas where there are higher concentrations of resident and household demographics associated with mobility barriers (low-income households earning less than \$60,000 per year; Black, Indigenous, or People of Color (BIPOC) populations; and households that do not have a car).

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Metro Bus RapidLiner Transit (BRT)

~~To support BRT, Metro incorporates a series of design features to reduce delays, increase reliability and improve customer comfort. Metro operates two high capacity vehicle types: 45-foot buses with 46 seats and articulated 60-foot buses with 57 seats. Ideally, high capacity vehicles should primarily be operated on high-volume trunk service routes with more than 10,000 total daily boardings. Metro BRT services operate on an exclusive right-of-way, major arterials, or in HOV/HOT lanes.~~

~~Metro operates two such routes: the Metro Liner transit provides regional, high-speed line haul service in high-volume corridors. These lines are designed to operate like rail service, complete with separated right-of-way, wide stop spacing, bus stations, pre-paid and/or all door boarding, real time customer information, and transit signal priority. Currently, Metro operates two Metro Liner services:~~

- ~~– **G Line (Orange)** which operates on its own semi-exclusive right-of-way, and ~~the~~ meets the Federal Transit Administration (FTA) definition of Bus Rapid Transit (BRT)~~
- ~~– **J Line (Silver)** which operates on the I-10 and I-110 ExpressLanes (freeway toll lanes) as well as surface streets through downtown. ~~These are considered Tier 1 services. BRT services charge a premium fare~~ Los Angeles, so it does not fully meet the FTA definition of BRT. J Line charges a premium fare (coordinated with Foothill Transit service fares on same corridor) since it operates on the freeway.~~

~~— **Dedicated Bus Lanes:** A bus lane is an exclusive lane used by transit on urban streets along a roadway through widening or dedication of one or more existing general traffic or parking lanes for transit use. These lanes can be designated for transit use during peak periods only or all day. Bus lanes typically allow use by general traffic for right turn movements, bicycles, parking, and local access to and from driveway, and are most effective in those areas where there are very high bus or customer volumes and where operational efficiencies can be achieved. Bus lanes should be a minimum of 17 feet wide. This right of way provides fewer traffic conflicts and obstructions and reduces delays and travel time. Metro is currently studying the feasibility of adding bus lanes on several major corridors to further improve travel times.~~

~~— **High Capacity Vehicles:** State of the art high capacity vehicles are used to meet high demand and provide greater customer comfort.~~

Attributes supporting the Metro Liner services and other Metro bus services as part of the NextGen Bus Speed and Reliability focus are:

- ~~– **Separated Bus Lanes:** There are three types of segregated bus lanes that Metro Liner service can use:
 - ~~• Fully segregated transit bus right-of-way: segregated bus lanes reserved exclusively for transit service on a full-time basis such as the right-of-way built for the G Line (Orange) or the I-10 transitway for the J Line (Silver) other transit services. These lanes can either be spaced apart from streets and freeways or be physically separated with either physical barriers or painted lines.~~~~

- Exclusive bus lanes operating on existing arterial roads and local streets on a part-time basis (e.g. peak period weekday, daytime weekday, etc.). These lanes are also being implemented to support the NextGen Core (Tier 1) Local bus lines and Metro Rapid lines.
- HOV travel lanes reserved not only for transit but also for high occupancy vehicles and sometimes vehicles paying a toll. Separation is achieved with either physical barriers or painted lines. J Line (Silver) and Metro Commuter (Tier 5) services use this third type of lane on parts of the I-10 and I-110 freeways.

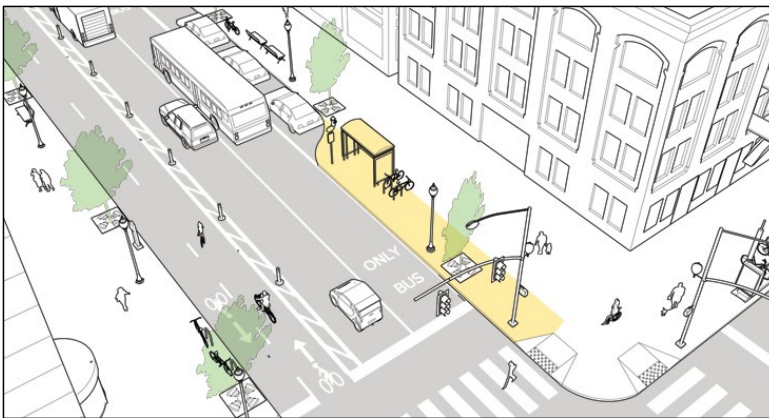


Figure 1.1 Bus bulb

Bus Bulb Outs: On NextGen Core (Tier 1) and Convenience (Tier 2) corridors where dedicated bus lanes are unable to be accommodated due to the need to maintain traffic and parking capacity, or where the frequency of service (less than 7.5 minute headway) does not warrant dedicated lanes, bus bulb-outs can support transit service by minimizing stop delay. Bulb-outs are extensions of the bus zone, typically across the first parking lane, that enable buses to serve the bus stop from the second traffic lane. This reduces delays for buses merging in and out of traffic and creates additional space for transit stop amenities. Figure 1.1 provides an illustration.⁶

- **Transit-Signal Priority:** An operational strategy that facilitates the movements of in-service transit vehicles through signalized intersections to improve transit performance by extending the green phase or shortening the red phase of traffic signals. (advancing the green phase) of traffic signals when a transit bus is detected at an intersection. This technology already exists on former and existing Metro Rapid corridors in City of LA, selected other cities, and LA County unincorporated areas, or is being added to NextGen Core (Tier 1) and Convenience (Tier 2) routes. Metro is working with LADOT to adapt LADOT's existing Transit Signal Priority system to better

⁶ Illustration from National Association of City Transportation Officials Urban Design Guide: nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/bus-bulbs/

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serve Metro's NextGen service model. The work underway will adapt LADOT's system to provide signal priority to all Metro buses. Certain constraints of the old system such as only serving buses that arrived late and requiring individual buses to be associated with a single corridor will also be removed. This project will provide improved signal priority operation for all Metro buses operating on equipped corridors. Work on this project is anticipated to be complete by fall 2022.

- **Bus Stations**~~Headway-Based Service Management~~: Operating the most frequent and ~~Shelters~~ highest usage bus lines on a system based on managing headways (or intervals) between trips rather than operating based on timepoints to regulate service offers the chance to keep service moving while minimizing wait times and travel times for riders. This approach will be piloted as part of the NextGen Bus Speed and Reliability initiatives using a mix of staff- and technology-based line management techniques.
- **Bus Transit Centers and Stop Amenities**: Stations and shelters provide customers with enhanced comfort and safety. As part of the NextGen Bus Plan, Metro will continue to work with municipalities to maximize the number of bus stops with seating and shelter, as this function is led by municipalities. An emphasis will be made on allocating many of these amenities to Equity Focus Communities where the need for high quality transit is greatest.
- **Streetscape**: Streetscape and other design features such as landscaping, pedestrian ~~count-down~~ ~~countdown~~ signals, bicycle racks, and well-designed crosswalks make it easier for pedestrians and bicyclists to access the stations.
- **Improved Fare Collection Amenities**: For ~~convenience and~~ faster service ~~and convenience~~, major stations have ticket vending machines (TVMs) which allow ~~customer s~~ ~~customers~~ to preload their TAP cards. For the G Line (Orange), all fare collection is completed at the stations and the fleet does not have on-board fare boxes. The J Line (Silver) has TAP validators at both the front and back doors to facilitate all-door boarding to speed up boarding and reduce rider travel times. Metro Rapid Lines 720 (Wilshire) and 754 (Vermont) operate on two of Metro's busiest bus service corridors and have also piloted this option. All-door boarding will be extended to all Core (Tier 1) and Convenience (Tier 2) lines by mid-decade to help reduce travel times for most riders.
- **Park & Ride Facilities**: Provided in close proximity to major stops and stations. Adjacent development and joint use parking are encouraged.
- **Advanced Transportation Management Systems**: ATMS provide an array of technologies to improve service reliability and customer ~~travel~~ ~~experience including on-board stop~~ ~~announcements~~.

Articulated Buses

The G Line (Orange) operates with a dedicated fleet of 60' higher capacity articulated buses. The advantage of ~~the~~ ~~the~~ deployment of articulated buses is the opportunity to reduce vehicle requirements and service hours while maintaining high ridership capacity; however, deployment should not increase service intervals to the point where service quality is degraded. For this reason, bus lines with a peak headway of five minutes or ~~less~~ ~~better~~ are ideal candidates

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for this type of ~~vehicle~~bus. In evaluating services for higher capacity ~~vehicles~~articulated buses, other factors must be considered including facility compatibility, street design, and ~~potential impacts~~operational factors such as buses that operate on a mix of lines during their operating day. The deployment of articulated buses must also be coordinated with the efforts to ~~services where schedules have been interlined~~convert the Metro fleet to fully zero-emission buses.

Metro Rail

As of May 2022, Metro operates two heavy rail and four light rail lines serving a total of 96 stations across approximately 101 route miles, with a fleet of ~~406~~102 heavy rail and 293 light rail cars.

Metro Rail operates in heavily congested, high-demand travel corridors and provides connections to key multi-modal transportation hubs. Metro operates two types of rail service to better match the transit mode with specific customer demand and needs. Metro Rail heavy rail is high-capacity, two line rapid transit ~~services~~services operating along a dedicated subway right-of-way, serving full-scale transit stations, ~~and powered by electricity~~ in some of the most densely populated areas of LA County. Metro's existing light rail system consists of four lines with segments of mixed flow, street running, or grade separated right of way, with full-scale transit stations. The rail system ~~supports~~is a critical public transportation asset in the greater Los Angeles region, linking many key multi-modal transportation centers and destinations together.

~~Rail service operates in high-demand travel corridors and is offered in two forms— heavy rail and light rail.~~ Metro's heavy rail is the subway system served by the B and D Lines (Red, Purple) powered by a third rail, ~~and operated with 4- or 6-car train sets.~~ Metro's four light rail lines – A (Blue), C (Green), E Line (Expo), and L Line (Gold) ~~and E (Expo)~~—are powered by overhead catenary wires, generally use shorter ~~trains~~2- or 3-car train sets, and operate at slower speeds than heavy rail. ~~Unlike heavy rail, light rail lines run along a right-of-way ranging from complete grade separation to at-grade in mixed flow traffic.~~

Transit Service Policy (TSP)

~~The TSP was originally adopted in 1986 and is reviewed on an annual basis. This document sets forth the policies, principles, and service guidelines that are used by Metro staff in the design or modification of the bus network to better serve customers and make more beneficial use of available operating resources. This document outlines the service change process that provides the quantitative tools to evaluate the system, identifies opportunities for service improvements, and ensures the regional transit system is adjusted according to the service goals and objectives approved by the Metro Board.~~

~~The TSP is updated as needed to better reflect agency goals and objectives, major initiatives, and changes in local, state, and federal regulations and funding.~~

~~This document updates the most recent version adopted by the Board in FY2016.~~

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The first segment of the new 8.5 mile, 8-station Crenshaw/LAX K Line is expected to open in late 2022. A ninth new station, the Airport Metro Connector (AMC) Station, should open by the end of 2024. The new 1.9 mile Regional Connector light rail alignment through downtown LA will also open around the same time as the K Line, which will see the L Line (Gold) rail line realigned into the A Line (Blue) and E Line (Expo) services, creating direct links from Long Beach to Azusa (A Line) and Santa Monica to East LA (E Line). This alignment includes two new stations and one replacement station.

SECTION 2: DESIGNING A WORLD CLASS BUS SYSTEM

As outlined in the Executive Summary, in 2018, the Board adopted Metro Vision 2028 as the agency's strategic plan. The plan outlines five goals to guide the development of transportation in LA County. The NextGen Bus Study was also initiated in 2018 to reimagine the Metro bus network to be more relevant, reflective of, and attractive to the diverse customer needs within Los Angeles County. The NextGen addresses Bus Plan and Study were completed to address Goal #1: Provide high quality mobility options that enable people to spend less time traveling. The study also encompasses two sub-goals: 1) Target infrastructure and service investments towards those with the greatest mobility needs; and 2) Invest in a world class bus system that is reliable, convenient, safe, and attractive to more users for more trips.

In addition to the Vision 2028 strategic plan, the Board adopted Motion 38.1 (June 2018), endorsing travel speed, service frequency, and system reliability as the highest priority service design objectives for the NextGen Bus Study. Finally, regardless of the level of resources expended on the bus network, optimizing system performance should always be an objective in network design to maximize benefit to the public from available resources.

These goals and objectives drove the development of the NextGen Service Bus Plan, including guiding principles for routing, stop spacing, frequency, span of service, and coordination with municipal operators. In addition, a set of performance measures have been defined below to ensure the bus network continues to evolve consistent with the goals and objectives defined by the Board.

intent of NextGen Service to create a competitive bus service for LA County.

NextGen Bus Plan

Metro Vision 2028 envisions building a World Class Transportation System in which a World Class Bus System is a cornerstone to its success. Building a World Class Bus System requires improving the attractiveness and competitiveness of the bus network. Attractiveness includes addressing issues such as safety and security, cleanliness, comfort, real-time arrival information, easy fare payment, wayfinding and signage, and first/last mile access. Competitiveness requires developing a bus network that minimizes the overall travel time to complete a trip compared to the driving alternative. This travel time considers directness of route, access to and from the bus stop, waiting time, and onboard travel time.

As mentioned in the Executive Summary, NextGen's primary purpose is to improve the competitiveness of the bus network. However, through this process, improvements to certain aspects of attractiveness can also be achieved. The following outlines the strategy for how the NextGen will set Bus Plan's design as the foundation for building a fast, frequent, and reliable World Class Bus System.

Step 1: Reconnect Scenario: Metro currently provides roughly 7 million revenue service hours (RSH) of bus service per year. The first step in creating a World Class Bus System is to redesign the routes and schedules to attract trips where and when there is the greatest market potential. The lessons learned in Phase 1 of the bus study present a path forward for reinventing

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the bus network through restructuring the bus lines consistent with service usage and travel patterns using the following guiding principles identified in the NextGen Bus Study:

- **85% of LA County residents have used transit at least once in the past year, THEREFORE, ~~we should attempt~~ the NextGen Bus Plan attempts** to maintain coverage throughout the County by minimizing discontinued segments.
- **Fast/~~Frequent~~ frequent/reliable service is key; THEREFORE, ~~we need~~ the NextGen Bus Plan is designed** to create a competitive transit network that reduces overall travel time by optimizing all components of the trip, including walking, waiting, and riding.
- **Metro's ~~current~~ pre-NextGen bus system ~~is~~ was not always competitive to get people where they want to go, THEREFORE ~~routing should be~~ NextGen Bus Plan has adjusted routing** to reflect the key origins and destinations identified in ~~the~~ cell phone location data ~~and ridership patterns.~~
- **The greatest opportunity to grow ridership is between midday & evening when many trips are short distance, THEREFORE service levels ~~should be~~ under the NextGen Bus Plan have been** improved for off-peak periods, especially midday, ~~evenings~~ weekday and weekends, with more improvements planned, especially for evenings. New overnight Owl services have been added or are planned.
- **Need to integrate Metro's Equity Framework into the planning process, THEREFORE the NextGen Bus Plan service improvements ~~should be prioritized for~~ prioritize** equity-focused ~~focus~~ areas where the need for high-quality transit service is greatest.

These lessons learned to “reconnect” routes and schedules with where and when people travel today were incorporated into the Plan's Service Design Guidelines outlined in Section 3 to develop the NextGen “reconnect” routes and schedules with where and when people travel today as the NextGen Bus Plan Reconnect ~~service plan~~ scenario implemented across the December 2020, June 2021, and September/December 2021 service change cycles. Reconnect ~~is~~ was estimated to increase ridership by 5% with no additional increase in revenue service hours. It will also help Metro recover from the impacts of the COVID-19 pandemic on ridership.

Step 2: Transit First Scenario: Once the Building upon the Reconnect scenario of NextGen Bus Plan that provides a bus network ~~is reestablished to reflect~~ that better reflects the travel patterns of today, the next step in building a World Class Bus System is to: 1) invest in speed and reliability infrastructure, 2) create safe and comfortable waiting environments, 3) improve the boarding and riding experience, and 4) establish facilities to optimize layovers. These capital improvements create a more competitive and attractive bus network while saving resources to be reinvested into more frequent service.

- **Speed and Reliability Improvements** – As bus system speeds ~~continue~~ have continued to decline over the last decade, Metro ~~must~~ has had to allocate an additional \$10 million cumulatively every year on an annual basis to provide the same amount of service. Not only does this reduce the opportunity to increase service, it degrades ~~our~~ the competitiveness and attractiveness of bus service and is not sustainable. Therefore, investing to improve the speed and reliability of the bus system is critical to the success

of NextGen. Some improvements can be implemented within METRO's Metro's control, such as optimizing stop spacing, implementing all-door boarding, and piloting headway-based service management. However, other improvements can only be implemented through collaboration with local jurisdictions, including such as transit priorities, signal priority system upgrades and expansion, new bus bulb-outs, and bus-only or bus priority lanes. Under the NextGen Transit First scenario, \$750 million in a major 5-year program of capital improvements are proposed was approved to support speed and reliability improvements for the regional bus network. This investment is anticipated to save 25% - 34% in system speed if fully implemented. - 34% in system speed if fully implemented, and to allow for more frequent service to be delivered without adding additional operating costs. New bus lanes have already been rolled out in 2020 and 2021 on 5th and 6th Sts, Grand Av, Olive St, and Aliso St in downtown LA, and on Alvarado St between 7th St and the 101 freeway. These are just the beginning of a program to add over 80 miles of dedicated bus lanes through partnerships with City of LA and other municipalities.

- **Customer Wait Environment** – Through the significant public outreach conducted in Phase 1 of the NextGen Bus Study, as well as other Metro efforts/initiatives such as the How Women Travel Study⁷, we learned that an uncomfortable and unsecured wait environment is a significant barrier for customers in using the bus network. This is particularly concerning for women who account for over half of our customers and often travel with young children. Metro completed the Transfer/Metro Transfers Design Guideline/Guide in March 2018⁸. Under the Transit First scenario, we plan the NextGen Bus Plan is intended to begin implementing the recommendations from this policy document at our busiest wait and transfer locations. This investment is anticipated to cost \$150 million and address several of the safety and comfort issues identified through the NextGen outreach and the How Women Travel Study. Implementation will be completed in partnership with local authorities responsible for the provision of bus stop amenities throughout the Metro transit network.
- **Boarding and Riding Experience** – Metro has implemented All-Door Boarding on several lines, including all-door boarding on the G Line (Orange), J Line (Silver), Line and Rapid Lines 720 (Wilshire), and Line 754 (Vermont). Experience on the J Line (Silver) showed that dwell times were reduced by up to 15% on average, on-time performance improved, and cash payment declined with more TAP penetration, and significant customer and operator satisfaction. Surveys confirmed that both customers and operators were significantly satisfied with the implementation of all-door boarding. In early 2022, the Metro Board approved the purchase of rear door validators and other equipment to allow for implementation of all-door boarding across the higher frequency Core and Convenience (Tiers 1 and 2) local bus lines. Other strategies to improve the boarding and on-board riding experience include level boarding at key stops and have focused on improved on-board real-time information. These improvements are estimated at \$100 million systemwide. accuracy.

⁷ libraryarchives.metro.net/DB_Attachments/2019-0294/UnderstandingHowWomenTravel_FullReport_FINAL.pdf

⁸ dropbox.com/s/iv6ruaxdw5g945b/Metro_Transfers_Design_Guide_2018-0312.pdf?dl=0

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- **Layover Optimization** – Due to limited curb space, many routes are extended purely to access a suitable layover location. These ~~unnecessary~~ route extensions are not required for riders and cost several million dollars in operating ~~costs~~ per year ~~with little to no benefit to the customer~~. By investing in off-street layover terminals to optimize layover locations, weMetro can reallocate wasted resources ~~and reallocate it~~ to more productive ~~uses~~. In addition, these locations ~~would~~can provide facilities for better regional mobility coordination, ~~a~~ better wait and rest ~~environment~~environments for customers and operators, ~~improve~~improved bus service reliability, and opportunities for new en-route Zero ~~Emissions~~Emission Bus (ZEB) charging infrastructure.

This estimated \$1 billion capital program, planned for implementation over a five-year period, is expected to achieve resource savings by generating more revenue service miles/trips ~~within~~with the same number of revenue service hours. These savings would be reinvested into Transit First service improvements, including:

- ~~Ensure~~Ensuring that all bus lines operate seven days per week;
- ~~Ensure no wider than 30 minute headways on any line between 6:00 am and 7:00 pm;~~
- ~~Expand owl (overnight) service on an additional eight lines;~~
- ~~Increase~~Increased weekday midday and evening service levels;
- ~~Increase weekday evening~~Increased weekend service levels ~~and;~~
- Expanded owl (overnight) service.

Investing “one time” capital dollars into transit supportive infrastructure ~~would~~will increase the attractiveness and competitiveness of the bus network, while freeing resources to reinvest into service enhancements. Under the Transit First scenario, these benefits are expected to generate a 15-20% increase in ridership (10-15% over and above what Reconnect can achieve) without additional increases in revenue service hours.

Step 3: Future Funding Scenario: Should future funding be secured through efforts such as ~~de~~ congestion pricing, additional resources can be added to the NextGen Transit First network. However, without disincentives for driving, there will be diminishing returns on benefits since most customers would already have been served within the Transit First Scenario. Therefore, a 34% increase in revenue service hours to provide even more frequent service, as planned under a Future Funding Scenario, would only be expected to yield a 10% increase in ridership over Transit First.

SECTION 3: SERVICE DESIGN GUIDELINES

Key Principles of Network Design

Three key elements ~~are~~were taken into consideration during the ~~Network Development Process~~NextGen Bus Study and NextGen Bus Plan to identify when and where transit can be competitive and successful.

- **Transit Propensity** – Areas where the propensity to use transit is the greatest embody three main characteristics. ~~First:~~ first, there is a significantly large population of transit market segments, including people who rely on transit (especially those identified in Metro's Equity Focus Communities) for most of their travel, such as commuters ~~and~~, students who use transit for work and school trips, and discretionary customers who choose transit for some or all their trips. ~~Second,~~The second characteristic is the intensity of travel demand to and from areas based on population and employment densities, retail and entertainment, colleges and universities, and other trip generators. ~~A~~Third, a pedestrian-oriented street environment ~~is also critical, including~~that includes safe and well lighted pathways, sidewalks and curb-cuts, grid street network, and level topography is critical.
- **Existing Service Performance** – It is important to identify the most productive segments of the existing bus network which ~~articulates~~articulate current transit demand. These corridors and routes ~~should have been~~ optimized through the ~~network development process~~NextGen Bus Plan, and lessons learned ~~should~~will be applied to other areas with similar demand and service characteristics.
- **Service Environment** – A transit-oriented service environment is also critical to the success of transit, ~~including~~not just to facilitate fast, frequent, and reliable transit operations, but also to support to the ability of transit to thrive as a viable option. The importance of environmental elements such as pedestrian orientation of the streets ~~and~~, land use, barriers to other modes such as limited and costly parking supply, and transit supportive infrastructure ~~including~~such as bus-only lanes and other transit priorities ~~design~~ are critical. The NextGen Bus Speed and Reliability program is working to address this key element.

Once these key elements are taken into consideration in the ~~Network Development Process~~NextGen Bus Plan's focus on fast, frequent, and reliable service, this transit orientation can then be translated into design considerations, including elements explained in the following sub-sections.

3.1 Service Design Concepts

Service design concepts, ~~were~~were developed as part of the NextGen Bus Study, ~~are~~are ~~guidelines established and incorporated into the NextGen Bus Plan~~ based on the feedback received through the study's stakeholder and public outreach sessions and established as guidelines. Network characteristics most important to the public include:

- Faster service
- Frequent service throughout the day
- More reliable service
- Better network connectivity

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- Accessibility to key destinations
- Improved security

Based on these ~~service~~ themes, the following service design concepts ~~will guide~~ were incorporated into the ~~design of the NextGen Bus Plan~~ implemented to deliver an improved Metro bus network:

Hybrid Local/Rapid Stop Spacing – ~~Currently~~ Past practice was that stop spacing ~~is~~ was determined by route classification. For example, ~~local~~ Local lines ~~are~~ were planned with ¼ mile stop spacing while Rapid lines ~~have~~ had ¾ to 1 mile stop spacing. As a result, customers travelling on ~~local~~ Local lines ~~go slower between communities~~ travelled more slowly but ~~have~~ had closer access to origins and destinations. Conversely, Rapid customers ~~travel~~ travelled faster along a corridor, but may ~~behave been~~ picked up or dropped off much further from their origin or destination. In addition, resources ~~are~~ were split between the ~~local~~ Local and Rapid lines resulting in ~~wider headways~~ less frequency for each service. ~~Therefore, Thus~~ overall end-to-end travel time including walking/rolling to ~~the stop~~ from stops, waiting for the bus, and ~~finally the~~ in-vehicle run time may result in longer ~~overall~~ travel times on the Rapid, especially for shorter distance trips.

Consolidating ~~local~~ Local and Rapid resources along ~~a corridor will provide much better headways~~, 18 major transit corridors was implemented in 2020/2021 as part of the initial roll out of the NextGen Bus Plan. The single hybrid service retained on these key corridors provides more frequent service at all stops and ~~customizing~~, when matched with optimized ¼ mile average stop spacing ~~along the corridor based on changing land use densities along a corridor~~ adopted as part of NextGen Bus Plan and new bus lanes, results in shorter wait times, faster on-board travel times compared to the ~~local~~ previous Local service, and shorter walk/roll compared to Rapid service. In addition, this standardizes the ~~service~~ frequency along the entire corridor, ~~vs as compared to providing~~ inconsistent frequencies between ~~local~~ Local and Rapid services that have different speeds. ~~Stop spacing can be adjusted to reflect local conditions with the needs of key destinations such as schools, medical centers, and senior centers being taken into account while balancing the impact each stop has not just for those that use the stop, but for those on board that are delayed by buses stopping.~~

Shorter Route Lengths and Subarea Transit Hubs – ~~The~~ Location-based cell phone ~~location~~ based data indicates that almost half of all ~~travel~~ trips made in Los Angeles County are within 1 to 5 miles. In addition, the origin-destination travel patterns indicate that many people travel locally and not necessarily ~~regionally~~ across the region. Creating shorter, ~~core~~ route lengths ~~with maximized service frequency and bus speed improvements such as new bus lanes~~ will improve schedule reliability. Being able to tie the lines to subarea transit hubs will improve network efficiencies and provide ~~a~~ safer and more convenient ~~location~~ locations for transfers.

Municipal Operator Coordination – Metro serves as LA County's regional coordinator of transit services. Improved coordination between all operators and modes is vital to establishing an integrated regional transit network. Metro operates within a hierarchy of services, in which Metrolink provides the region's commuter rail to serve high volume, longer distance trips. Metro Rail, Metro ~~BRT~~ Liner [G Line (Orange) and J Line (Silver)], and Metro Bus ~~serve~~ serve

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as the backbone of the urban transit network, ~~which is within much of LA County, and are~~ augmented by municipal operators. Municipal and local return operators complement the system with community and shuttle buses that serve specific neighborhood needs.

~~Roughly~~It is imperative that Metro bus service be closely coordinated with municipal transit service as roughly one-third of transit service in LA County is provided by municipal bus operators and Metrolink. Their coverage is especially strong in Santa Monica, Culver City, South Bay, Gateway Cities, and eastern San Gabriel Valley. ~~Therefore, it is imperative that Metro bus service is closely coordinated with municipal transit service, as well as Santa Clarita and the Antelope Valleys.~~ Given that several ~~of the~~ municipal operators are currently undergoing their own system redesigns, there ~~is an opportunity~~are opportunities to work together to develop service change ideas between Metro and municipal services to improve overall coordination for customers. ~~The NextGen Bus Plan included four transfers of Metro bus service to municipal operators, two of which were implemented in 2021 in cases where the line was more appropriate as part of the municipal operator’s network.~~

MicroTransit and Other On-Demand Services – Some areas of the County are difficult to serve with fixed-route transit due to terrain, narrow streets, ~~and~~ dispersed lower density destinations. ~~In addition, and relatively low travel activity in some areas are low during certain times of day or days of week.~~ To address this, Metro is currently ~~piloting~~ conducting a three-year microtransit pilot program for MicroTransit. ~~These, an on-demand, van-based rideshare service modes may be more appropriate for areas branded as Metro Micro.~~ The service launched in December 2020 and the final eighth zone was implemented in December 2021. The zones are: Watts/Compton, LAX/Inglewood, North Hollywood/Burbank, El Monte, Highland Park/Glendale/Eagle Rock, Pasadena/Altadena/Sierra Madre, Northwest San Fernando Valley, and ~~times of day~~ Westwood/UCLA. The service is designed to provide short trips within a zone ~~where fixed route cannot be competitive~~ each rider would have to wait no more than 15 minutes from the time a reservation is made to when they are picked up at a designated pickup location. Reservations can be made the same day ~~and will be considered for up to a week in advance.~~ Riders can reserve rides by calling Metro’s Call Center, through an online reservation system, or via the service’s dedicated smart phone application ~~in lieu of.~~ All pickup and drop-off locations are located within the zone and must be ADA accessible, but are not limited to bus stops. The pilot program will operate for three years, after which Metro will determine whether to make the service permanent or not. A number of lower ridership fixed-route services have been discontinued within the new Metro Micro zones as part of the NextGen Bus Plan implementation, to determine if microtransit can be an effective and efficient replacement for Metro fixed route ~~if warranted~~ bus service in these hard-to serve areas.

Table 3.1 Minimum Rail and NextGen Bus Plan Frequency by Service Type

Service Type	Peak	Midday Weekday	Weekend	Evening
Heavy Rail	10	12	12	20
Light Rail	10	12-15	15	20

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Core Network (Tier 1) Metro Liner and Metro Rapid	5-10	5-10	15	7.5
Convenience Network (Tier 2)	12-15	12-15	30	10
Connectivity Network (Tier 3)	20-30	20-30	60	15
Community Network (Tier 4)	40-60	40-60	60	30
Commuter Network (Tier 5)	varies	varies	varies	varies

Standardize Frequencies by Service Tiers – ~~Currently~~ Prior to the implementation of the NextGen Bus Plan, schedules ~~are~~ were written based on the Board-adopted load standard for frequent services (15 min or better) and ~~based~~ on policy service levels for ~~in-frequent~~ low frequency services (~~wider~~ less than 15 min). To ensure the core network has consistent frequencies and span of service, ~~corridors will be~~ the NextGen Bus Plan categorized transit lines into tiers based on transit propensity, current ridership, ~~the nature of the service~~, and overall travel demand. Each tier ~~will be~~ has been assigned a frequency ~~designation (e.g. 10 min peak/12 min base)~~ range for each time period to ensure that all services within the tier provide consistent service levels for ease of transfer ~~along~~ across the network ~~if a~~, with minimal adjustment from year to year. These frequency levels are defined in Table 3.1. A line ~~requires better frequencies than the tier designation, it will be set based on the~~ may see frequency improved at a selected time of day in response to high demand, consistent with the Board-adopted load standard- being met on all trips operating on the line.

Routing to Reflect Current Travel Patterns and Transit Propensity – ~~Currently corridors~~ Corridors are ~~currently~~ being evaluated by segments. ~~Based~~ based on the origin—destination travel patterns identified using the cell phone location-based data ~~as well as~~ and regional TAP data, ~~the~~. The segments will be connected together to create lines. ~~Better aligning that~~ better align the routing with travel patterns. This is expected to reduce the number of transfers required to make a trip, and ~~to~~ increase the distance travelable and access to opportunities along the network within ~~15 min, 30 min, etc~~ a given time frame. While resources will be focused in areas with high transit propensity, there will be a concerted effort to maintain service in areas of low demand but with the greatest mobility needs.

Transit Supportive Infrastructure – Service design will identify transit supportive infrastructure that either improves overall travel time and reliability, or reduces inefficiencies in the network. Speed and reliability improvements include bus-only lanes, queue jumpers, bus bulb-outs, traffic signal retiming, transit signal priority, all door-boarding, fare payment technology, and other technologies and infrastructure that improve the attractiveness and competitiveness of transit while reducing revenue hours so that they can be reapplied to provide more frequent service. Infrastructure that optimizes terminals and layover locations, reduces out of direction movements, and improves transfer movements will reduce non-revenue miles and hours that can also be reallocated to more frequent service.

Table 3.12 Service Design Concepts

	Faster service	Frequent service throughout the day	More reliable service	Better network connectivity	Access to key destinations	Improved security
Routing to reflect current travel patterns and transit propensity				X	X	X
Standardize Frequencies by Service-Tiers	X	X				
Subarea transit hubs				X		X
Shorter route lengths			X			
Optimize stop spacing	X		X			
Municipal operator coordination				X	X	
MicroTransit and other on-demand		X			X	
Transit-supportive infrastructure	X		X			X

~~Transit Supportive Infrastructure — The service design will identify transit supportive infrastructure that either improves overall travel time and reliability or reduces inefficiencies in the network. Speed and reliability improvements include bus only lanes, queue jumpers, bus bulb-outs, signal retiming, All Door Boarding, fare payment technology, etc. improves the attractiveness and competitiveness of transit while reducing revenue hours that can be reapplied to better use. Infrastructure that optimizes terminals and layover locations, reduce out-of direction movements, and improves transfer movements will reduce non revenue miles and hours that can be reallocated to revenue service.~~

Table 3.12 illustrates how each service concept will address the various themes expressed by the public and stakeholders.

3.2 Service Standards

~~Service Board-adopted service standards are established to ensure that service levels are maintained based to meet a minimum standard of rider experience. These focus on board adopted standards such items as maximum average loads on trips and on time performance and are discussed below.~~

Headways

The headway standard provides for the maximum scheduled gap (in minutes) between trips in the peak direction of travel at the maximum load point of a line by time of day, and it should not be exceeded for at least 90% of all hourly periods as summarized in Table 3.23. The

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frequencies below are the minimum service levels versus the target frequencies established under NextGen Bus Plan shown in Table 3.1 above.

Table 3.2 ~~Maximum~~ ³ *Minimum Headway by Service Type*

Service Type	Peak (Weekday)	Off-Peak (Weekday-Weekend)
Heavy Rail	10	20
Light Rail	12	20
Liner	12	30
Rapid	20	30
Core Network (Tier 1)	7.5-10	7.5-10-15
Convenience Network (Tier 2)	10-15	10-15-30
Connectivity Network (Tier 3)	15-30	15-30-60
Community Network (Tier 4)	30-60	30-60
Commuter Network (Tier 5)	varies	Varies
Micro-Transit	varies	varies

Passenger Loads

Passenger ~~loading~~ ^{load} standards have been developed to ensure there is sufficient ~~service~~ capacity on Metro Bus and Rail service. The loading standard for bus is based on the maximum average ratio of ~~customer~~ ^{customers} to available seating per vehicle size (i.e. 40-foot, 45-foot, and 60-foot buses). The loading standard for rail is based on the maximum average ratio of ~~customer~~ ^{customers} per seat by service type (i.e. Heavy Rail and Light Rail). Current loading standards are shown in Table 3.34.

- **Bus Passenger Loading Standard** expresses the maximum average ratio of ~~customer~~ ^{customers} to vehicle size and frequency by direction for a one-hour period that should not be exceeded for at least 95% of all hourly periods. This TSP sets the current loading standard for Metro bus to 1.3 as recommended by the 2016 APTA Peer Review Committee. Vehicles used for MicroTransit ~~or Mobility on Demand~~ will have a load standard of 1.0.
- **Rail Passenger Loading Standard** expresses the maximum average ratio of ~~customer~~ ^{customers} to seats by service type and by direction for one-hour period by time of day and should not be exceeded for at least 95% of all hourly periods.

Table 3.34 *Passenger Loading Standards by Vehicle Type*

Service Type	Seats per Vehicle	Peak Passengers per Seat	Off-Peak Passengers per Seat	Maximum Passengers Onboard
Heavy Rail	5-52	2.30	1-2.30	120
Light rail	60-76	1.75	1.75	105-133
Bus – 40 foot	38	1.30	1.30	49
Bus – 45 foot	46	1.30	1.30	60
Bus – 60 foot	57	1.30	1.30	74

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Van - MicroTransit	10	1.0	1.0	10
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Wheelchair Boardings and Pass ups.

Ideally, in a floating 6-month period, regular operating bus service will average ~~of no more than~~ 6% in pass-ups of customers who use wheelchairs or other mobility devices. Should the average increase to over the ~~6% threshold of 6%~~, Service Planning will adjust service to better serve the ridership patterns of the route in such a way so as to minimize pass-ups.

Network Route Spacing

Network Route Spacing refers to the average distance between two or more parallel bus and/or rail lines. It is generally accepted that customers are willing to walk up to 0.25 mile to a bus stop. Generally, bus routes operating parallel to each other in an urban area should be spaced 0.5 mile apart from one another, and bus routes operating parallel to rail should be spaced 0.5 mile apart on either side of a rail route. Bus routes operating parallel in a suburban area should be spaced no more than one mile apart from each other, and bus routes operating in low density or underdeveloped areas should be operated where needed in a cost-effective manner. Where possible, alternate delivery methods should be considered.

Bus-Stop/Station Spacing

Stop/Station spacing refers to the average distance between consecutive stops/stations along an entire bus/rail route. The standard is expressed as the maximum average stop/station spacing in miles by type of service and is not to be exceeded by at least 90% of all routes operated. Stop/~~Station~~station spacing is established based on the goals and guidelines each service type is designed to achieve as discussed below. Metro’s maximum average stop/station spacing by mode is summarized in Table ~~3.4.3~~.

- **Heavy/Light Rail Line** station spacing is greater than bus stop/station spacing to achieve ~~the highest~~ a higher operating speed, recognizing that riders are willing to access such service from a greater distance and to ensure this mode is competitive for longer distance travel, while ensuring stations serve key activity nodes and transit connection points. Rail station location is determined during the design phase. Ideal average rail station spacing should be no greater than 1.50 miles.
- **BRT Metro Liner and Commuter Rapid Bus Routes** achieve the highest bus speeds through even greater stop spacing than ~~Rapid, Local Core, (Tier 1), Convenience, (Tier 2), Connectivity, and (Tier 3), Community routes (Tier 4), and Commuter (Tier 5) lines.~~ To ensure these services provide access to major activity centers and transfer points, average stop/station spacing should be no greater than 1.25 miles, ~~though~~ though there may be exceptions due to geography or existing facility design, ~~such as freeway HOT or HOV lanes.~~ See Table 3.45 for further details.
- **Core, Convenience, Connectivity, and Community Bus Routes** primarily operate on city streets and secondary streets respectively. These route types are designed to provide service closer to a ~~customer’s~~ customer’s destination and reduce walking times. Therefore, average stop spacing should be no greater than 0.25 mile for convenient walk access.

Decisions regarding bus stop spacing and location call for analysis of ridership density, customer service requirements, ~~the such as balancing access to key destinations and impact to on board riders, rider and operational safety of customers, operators,~~ equipment size, the service type provided, interaction of stopped buses with general traffic flow, ~~and coordination with other curbside space allocations such as parking and driveways.~~ Stops should be closer together in major commercial districts and farther apart in outlying areas. ~~In general, bus stop spacing should not exceed 0.3 miles for local bus service except in areas where local conditions and/or lack of ridership generators may result in a wider gap between stops. Care should be taken to avoid low usage stops in areas where the buses are closest to the maximum load on board the bus. Special consideration may be given to stops near schools, senior centers, and medical centers where there is reasonable ridership (>= 15 boardings or alightings on average per weekday).~~

Table 3.4 ~~Maximum Avg.5~~ *Target Average Stop/Station Spacing*

Service Type	Average Stop/Station Spacing (miles)
Heavy Rail	1.50
Light Rail	1.50
BRT	1.25
Rapid	0.75
Commuter (Tier 5)	1.25
Core (Tier 1), Convenience (Tier 2), Connectivity (Tier 3), Community (Tier 4)	0.3025

On-Time Performance

A key element of high quality transit service, as confirmed in the NextGen Bus Study, is reliability. This element is measured firstly in terms of on time performance. Managing this metric is intended to provide a high standard of service reliability. On-time performance for buses is defined as a range from no more than one minute early to no more than five minutes late, which is measured at all timepoints along its route. For rail lines, on-time performance is measured based on end terminal arrival. This standard varies between heavy rail and light rail. The on-time performance standard is summarized in the Table 3.6.

As part of the NextGen Bus Plan speed and reliability improvements, a pilot of headway-based service management will be conducted. This involves the operation of high- frequency bus lines without intermediate timepoints along the line. The reliability of this type of service will be based on the intervals between buses remaining within a range. More information will be added and standards developed for this mode of operation once the pilot has been completed.

Table 3.6 *Target Standard for On-Time Performance*

Service Type	On-Time Performance
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<u>Heavy Rail</u>	<u>95%</u>
<u>Light Rail</u>	<u>90%</u>
<u>BRT</u>	<u>85%</u>
<u>Rapid</u>	<u>85%</u>
<u>Commuter (Tier 5)</u>	<u>85%</u>
<u>Core (Tier 1), Convenience (Tier 2), Connectivity (Tier 3), Community Bus (Tier 4)</u>	<u>85%</u>

Service Cancellations:

In recent years, both pre-pandemic and during times of significant impacts from the COVID-19 pandemic on the Metro operator workforce, cancelled service due to lack of available operators has had a significant impact on service reliability. Metro should not enter into service level changes unless sufficient operators are available to provide the required extraboard operator as required (OAR) ratio of 1.2 for bus and 1.25 for rail at each operating division. Cancelled service should ideally be zero each day in support of the best customer experience. As of March 2022, a target of 2% or less cancelled service has been set as part of service restoration preconditions.

3.2 Bus/Rail Interface Planning

As the Metro Rail system expands, ~~adjustments are made to the~~ surrounding bus system ~~within a half mile of each station is assessed for adjustments that would~~ improve access to rail stations, take advantage of new transfer facilities, and reduce bus and rail service duplication. The following guidelines provide direction ~~to~~ for routing and scheduling changes that will be necessary as the Metro Rail system is expanded:

Discontinuation of Parallel Limited and Express Service

Competing Community and Commuter (Tiers 4 and 5) bus services that parallel the rail corridor will be discontinued ~~when~~ where duplication exists. Revenue services should be reinvested to improve service on lines that feed the new rail service where possible.

Bus Route Deviation

Bus routes that run parallel to a rail line may be diverted to a station when:

- Walk time from the nearest station is greater than 3 minutes;
- Diversion time in one direction is 5 minutes or less; ~~and;~~
- Net travel time benefit for connecting ~~customer s exceeds~~ customers is positive i.e. the transfer to rail does not result in overall increased travel ~~for through travel time.~~

Intersecting bus lines or ones that travel in a perpendicular direction to a rail line will be diverted to serve the closest rail station when:

- Diversion time in one direction is 5 minutes or less
- Net travel time benefit for connections and through travel

Extend Terminating Lines

Bus routes that end within one mile of a rail station will be extended to terminate at the station. Routes that terminate at distances greater than one mile may be extended if the rerouting will create a valuable link to the rail system consistent with area travel patterns or will result in a reduction in travel time for a significant number of customers.

New Bus Routes

New rail feeder service will be considered as part of the service change process if a need is demonstrated based on significant area travel patterns and if funding is available.

Scheduling Rail/Bus Interface

Bus arrival and departure times should be governed by the rail arrival and departure times when predominant movement is from bus to rail. Bus routes with frequencies of 20 minutes or greater ending at a rail station should be scheduled to arrive 5 minutes before the rail departure time. (plus walk time between the modes). When the predominant movement is from rail to bus, terminal buses should be scheduled to depart 5 minutes after the scheduled rail arrival time. (plus walk time between the modes).

3.3 Metro Bus Routing Guidelines

An easy-to-understand-and-use transit system relies on simple network and route design. Consolidating duplicative services on the same or parallel corridors within a quarter-mile to a half-mile distance provides an opportunity to simplify the network for ease of use ~~and~~, reduce ~~unused~~underutilized capacity, and invest those resources into other areas of the network. This concept requires better coordination of schedules and transfer points and will result in an easier-to-use and more convenient system while reducing wait time and overall travel time.

Metro's directly--operated service primarily operates three types of buses: a standard 40-foot bus, a 45-foot bus, and a 60-foot "articulated" bus. To ensure that buses can adequately navigate route alignments and serve bus stops, Metro established the following standards:

– Transit Centers /Bus Terminals

- Layover zones should be designed to accommodate various sizes of buses.
- Layover zones should utilize sawtooth bay configurations where possible to ensure curb space is more efficiently and reliably utilized, and accommodating 60' buses where needed.
- Re-striping of layover zones should be completed as needed based on the needs of the service and bus sizes scheduled.
- Routes should be scheduled so that the amount of layover space needed is available. Layover zones should be placed as close as possible to the route terminal. Where not accommodated by the design, the added operating cost to serve the location will be computed and made part of the decision-making process for bus/rail interface.

- Minimum turning radius clearance required for each type size bus movement
 - 50 feet for 40-foot buses (Figure 3.1)
 - 47.5 feet for 45-foot buses (Figure 3.3)
 - 44 feet for 60-foot articulated buses (Figure 3.2)

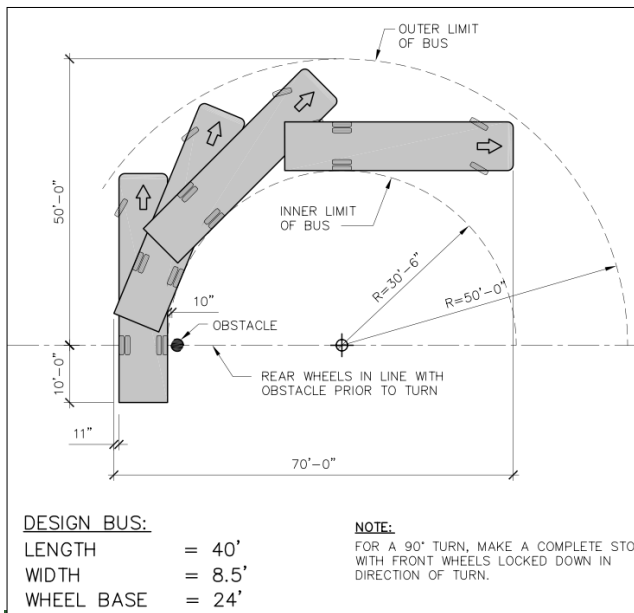


Figure 3.1 40-foot bus turning radius

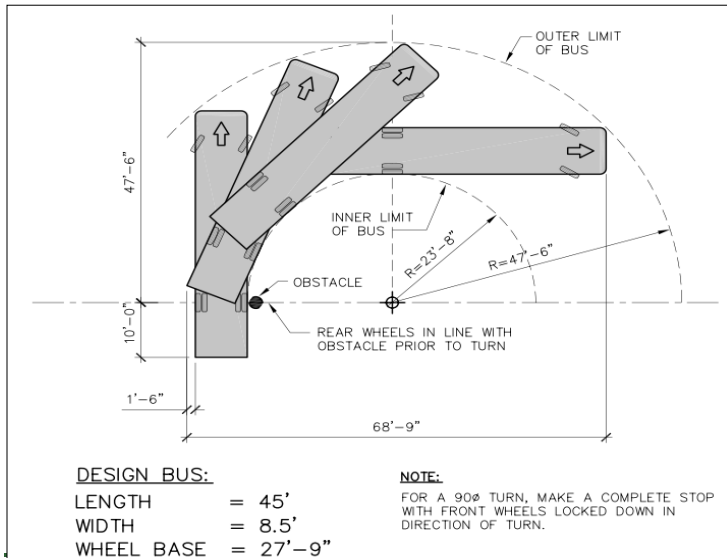


Figure 3.2 45-foot bus turning radius

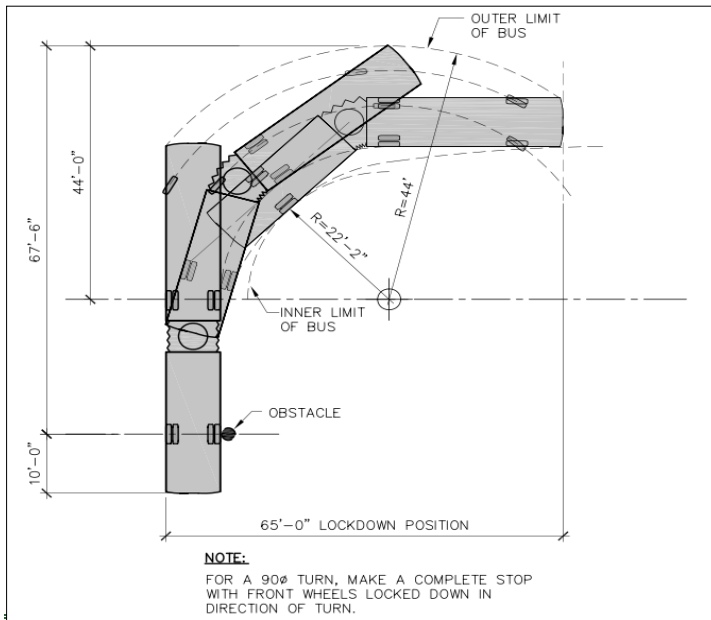


Figure 3.3 Articulated 60-foot bus turning radius

- Desired street lane widths for bus operations should be 12 feet or more.
- Optimal Bus Stop Curb Lengths and Zone - 40-foot buses should at minimum: 40-foot buses should at minimum:
 - Far-side – 90 feet
 - Near-side – 100 feet
 - Mid-block –150 feet

For two 40-foot buses servicing a stop simultaneously, add 50 feet. Additional bus stop curb length may be needed for 45-foot buses.

- 60-foot bus should at a minimum:
 - Far-side and mid-block – 120 feet
 - Near-side – 170 feet

For two 60-foot buses servicing a stop simultaneously, add 70 feet.

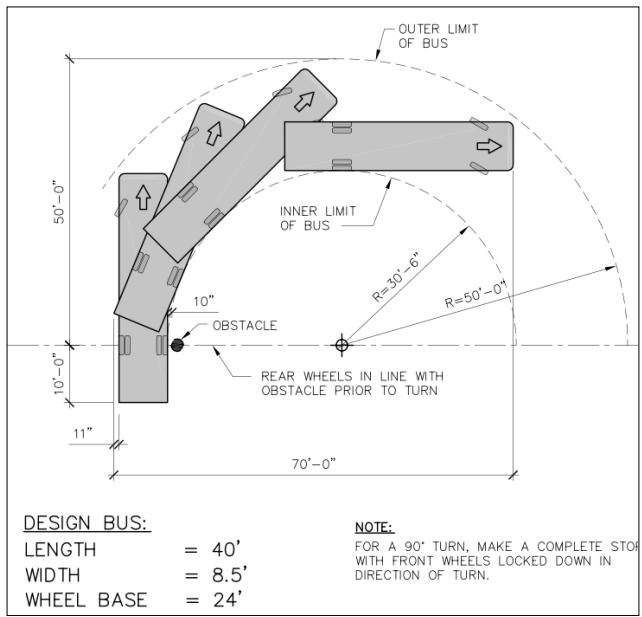


Figure 3.1 40-foot bus turning radius

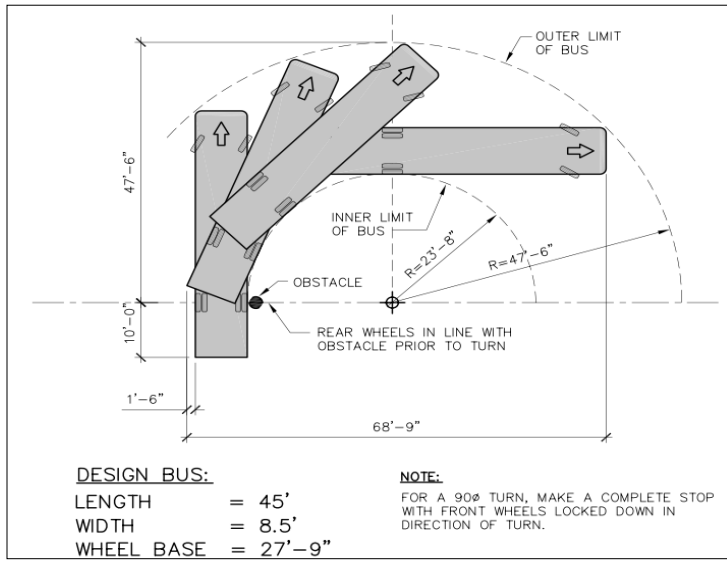


Figure 3.2 45-foot bus turning radius

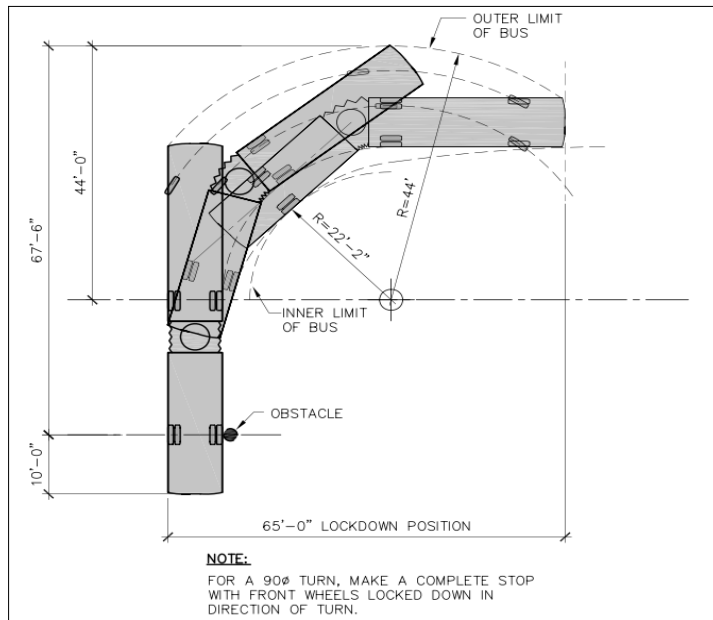


Figure 3.3 Articulated 60-foot bus turning radius

- **Bus Layover Zone** general space requirements based on frequency between scheduled trips:
 - One space – ~~15 minutes~~ 20 minute service or less frequent
 - Two spaces – ~~12 minutes to 15 minute frequency~~
 - Three spaces – 7.5 to 10 minute frequency
 - Four spaces – 5 to 6 minutes minute frequency

3.4 Vehicle Assignment

Metro's goal is to ensure a consistent basis for assigning vehicles to facilities to meet operating needs ~~at a minimal cost and improve~~ provide equitable access to the newest vehicles across the Metro network to enhance quality of service. ~~This policy ensures that operating needs are met at a minimal cost and improve quality of service.~~

Metro's transit system consists of light rail, heavy rail, and bus operations. ⁹~~On any given As of October 2019 (pre-COVID), for an average~~ weekday, Metro ~~servesserved~~ approximately 925,000 bus boardings and 297,000 rail boardings.¹⁰

- **Buses:** Buses will be assigned to individual facilities based on vehicle size requirements for lines supported by each facility. ~~The fleet is also distributed to ensure the average age of fleet is consistent across each division for each bus type, so that all areas may have some service delivered using the newest buses.~~
- **Light Rail:** Light Rail cars will be assigned to individual lines based on a variety of factors including facility compatibility ~~of vehicle controllers with each line's signal system, the deposition of the feet during mid-life modernization programs and age so that no single light rail line must solely rely on the oldest rail fleet.~~ Ideally, the number of vehicle types/manufacturers will be kept to no more than two at any facility to minimize parts storage and maximize maintenance expertise training for mechanics on the different fleets. There is also a weight restriction that precludes the P2550 light rail cars from being assigned to the C Line along the I-105 freeway.
- **Heavy Rail:** Assignment policy is not applicable to Heavy Rail. The Metro B Line (Red) and D Line (Purple) operate out of the same division ~~and both are operated by, with~~ the same vehicle type.

3.5 School Trippers

School trippers are extra service operated to protect against overcrowding on bus ~~routes~~ lines serving schools. Metro's policy on school trippers is based on FTA regulations (49 CFR Part

⁹Source: lacmta.sharepoint.com/sites/MyMetro/Operations/Pages/Home.aspx

¹⁰ Figures taken from October 2019 data; selected for seasonal average and adjusted for BlueA Line (Blue) closure.

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605). These regulations are directed at protecting the private sector against unfair competition and ensuring that FTA funding is focused on providing services that meet the needs of the general public. School tripper service may be operated if ~~it meets~~ the following criteria are met:

- There is sufficient demand to warrant the operation of a tripper that cannot on average be accommodated within the load factor applicable to the regular service available;
- There are sufficient resources to operate a tripper;
- The school tripper will not result in a significant increase in travel time (no more than 5 minutes extra) for regular customers if the service is to be deviated via a school; and
- The school tripper is operated as part of the regularly-scheduled public transportation service and is included in such schedules and available for any person to ride.

School tripper service must meet the following requirements:

- All school trippers must fully comply with established policies and procedures;
- All regularly scheduled school trippers must be published on public timetables;
- All locations where trippers board or alight customers, including the bus stops at deviated routes, must be marked with Metro signage including the bus line numbers servicing the stop;
- School tripper changes must be provided to the public by a service change notice or on the Metro website at www.metro.net;metro.net; and
- Requests for new school trippers or modifications to existing school trippers (bell time changes, etc.) will be considered when a notice is given at least ~~two weeks~~30-days in advance providing ample time to complete an appropriate analysis of the request and to allow appropriate notification of changes to the public.

School tripper services changes must comply with the following procedures

- Service Development Managers (SDM) in the Service Planning & Scheduling Department are responsible for ~~certifying~~ensuring that all school trippers in their respective service area fully comply with Metro's School Tripper Policy as discussed herein. ~~Each SDM will submit a report prior to each major service change program that details all existing and proposed school tripper service.~~
- ~~School tripper "pink letters" require notification to the public through use of a service change notice or on Metro's webpage.~~
- Uniform standards for the documentation of daily school tripper ~~pink letters~~arrangements must be employed. This includes standardizing the ~~pink letter~~documentation form and oversight of the ~~pink letter~~documented information being input into the ~~SLS 2000~~scheduling system to ensure accuracy. All requests for new school trippers and modifications to existing school trippers must be logged into the ~~SLS2000~~scheduling system regardless ~~if~~of whether the requested new or modified school tripper is implemented.

- SDMs are responsible for working with school districts in their service area which use school tripper service. ~~For example, a specific protocol has been established with LAUSD in which their monthly Operations Coordinators' Meeting has a standing agenda item, "Metro Coordination," where special events and bell-time changes are disseminated to Metro through communication with district staff and the meeting's minutes.~~
- ~~The information fed to transit apps and trip planners, such as Transit App and Google Transit, is made available via a General Transit Feed Specification (GTFS) compatible feed which is updated weekly to reflect school tripper service changes captured in the transit service scheduling software calendar utilized by Metro.~~

3.5 Charter Service

As a grantee of Federal funds, Metro is prohibited from using its federally-funded equipment and facilities to provide charter service except on an incidental basis and when one or more of the applicable exceptions below apply:

- Charter service shall be incidental to the mass transportation service and shall be provided only during times of the day when vehicles are not needed for regularly scheduled service.
- Charter service will only be considered when one of the following exceptions apply:
 - There are no willing or able private charter operators;
 - For special events the private operators are not capable of providing the service;
 - When there is a formal agreement regarding the provision of charter services between the recipient and all private charter operators who have been identified to be willing and able; and
 - For government or certain non-profit organizations, if the trip involves a significant number of handicapped persons, or if the organization is a qualified social service agency, or if it receives public welfare assistance funds whose implementation may require transportation services.
- All requests for ~~Charter Service~~charter service must be approved by the Chief Executive Officer and may require a waiver from the ~~Federal Transit Administration~~FTA. Petition for a waiver should be requested in writing 90 days in advance of the event whenever possible.
- The rates for charter service shall equal or exceed the annual fully allocated cost, including depreciation, of providing charter bus operations, and Metro shall deduct the mileage and hours from the useful life of the buses.
- The operation of charter service also must comply with relevant state laws, including Section 30630.5 of the California Public Utilities Code.

Charter service is the use of buses, vans or facilities (rail system) to provide a group of persons under a single contract, at a fixed charge, with the exclusive use of the vehicle or service to travel

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together under an itinerary either specified in advance or modified after having left the place of origin. Generally, for service not to be considered charter, it must meet the following tests:

- Be available to the public;
- Operate within the system’s normal scope (existing routings, fit within normal hours of operation and established fare structure);
- Provide a published timetable; and
- Customers must pay their own fare.

3.6 Special Event Service

Special event services are bus routes designed to take ~~customer~~ customers to a specific venue and are not part of regularly scheduled operations. Metro will provide service under contract to other entities only if the provision of these services does not interfere with Metro’s ability to meet regularly scheduled service obligations and fits within the scope of the agency’s regular operation in terms of route structure, fares, and span of service. Special event services will be provided on a full cost recovery basis and in conformance with the agency’s charter bus policy [which is consistent with FTA Charter Bus regulations](#).

3.7 Service Transfer Guideline

The regional public transit network [in LA County](#) consists of 17 “Included or Eligible” fixed route operators (including Metro). Included operators (and routes) are those that were operating within LA County in 1971 at the time of adoption of the ~~TDA/STA statute~~ [State of California Transit Development Act/State Transit Assistance statute](#). Eligible operators (and routes) are those added to the Formula Allocation Procedure (FAP) since that time.

Much of the funding for operation of “Included or Eligible” fixed route public transit service in LA County is distributed according to an adopted FAP. The FAP allocates sales tax receipts for public transit each fiscal year in support of public transit throughout the region. Many of the “Included and Eligible” systems operate under the guidelines of the “reserve service areas” established in 1971. Municipal operators have also grown, providing an expanded route network that has improved connections to Metro’s regional lines. In addition, there are numerous Local Return fixed route transit providers who are not eligible for FAP funding, but instead are funded through Propositions A and C (1990 sales tax initiative), Measure R (2008 sales tax initiative), and Measure M (2016 sales tax initiative). These Operators are funded as “Local Return” operators (see Appendix B for a list of operators funded as Local Return and/or Included/Eligible Municipal operators).

Policy guidance states that the network should be well integrated, coordinated, reduce service duplication, and simplify service. Therefore, the evaluation of transit corridors for consideration to be operated in the future by another operator should include:

- Existing performance relative to the system average;
- Value to the customer through integration into an established nearby transit provider;

- Net cost to each operator and the region;
- Completion of another operator's route network;
- Provide improved connections to a Municipal Operator's established network;
- Impacts to exiting and projected ridership;
- Generation of a net cost ~~savings~~saving to Metro based on Metro's calculation of the FAP impacts for all service realignment proposals.

Any transfer of directly operated Metro services to a municipal or contract operator must adhere to the terms and conditions governing such transfers as agreed to within the adopted collective bargaining and other superseding agreements between the affected labor unions and Metro.

If a proposed service change is adopted that results in a reduction of service, Metro should reinvest at least half of the net savings (operating cost less customer and FAP reduction) to improve service on Metro's core network of regionally significant lines in the service area from which the savings were drawn.

Any significant service modifications will be subject to review under ~~the latest FTA procedures~~ for adherence to Title VI of the Civil Rights Act of 1964, as amended, the approval of the appropriate Metro Service Council(s), and the local transit provider's Board of Governance, and must be in compliance with local, regional, and labor legislation or agreements. Finally, the agency that assumes service will be required to maintain or improve the days, ~~spread~~span, and frequency of the ~~existing~~existing Metro service for at least a ~~one~~two-year period (two-year lag) for which Metro will include such operation through the FAP. In addition, the assuming agency must be a participant in the regional TAP program to minimize fare change impacts.

3.8 Alternative Service Delivery Options

Alternative service delivery options generally refers to services not directly operated by Metro, such as contract services, Municipal and Local Return Operators, taxis, and other flexible destination operations. These alternatives can complement traditional transit service. In addition, Access Services provides mandatory ADA ~~complimentary~~complementary paratransit services for functionally disabled individuals in Los Angeles County: as required by federal ADA law. Access Services transportation service is available for any ADA paratransit-eligible individual to any location within $\frac{3}{4}$ of a mile of any fixed route bus operated by the Los Angeles County public fixed route bus operators and within $\frac{3}{4}$ of a mile around Metro Rail stations during the hours that the systems are operational. Complementary paratransit service is not required to complement commuter rail and commuter bus services, since the federal ADA law does not require that these services provide complementary paratransit service.¹¹

¹¹ https://accessla.org/riding_access/overview.html accessla.org/about_us/overview.html

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Metro has launched two pilot programs to leverage demand-responsive technology to improve mobility, customer experience, and system performance by providing additional first-mile and last-mile service options: Mobility on Demand and MicroTransit.

The Mobility on Demand pilot launched in January 2019 and ~~will operate~~operated for 12 months. Metro ~~has~~ partnered with Via, a provider of on-demand ~~shared rides~~ride sourcing services, to develop on-demand technology to increase access to Metro's transit system by offering service to and from three of Metro's transit stations: North Hollywood, Artesia, and El Monte. This pilot program ~~is was~~ funded in part by a \$1.35-million Mobility on Demand (MOD) Sandbox Demonstrations grant from the ~~Federal Transit Administration (FTA)~~. The system was operated utilizing private cars. The Mobility on Demand pilot concluded in January 2021 and the three Mobility on Demand zones were transitioned to become part of the Metro Micro microtransit pilot program.

~~The MicroTransit Pilot Project~~Metro's microtransit program, Metro Micro, ~~is anticipated~~a three year pilot of on demand ride-source service operated with passenger vans within eight designated zones, intended to ~~launch in late 2019~~test a range of use cases including areas where fixed route service has not been effective or is unable to access parts of a community. Metro is partnering with ~~RideCo, NoMad/Via, and Transdev to develop on-demand~~ a third-party vendor for the technology to ~~increase access to Metro's transit system~~. MicroTransit~~support~~ this pilot program, while Metro staff operate and manage the service. The pilot zones were coordinated with the NextGen Bus Plan to replace some lower usage fixed route lines or route segments where Metro Micro service could better serve such areas, though this is only one of a range of use cases being tested by Metro Micro.

The first two zones were launched in December 2020 (LAX/Inglewood and Watts/Willowbrook). The three Mobility on Demand zones were added to the Metro Micro program in January 2021. Two additional Metro Micro zones launched in June 2021 (Highland Park/Eagle Rock/Glendale and Altadena/Pasadena/Sierra Madre). The Northwest San Fernando Valley zone was launched in September 2021, and the final pilot zone at UCLA/Westwood launched in December 2021, for a total of eight pilot zones.

Based on experience to date, Metro Micro generally serves short trips ~~will be of~~ approximately 20 ~~mins~~minutes in vehicle time and ~~run~~ one to five miles in distance on average. These short trips ~~may connect customers~~are intended to serve as connections to other transit options such as Metro-operated bus and rail services and ~~to~~ municipal operators. The target maximum size for each zone was originally set at no greater than 20 square miles to ensure the goal of no more than an average 15-minute wait time for pick up could be consistently achieved. However, a number of zones were expanded to help better replace some low performing fixed route services during NextGen Bus Plan implementation, and the overlapping Artesia and Watts/Willowbrook zones were also combined into a 35 square mile mega zone (Watts/Compton) in December 2021.

SECTION 4: CUSTOMER INFORMATION AND AMENITIES

Customer information instructs both regular customers and infrequent customers on how to use transit as a viable mode of transportation to and from their destinations. Clear, accurate, and timely information is an important adjunct to service quality, particularly when bus and rail services are not operating as planned. Amenities aid in the comfort and security of customers.

4.1 Customer Information

Customers need to know how to use transit: where to go to access it, where to alight to access their destination, whether transfers are required, when transit services are scheduled to depart and arrive, and how planned and unplanned service changes or disruptions impact travel. Both regular and infrequent users require specific route information when they need to travel to a location they rarely visit or that is new to them. Information must be provided in accessible formats. Metro provides customer trip planning ~~and help~~ information via telephone, ~~through~~ customer service representatives, ~~on-board announcements, mobile~~ Metro buses, railcars, and stations also include announcement systems for stops and stations as well as other general service information. Mobile device applications and text/SMS messaging, ~~have expanded significantly as smart phones have become a common part of life for many people. Published schedules, maps, and other information are also available through Metro Customer Service Centers and by mail.~~ Significant information is also provided online at the ~~metro.net~~metro.net website, and ~~by~~via email alerts for customers who sign up to receive them. Information is also provided on signage at major stops and stations.

- **Signage** at transit infrastructures such as stations and shelters, signs directing motorists to Park & Ride lots, and bus stop signs that indicate the presence of service to people not currently using transit.
- **Audible Announcements** at bus stops, rail stations and on-board vehicles to assist customers with visual impairments and customers unfamiliar with the route or area.
- **Online Information** is available 24-hours to anyone with Internet access such as:
 - ~~Nextrip's next bus arrival (detour notices should be posted on this service, Metro's website, as well as other~~Real-time information streamed to many transit information applications)
 - ~~, including the Transit App, Metro's official smartphone app, as well as being displayed on Google, Apple, and Bing Maps and in use by their trip planners.~~
 - Metro's own website metro.net:
 - Route maps and timetables, fare information, ~~and Trip Planner~~detour notices, service change information, cancelled service alerts, special event detours, and other service-related information
 - Metro's blogs, "The Source" and "El Pasajero"
 - Specialized guides (Bikes, Riders with Disabilities, Safety & Security)
 - Commuter program information (carpools, vanpools, employer programs, etc.)

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- News and media information
- Latest information on Metro projects and programs
- Contact information
- ~~Special event information~~
- ~~Social~~ Metro's social media accounts including Facebook, Twitter, and Instagram
- **Bus and Train Real-Time Information:** Accurate, timely, relevant, and readily available trip information is useful for reassuring customers when the next transit vehicle will arrive or how long the expected delay time is if there has been a service disruption. It should provide ~~them with~~ enough information to help them decide whether to continue to wait for the next transit vehicle, consider alternate routes, or take another mode of transportation to complete their trip. Real-time information is provided within selected transit shelters across the Metro network. Metro is testing e-paper real time information signs at a limited number of bus stops and plans to roll out this amenity in a larger pilot in FY23.
- **Printed and Distributed Information:** such as timetables, maps, service change notices, customer newsletters, etc., preferably are made available at multiple locations such as Metro's own Customer Service Centers, regional libraries, and recreation and community centers.
- **Posted Information:** such as system maps, bus cubes posted at stops, stations, and on board transit vehicles.
- **Route ~~Numbering~~ Signage Convention** at stops and on transit vehicle head signs assist customers to quickly identify what stops to wait at and what transit vehicle to board related to printed and posted information. See Appendix A as well as direction of travel and location the lines terminate at, as well as names of major corridors served.
- **Wayfinding** is the process of communicating information to support the ability to navigate using signage, system/route maps, kiosks, bus cubes, directions, etc. so that customers can easily determine where they are, where they want to go, and how to get there.
- **Visual Displays** to assist customers with hearing impairments and to supplement on-board announcements that may be muffled by other noise.
- **Customer Information Panels (CIPs)** are interactive touch screen panels that display vehicle arrivals, service alerts, system and local maps, Metro Arts programming, advertising, and Agency PSAs public service announcements.

4.2 Customer Amenities

Customer amenities are those elements provided at a transit stops, transit centers, and ~~station stops~~ stations to enhance comfort, convenience, and security. Amenities include items such as shelters, benches, ~~vending machines~~, trash receptacles, lighting, restrooms, vending machines, and emergency telephones. In some instances, Metro coordinates with municipalities to provide appropriate amenities. ~~Metro is provides a minimum set of customer amenities at all~~

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~~rail stations and major Metro-owned off-street bus facilities that allow for boarding at summarized in Table 4.1.~~

- **Benches** provide ~~comfort~~seating for waiting customers, help identify the stop or station, and provide an affordable alternative to shelters. Benches are provided by the local jurisdiction in coordination with Metro.
- **Elevator/Escalators** provide accessibility for those who otherwise cannot use stairs to elevated or lowered station stops.
- **Lighting** increases visibility, and security, and discourages misuse of bus stops when transit operations are not in service.
- **Public Restrooms** may be provided at major transit centers and maintained for public safety and convenience.
- **Shelters** provide ~~comfort for~~waiting customers, with protection from climate conditions, and help identify the stop or station. Metro does not own or install ~~benches and~~shelters but will coordinatecoordinates with local jurisdictions on ~~their~~placement where appropriate. The NextGen Bus Plan includes an initiative to fund additional shelters across the Metro bus network in partnership with local jurisdictions.
- **Telephones/Intercoms** provide access to transit information and emergency services.
- **Trash receptacles** provide a place to discard trash and contribute to keeping bus stops and surroundings clean. Trash receptacles are placed at bus stop locations and maintained by individual municipalities ~~at bus stop locations.~~

Table 4.1 *Customer Information and Amenities*

Amenity	Service Type	Allocation
Shelters:	Heavy Rail:	n/a
	Light Rail:	At least 80 linear ft. per bay
	Bus Facilities:	At least 6 linear ft. per bay
Seating:	Heavy Rail:	At least 12 seats
	Light Rail:	At least 10 seats
	Bus Facilities:	At least 3 seats per bay
Info Information Displays:	Heavy Rail:	At least 12
	Light Rail:	At least 10
	Bus Facilities:	At least 3
LED Displays:	Heavy Rail:	At least 8 arrival/departure screens
	Light Rail:	n/a
	Bus Facilities:	n/a
TVMs:	Heavy Rail:	At least 2
	Light Rail:	At least 2
	Bus Facilities:	n/a

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Elevators:	Heavy Rail:	At least 2
	Light Rail:	At least 1 2 for elevated/underground
	Bus Facilities:	At least 1 2 for multi-level terminals
Escalators:	Heavy Rail:	At least 4 (2 Up/2 Down)
	Light Rail:	n/a At least 2 for multi-level terminals
	Bus Facilities:	n/a At least 2 for multi-level terminals
Trash receptacles:	Heavy Rail:	At least 6
	Light Rail:	At least 2
	Bus Facilities:	At least 1 per 3 bays/2 per facility

Metro provides a minimum set of customer amenities at all rail stations and major Metro-owned, off-street bus facilities that allow for boarding as summarized in Table 4.1.

4.3 Rail Stations and ~~Major Off-Street-Bus-/Multi-Modal Transit Center-Facilities~~

When transit service is not ~~provided~~available near one’s ~~trip~~ origin, driving to a Park & Ride lot or utilizing another first-last mile option such as a bicycle or scooter to transit may be a ~~vi~~able ~~alternatives~~alternative. Park & Ride lots, bicycle storage, and micro-mobility parking areas are important amenities for transit customers.

- **Park & Ride/Station Parking Facilities** provide parking for transit customers who use ~~their~~ cars to access a bus or train. Park & Ride facilities are usually provided at ~~station stops~~rail stations or bus transit centers such as the Metro El Monte Station, and Harbor Gateway Transit Center, ~~and at various rail stations.~~ Park & Ride lots ~~also can be found~~ in suburbs ~~to~~ serve as a staging area for commuter customers. Parking may be provided for transit riders at no cost or for a nominal fee, based on demand.
- **Bicycle Storage** may be provided at transit stations where demand exists and space allows, and on transit vehicles. Bicycle racks, lockers, and hubs may be provided at transit center and stations. On transit vehicles, bicycles may be transported on bus-mounted racks located in front of a bus or on board a rail car in designated spaces. Bike racks provide a simple, relatively low-cost approach and can hold many bicycles in a relatively small space, but bicycles are subject to potential damage and theft. Enclosed bicycle lockers and hubs provide added protection from theft and from weather but cost more to install and operate, and require more space.
- **Micro Mobility Vehicle Parking** is being tested at key Metro system locations as a pilot program. At their July 25, 2019 meeting, the Metro Board adopted a parking ordinance to regulate parking of micro mobility devices such as electric scooters ~~and other similar devices.~~ As part of the pilot, Metro has designated parking areas at ~~selects~~selected stations and transit hubs for parking of micro mobility devices; the private firms seeking to park their vehicles at Metro sites must pay a fee for use of the parking facilities.¹²

¹² Planning and Programming Committee File #2019-0085; LACMTA Administrative Code Title 8: Metro Parking Ordinance

4.4 Bus Stop Amenities

~~There are no standards for bus stop amenities because apart from painting the curb red and erecting bus stop signage, Metro has no jurisdiction over street sitting fixtures or other appurtenances; those are installed by the municipality where the stop is located and often contracted to third parties who support installation and maintenance through advertising revenues.~~

Transit services are supported by bus stop, ~~and~~ transit center ~~and stations~~ facilities. These locations are often the first and last points of contact with the customer. These facilities are an essential component of transit infrastructure that direct customers to existing transit services, provide a safe and comfortable environment in which to wait for service, and facilitate safe and efficient transfers between services. Given their importance, ~~which was confirmed in the~~ [NextGen Bus Study](#), it is vital that transit routes and schedules are developed in consideration of the quality, appropriateness, and availability of facilities.

Bus stops are locations along the route of a bus line where customers safely wait to board or alight from a bus in service. Bus stops consist of a pole with a sign that includes ~~route line~~ number, destination and service qualification signage, and curb markings or parking restriction signage. Select bus stops also include a bus information cube affixed to the pole. ~~Tests are underway for new e-paper real time information signs for bus stops.~~ Most bus stops are located along the curb of a street; others are located at offsite facilities such as transit centers or rail stations that are owned and maintained by [Metro](#), ~~or in some cases by the local municipality or by Metro..~~

~~Metro has no jurisdiction over a bus stop beyond a bus stop sign post; amenities are installed by the municipality where the stop is located. This function is sometimes contracted to third parties who support installation and maintenance, usually funded by advertising revenues. The NextGen Bus Plan noted the importance of bus stop amenities such as seating and shelter, and Metro will work with municipalities to maximize the number of Metro bus stops with such amenities available.~~

Transit stations are stops along a fixed guideway and have features such as loading platforms, TVMs for ~~fare pre-payment~~ [loading of TAP cards](#), shelters, benches, lighting, information displays, trash receptacles, bike racks and ~~or~~ [lockers](#), [public announcement systems](#), [security cameras](#), and emergency call boxes. Many are located adjacent to Park & Ride lots and customer pick-up/drop off areas.

Transit centers are high-volume transfer points for multiple transit services and layover spaces for end-of-line bus storage and turn around. Features include customer loading and alighting areas, benches, shelters, lighting, information displays, bicycle racks and lockers, trash receptacles, and bus layover bays.

On-street bus layover zones are designated stopover points for buses at or near the end of the line. They may or may not allow for customer boarding and alighting. Bus [layover](#) terminals are

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major offsite layover areas for multiple bus lines and may or may not allow for customer boarding and alighting.

Locating bus layover facilities (other than on-street stops) in heavily congested or urbanized areas increases the burden on the transit operator to find layover spaces for buses and operator restrooms. The extension of a line to a specific terminal may prove uneconomical and at the very least ~~adds~~ costs to an already budget constrained operation. Metro continues to include such facilities in joint development projects where feasible to maximize the efficiency of bus terminal operations.

Cost and minimization of customer disruptions are significant concerns when locating facilities for bus operations. Metro Operations ~~continues~~staff continue to evaluate routes and layovers to reduce costs and improve efficiency as well as maintain required access to restrooms for operators. As a key internal stakeholder in the environmental planning process, the Service Development Department should be involved early in the analysis of alternatives to and the development of mitigation measures to ensure adequate accommodations are incorporated to foster connectivity of future joint development or private projects.

Capital costs of new support facilities are an important determinant; but more significant is the added operating cost that may be incurred due to inadequate facilities- resulting in expanded line operations to reach suitable alternative layovers.

4.5 Bus Stop/Station Location, Design and Guidelines

Bus stops and station stops allow for boarding and alighting of customers; their locations should balance safe, convenient access with pedestrian safety- as well as other community curb space needs. Locations should support efficient transit operations, convenient rider transfers, minimize walking distances and unnecessary crosswalk movements, and ~~preferably~~should be located at a signalized or signed crosswalk to ~~prevent~~disincentive/minimize potential jaywalking. Bus stops are generally located adjacent to a bus/rail station or within a short walk to medical facilities, schools, shopping centers, office buildings, multi-unit apartments, or other ~~major~~ activity centers to provide access for uses that generally attract transit customers. ~~Hospitals~~Medical centers, senior centers, and schools have high priority when considering new bus stop locations and/or when relocating existing bus stops.

BRT/Rail station locations are determined during the design phase of a fixed guideway/right-of-way. There are criteria associated with station location, ~~but this including connectivity and centrality to catchments and major arterials,~~ but also technical feasibility which is beyond the scope of this TSP. Generally, stations are located at major transfer points with bus or rail and provide access to major activity centers- and arterials. No standard type of stop can be recommended for all locations, as each intersection has its own unique characteristics. An inventory of land uses that serve as major trip producers and attractors within a 0.25-mile corridor of the road under consideration should be taken prior to establishment. The location of a transit stop requires concurrence of the municipality in which the stop is located in.

In general, far-side stops are preferable, particularly at signalized intersections; however, near side or mid-block stops may be justified in certain situations. A summary of advantages and disadvantages to each location are provided in Table 4.2. TCRP Report 19 “Guidelines for the Location and Design of Bus Stops” (1996) provides a more detailed discussion.

Table 4.2 Comparative Analysis of Bus Stop Locations

Stop Type	Advantages	Disadvantages
Near-Side	<ul style="list-style-type: none"> Minimizes interference when traffic is heavy on the far side of the intersection customers access buses closest to crosswalk Intersection available to assist in pulling away from curb Buses can service customers while stopped at a red light Provides driver with opportunity to look for oncoming traffic including other buses with potential customers 	<ul style="list-style-type: none"> Conflicts with right turning vehicles are increased Stopped buses may obscure curbside traffic control devices and crossing pedestrians Sight distance is obscured for crossing vehicles stopped to the right of the bus The through lane may be blocked during peak periods by queuing buses Increases sight distance problems for crossing pedestrians
Far-Side	<ul style="list-style-type: none"> Minimizes conflicts between right turning vehicles Provides additional right turn capacity by making curb lane available for traffic Minimizes sight distance problems on approaches to intersection Encourages pedestrians to cross behind the bus Requires shorter deceleration distances for buses Caps in traffic flow are created for buses re-entering the flow of traffic at signalized intersections Allows bus routes that operate signal priority to take advantage this technology at signalized intersections. 	<ul style="list-style-type: none"> Intersections may be blocked during peak periods by queuing buses Sight distance may be obscured for crossing vehicles Increases sight distance problems for crossing pedestrians May increase number of rear end accidents since drivers do not expect buses to stop again after stopping at red light
Mid-Block	<ul style="list-style-type: none"> Minimizes sight distance problems for vehicles and pedestrians Passenger waiting areas experience less pedestrian congestion 	<ul style="list-style-type: none"> Requires additional distance for no-parking restrictions Encourages customers to cross street at mid-block (jaywalking) Increases walking distance for customers crossing at intersections and for transferring customers

Source: FTA webpage (http://www.fta.dot.gov/12351_4361.html)

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When two or more bus routes operate along the same corridor, stops should be consolidated to facilitate ease of transfer, a single location for all transit activity, avoid unnecessary crosswalk movements and minimize confusion as to which stop customers should wait to catch their bus wherever possible. However, ~~for~~ a group of bus lines operating along the same street, in the

same direction, serving the same intersection (such as in the downtown environment), it may be necessary to implement two stop locations (e.g. nearside and farside) to minimize congestion and ~~negatively impact bus operations~~ allow for required turn movements, under the following circumstances:

- Some bus lines will queue up to make a right turn while other lines continue through the intersection (unsafe right turn movements)
- Lack of space availability and no room to lengthen zone due to business owner objection, jurisdiction refusal to extend, a loading zone being located behind the current stop, etc.)

Bus Stop/Station Accessibility:

All stops and stations should be fully accessible in accordance with the 1990 Americans with Disabilities Act. This includes ensuring there are no obstructions preventing the boarding and alighting of customers who use a wheelchair or other assistive mobility devices, and that pathways to and from a stop or station are unobstructed. If obstructions do exist, every effort must be made to mitigate the issue(s) with the respective municipalities. In the case of bus stops, they can either be moved to a new location on a permanent basis or temporary basis depending on situations, such as during construction. A summary of advantages and disadvantages to each location are provided in Table 4.2.

Table 4.2 *Comparative Analysis of Bus Stop Locations*

Stop Type	Advantages	Disadvantages
Near-Side	<ul style="list-style-type: none"> - <u>Minimizes interference when traffic is heavy on the far side of the intersection</u> - <u>Customers access buses closest to crosswalk</u> - <u>Intersection available to assist in pulling away from curb</u> - <u>Buses can service customers while stopped at a red light</u> - <u>Provides driver with opportunity to look for oncoming traffic including other buses with potential customers</u> 	<ul style="list-style-type: none"> - <u>Conflicts with right turning vehicles are increased</u> - <u>Stopped buses may obscure curbside traffic control devices and crossing pedestrians</u> - <u>Sight distance is obscured for crossing vehicles stopped to the right of the bus.</u> - <u>The through lane may be blocked during peak periods by queuing buses</u> - <u>Increases sight distance problems for crossing pedestrians</u>
Far-Side	<ul style="list-style-type: none"> - <u>Minimizes conflicts between right turning vehicles</u> - <u>Provides additional right turn capacity by making curb lane available for traffic</u> - <u>Minimizes sight distance problems on approaches to intersection</u> - <u>Encourages pedestrians to cross behind the bus</u> - <u>Requires shorter deceleration distances for buses</u> - <u>Gaps in traffic flow are created for buses re-entering the flow of traffic at signalized intersections</u> 	<ul style="list-style-type: none"> - <u>Intersections may be blocked during peak periods by queuing buses</u> - <u>Sight distance may be obscured for crossing vehicles</u> - <u>Increases sight distance problems for crossing pedestrians</u> - <u>May increase number of rear-end accidents since drivers do not expect buses to stop again after stopping at a red light</u>

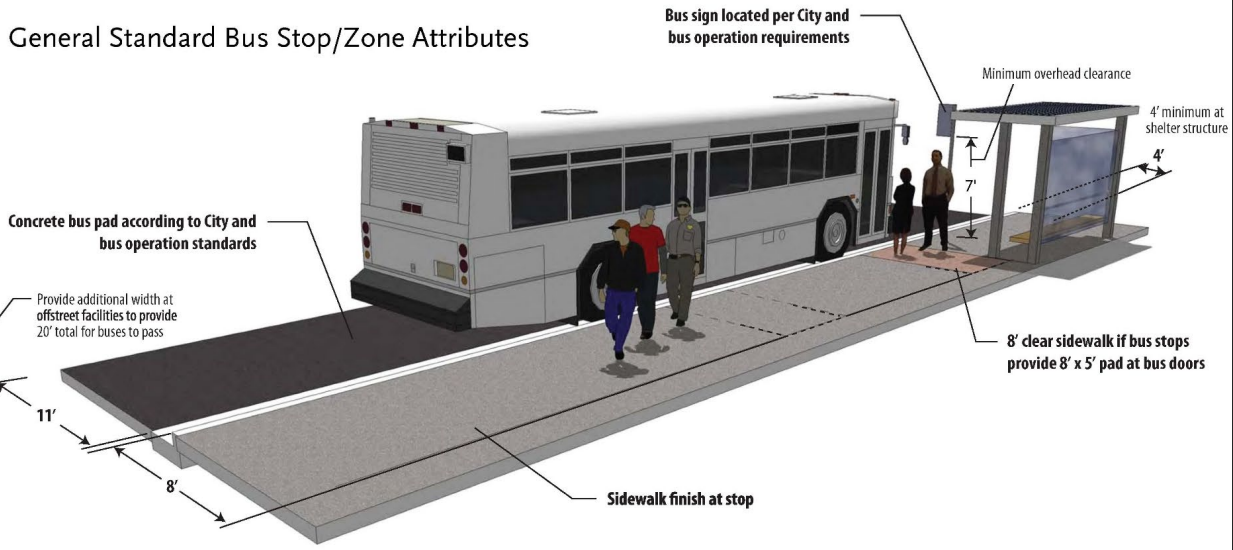
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	<ul style="list-style-type: none"> - <u>Allows bus routes that operate with signal priority to reap benefits of the technology at signalized intersections.</u> 	
Mid-Block	<ul style="list-style-type: none"> - <u>Minimizes sight distance problems for vehicles and pedestrians</u> - <u>Passenger waiting areas experience less pedestrian congestion</u> 	<ul style="list-style-type: none"> - <u>Requires additional distance for no-parking restrictions</u> - <u>Encourages customers to cross street at mid-block (jaywalking)</u> - <u>Increases walking distance for customers crossing at intersections and for transferring customers</u>

Source: FTA webpage (http://www.fta.dot.gov/12351_4361.html)

The following renderings (Figures 4.1—4.4) illustrate a typical bus stop/zone design and offers guideline for near-side, far-side, and mid-block locations. TCRP Transit Cooperative Research Program (TCRP) Report 19 “Guidelines for the Location and Design of Bus Stops” (1996) provides a more detailed discussion. Metro also adopted its own Transfers Design Guide in 2018 – see Section 2, page 15 for more information.

General Standard Bus Stop/Zone Attributes



Note: City of Los Angeles Requires its standard bus shelter to be 12-14 feet long, 4 1/2' wide, and 9 1/2 high

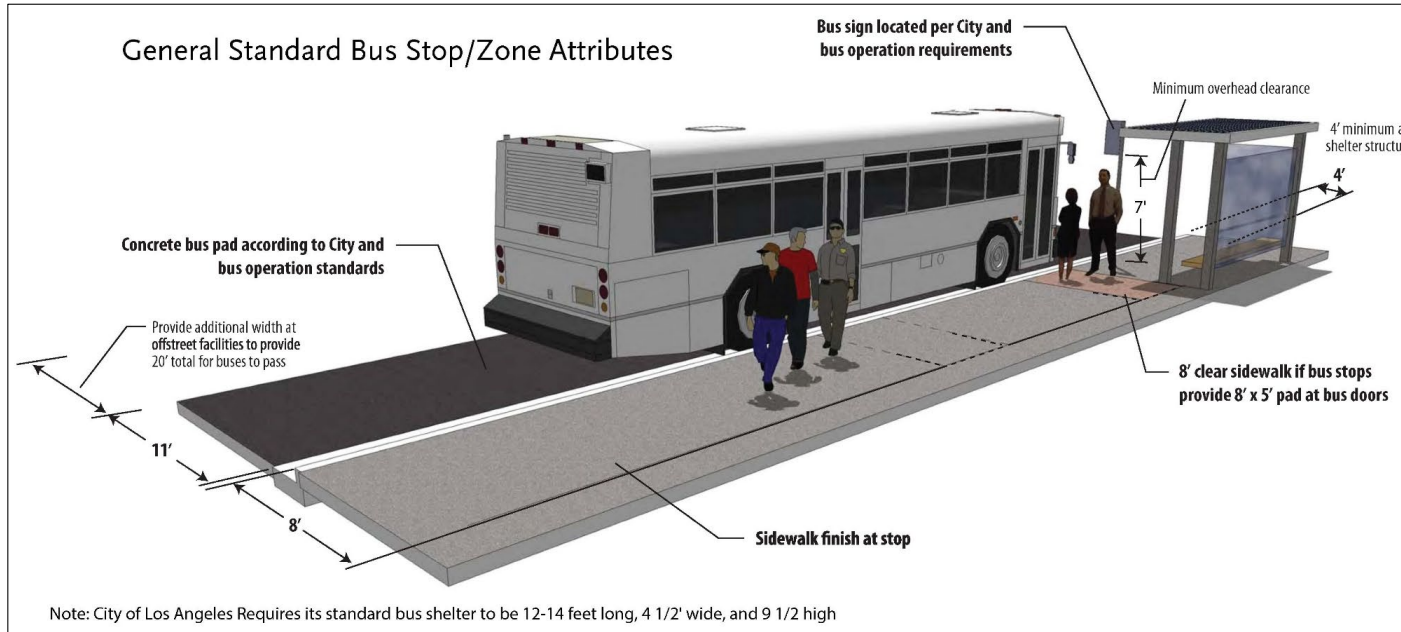


Figure 4.1 General Standard Bus Stop/Zone Attributes

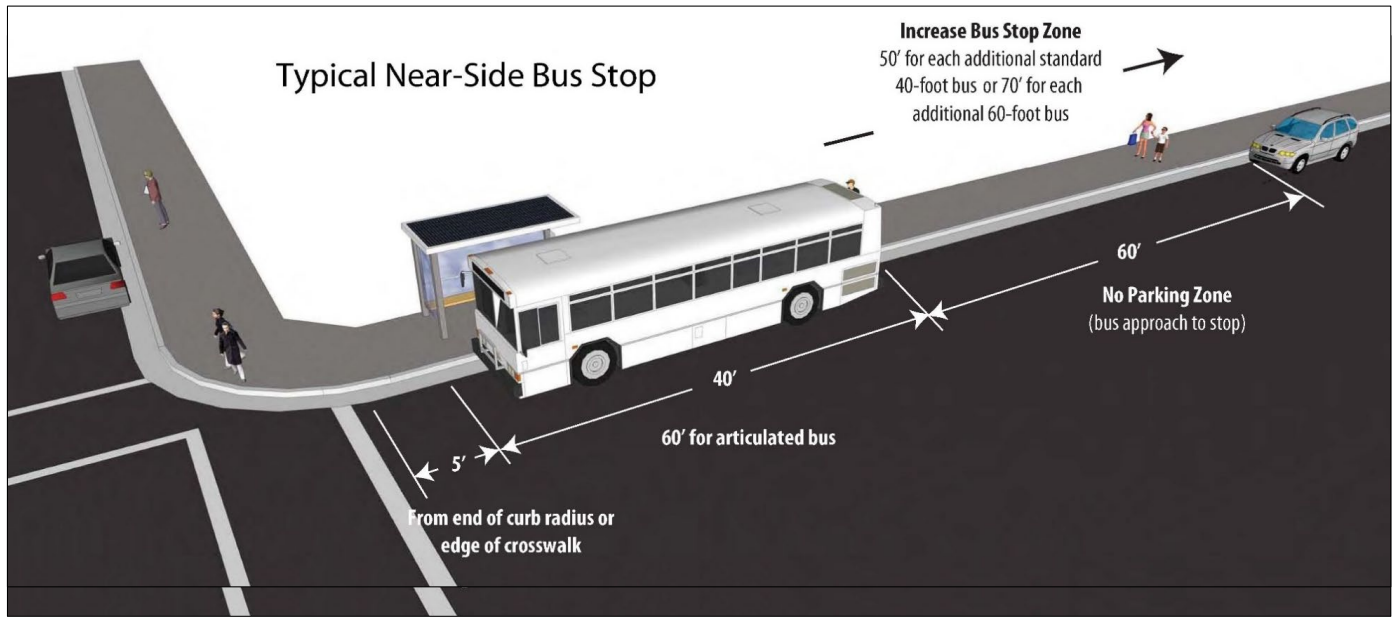


Figure 4.2 Typical Near-Side Bus Stop

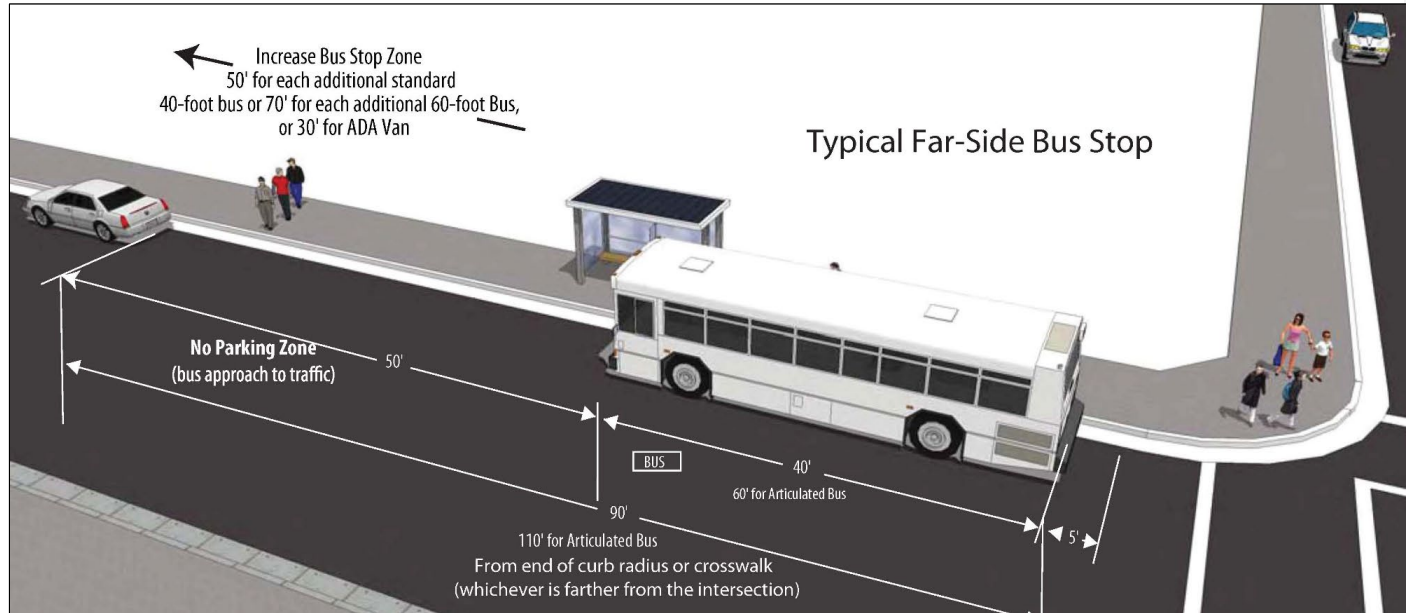


Figure 4.3 Typical Far-Side Bus Stop

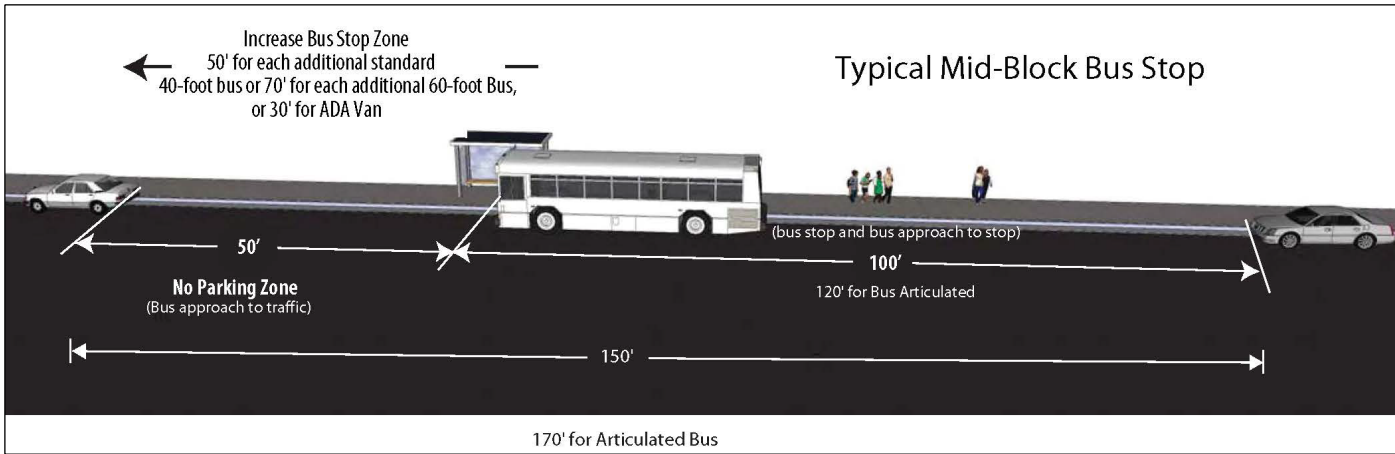


Figure 4.4 Typical Mid-Block Bus Stop

SECTION 5: SERVICE PERFORMANCE EVALUATION

~~The 2019~~This Metro TSP establishes a set of performance criteria and standards that balance optimization for efficiency and productivity with customer experience measures of success. Optimization of key performance indicators ensures that the services being provided generate the maximum benefit in terms of ridership at the lowest cost. Customer experience ~~criteria~~criteria measure how well the transit system can attract customers to use the system more often and for new trip purposes.

5.1 Route Performance Index

The Route Performance Index (RPI) is a conventional industry measure used to ensure ~~Metro~~transit services are effective and provide a reasonable return on investment. ~~The Metro's~~ RPI is designed to provide an objective measure of bus route performance relative to system performance. The index is based on system ridership and financial targets from the current fiscal year Metro Budget.

This measure is applied to all Metro bus lines that have been in operation for more than one year, allowing time for new lines to reach a level of maturity where riders have adapted to their availability. The RPI is used to identify under-performing lines. Specific corrective actions are taken during the service change process. Corrective actions may include marketing, service restructuring, implementing an alternative service, or discontinuation of service.

Defining RPI Variables

The RPI considers the following three variables in creating the index. No weight is given to an individual measure; rather the selected statistics represent all facets of the operation in terms of cost efficiency, service effectiveness, and customer use.

- **Utilization of Resources:** Passenger Boardings per Revenue Service Hour (RSH) ~~is a~~is used as a measure to determine how effectively resources are used on a given line. This measure is determined by dividing the total number of boardings by the RSHs operated. A route having a higher number of boardings per RSH represents a better utilization of ~~resources such as buses, operators and fuel~~the service provided.
- **Utilization of Capacity:** Passenger Miles per Seat Mile is the measure used to evaluate how the seating capacity of the system is being used. Passenger miles are calculated by multiplying the average distance traveled per customer by the number of customers using the service. Seat miles are calculated by determining the number of seats per vehicle by the number of service miles operated. A higher resulting number indicates greater utilization of ~~system~~service capacity.
- **Fiscal Responsibility:** Subsidy per Passenger is the measure for fiscal responsibility. Subsidy refers to the amount of public funding required to cover the difference between the cost of operation and the customer fare revenues collected. Higher subsidy services require more public funding support per passenger boarding.

The formula for calculation of the RPI for each Metro Bus line is as follows:

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$$\text{RPI} = ((\text{Passengers/RSH/System Avg.}) + (\text{Passengers Miles per Seat Mile/System Avg.}) + (\text{Subsidy per Passenger / System Avg.}))/3$$

Lines with an index of 1.0 perform at the system average, while lines with an index of less than 1.0 perform below the average. Lines with an RPI lower than 0.6 are defined as performing poorly and targeted for corrective action. Lines that have been subjected to corrective actions and do not meet the 0.60 productivity index after six additional months of operation may be discontinued, subject to [the Title VI](#), Metro Service Council, and Board approval [processes](#).

The RPI is calculated and reported quarterly by Metro's Service Planning & Scheduling Department. ~~The performance measurement standards staff for each use in developing revised service plans to improve route are set annually relative to the percentage improvement of overall system performance relative to the previous year's performance. This percentage improvement will be based on the performance objectives outlined in the Metro Annual Operating Budget performance.~~

5.2 Customer Experience

Providing high quality mobility options that enable people to spend less time traveling on the transit network requires that ~~we are~~ service be available when and where ~~our~~ customers want to travel, ~~we are~~ that service be competitive enough to have ~~them~~ customers be willing to try ~~us~~ transit over other options, and ~~we are~~ that service be attractive enough to ensure ~~they~~ riders return for the same trip and ideally for more trips. Therefore, ~~our~~ the recommended measures of success are aimed at evaluating the bus network implemented under the NextGen Bus Plan within these three ~~stages of~~ elements, referred to as Find, Try, and Rely. These customer-focused measures help to balance ~~our~~ the traditional metrics of productivity and efficiency (e.g. ridership, boardings per hour, subsidy per boarding). Several of these measures (italicized below) will be used to evaluate the network through the lens of equity.

Find - How well do people understand how effectively transit can serve their needs? Is the system easy to understand and use? Proposed measures include:

- Services and information ~~is Readily Available~~ are readily available
 - Percentage of trip ends within ¼ mile of transit stop
 - Trip ~~planner, app, planning apps~~ and website usage rates
 - *Percent of public considering transit (survey-based)*
- ~~The Bus System~~ system is ~~Easy~~ easy to ~~Understand~~ understand and ~~Use~~ use
 - Percentage of out-~~of~~ direction travel
 - Percentage of route miles with all-day frequent service ~~(≤15 min headways)~~
 - *Percent of public ~~understand~~ that understands how to use system (survey-based)*

Try - How can we encourage customers to try the regional transit system? (Metro and Municipal Bus Operators) Proposed measures include:

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~~Bus Goes Where/When Customers Want~~

~~Bus goes where/when customers want~~

- *Percentage of trips compatible with transit by time of day and day of week*
- *Number of jobs and activity centers accessible within a 15-minute and 30-minute transit ride*
- Number of unique transit users
- Bus system is ~~Competitive~~competitive
 - *Door-to-door travel times*
 - *Competitiveness of transit time to drive time*
 - System-wide boardings
- Coverage is ~~Adequate~~adequate
 - *Population within ¼-mile of transit stops by frequency of service*
- Transit ~~Journeys~~journeys are ~~Simple~~simple
 - Average number of transfers
 - Percent of trips that are one-seat rides

Rely - How can we provide services that customers can rely on for their travel needs? Proposed measures include:

- Bus ~~System~~system is ~~Effective~~effective and ~~Productive~~productive
 - *Competitive transit paths for short, evening, midday, and weekend trips*
 - Number of frequent customers
 - Boardings by time of day and day of week
 - Boardings per revenue hours and miles
 - Cost per passenger mile
- Buses are ~~Reliable~~reliable
 - Headway regularity on frequent routes
 - On-time performance
 - Real time arrival accuracy
- Customers are ~~Satisfied~~satisfied
 - Rides per week for frequent and infrequent users
 - *Percentage of customers satisfied with Metro services (survey-based)*

5.3 Service Evaluation Process

Services are evaluated monthly, quarterly, and biannually based on the network, lines and segments (geographic, time of day, and day of week). Services that are inconsistent with demand or do not meet system standards are identified for restructuring, reduction, or discontinuation. Services that have potential for exceeding existing performance will be identified for possible enhancements as should markets that are currently not well served. The following priorities will be considered when restructuring the Metro system:

- **Priority 1** – Restructure services to increase system speed, on-time performance, service frequencies consistent with NextGen Bus Plan, productivity, and balance loads.
- **Priority 2** – Restructure services that are duplicative with Metro Rail, other Metro Bus routes lines, and Municipal and Local Return operator services. Such services will be identified for discontinuation, consolidation, reduction and/or reallocation to achieve greater productivity and cost efficiency.
- **Priority 3** – Restructure remaining services (constrained by existing budget) based on the service concept and to address major gaps and deficiencies. Prioritize these service adjustments.
- **Priority 4** – Develop new services (unconstrained) to address all gaps and deficiencies. Prioritize these new services.

Significant changes to municipal operator services are incorporated into the evaluation of existing and new services as possible enhancements to address identified gaps or deficiencies in service.

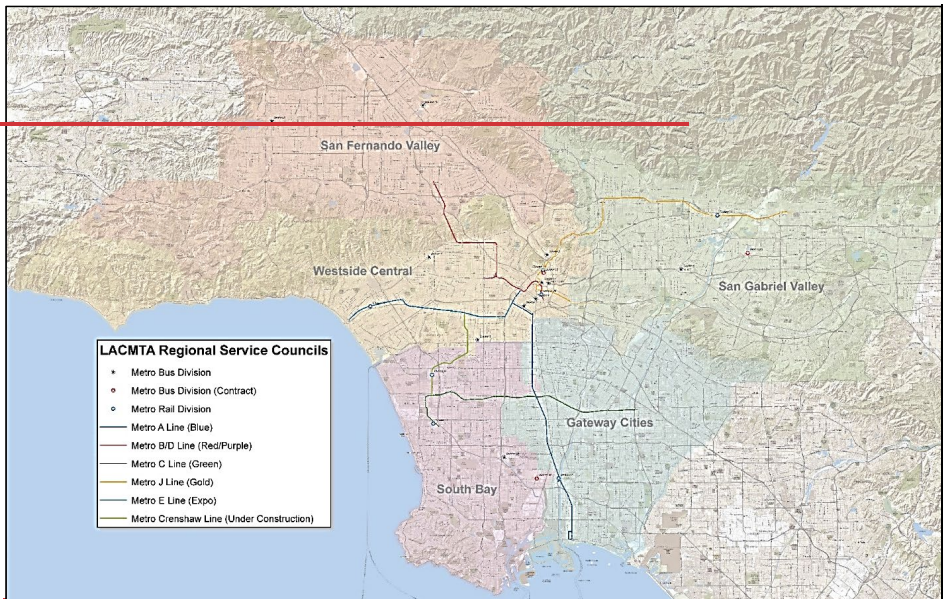
Service Change Performance Evaluation

Schedule adjustments to bus or rail should be evaluated shortly after implementation to determine if there are any obvious issues. This should include line rides and visits to the operating divisions to receive comments and recommendations from customers, operators and supervisors. Appropriate adjustments should be made as required. After three months of operations, the schedules should be evaluated in detail to begin the process of schedule adjustments for the next service change cycle.

Route modifications to bus service should also be evaluated shortly after implementation like based on the schedule evaluation outlined above. The overall goals of the service changes such as reducing costs, improving connections, increasing bus speeds, and increasing ridership, among others, should have near term goals that are established prior to the service change process. At about 6 months after service implementation, the performance of the changes should be evaluated relative to the established goals. Remedial actions, if necessary, should be developed and considered for the next service change cycle.

SECTION 6: SERVICE CHANGE PROCESS

In 2003, Metro created five localized service areas (Figure 6.1), each to be overseen by a Governance Council. In 2011, Metro restructured and re-established a ~~centralized~~ centrally managed bus-controlled operation to include the service planning and scheduling ~~function~~ functions, while maintaining the authority and responsibility of the five Regional Service Councils to help locally coordinate service changes. Metro restructured the roles and responsibilities of ~~the Governance Councils, now referred to as~~ these five Regional Service Councils.



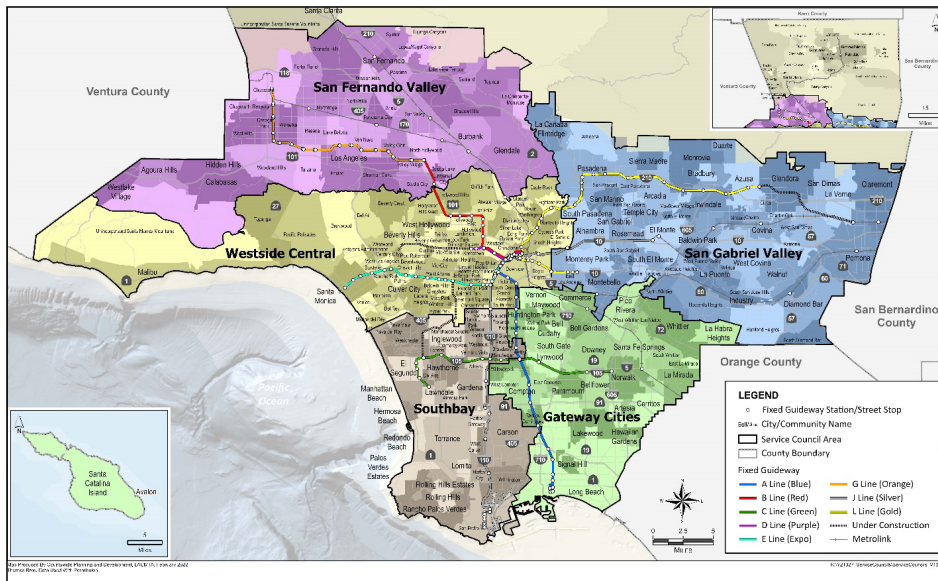


Figure 6.1 Metro Service Council Areas/Regions

~~Metro~~Metro's five Regional Service Councils provide locally accessible public forums for community members, transit users, and local municipal operators to voice concerns, suggestions, and questions on how Metro can best serve customers. Through these forums, Service Council members can:

- better understand customer needs and make recommendations;
- evaluate opportunities and service coordination issues;
- advise and approve the planning and implementation of service changes within their areas.

As stated in the 2011 update to the Service Council bylaws, one of the Service Council's primary responsibilities is to render decisions on proposed bus route changes considering staff's recommendations and public comments. Metro Service Councils (MSC) will be responsible for approving all proposed permanent ~~route~~major service changes, excluding turnaround and out of service route modifications, ~~which exceed a cumulative \$100,000 annual operating cost change.~~ All major service-level changes that require public hearings will be brought to the MSCs who will conduct public hearings then vote to approve, modify, or deny the service change proposals. Any significant temporary service change should be brought to the Council for their information but not approval.

Each ~~MSC will be~~Regional Service Council is responsible for holding public hearings that relate to major service changes (as defined in Title VI Section 6.3 below) to Metro bus and rail lines

that provide significant service within their ~~Region~~region, consistent with State and Federal law and with Metro policies pertaining to public hearings. Following receipt of public input, the ~~Councils~~Council is responsible for approving all major service changes that are to be implemented that modify, add or delete Metro bus routes within the Service Council's jurisdiction in conformance with Metro service standards, collective bargaining agreements and Metro policies. When a major service change program requires three or more Councils to hold public hearings, an additional hearing ~~will be~~is held at a central location, normally at the Metro headquarters building, on an appropriate Saturday.

Table 6.1 *Major Service Change Timeline*

Key Activities	Required Lead Time (Months Prior to Implementation)
Initiate Planning Process	12
Develop Preliminary Recommendations	7-8
Impact Analysis for Proposed Changes	6-7
Title VI Equity Analysis on Major Service Change and Fare Change Proposals	5-7
Service Council Review and Input	6-7
Confer with Labor Relation and Union Representatives	6-7
Public Review and Input	5
Finalize Service Change Program	4-5
Program Approval	3-4
Develop New Service Schedules	2-4
Print Public Timetables and Operator Assignments	1-2
Fabricate Decals for Bus Blades	1-2
Take Ones/Rider Alerts on Buses	0.5-1

All route and major service changes that are approved by the ~~MSC~~Regional Service Council will be brought to the Metro Board of Directors as an information item. Should the Metro Board decide to move a Service Council approved service change to an Action Item, the Service Council will be notified of this change, prior to the next Service Council monthly meeting. Table 6.1 provides the established service change timeline.

6.1 Service Change Programs

Service change programs are developed based on input generated by a wide variety of sources including ~~customer~~rider, ~~community~~, and employee input, service restructuring studies, ~~coordination with major Metro capital projects such as new rail alignments or joint developments~~, requests from other local operators, and performance monitoring results ~~such~~

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as load levels and on-time performance. The service change process includes public review of the proposals, a technical evaluation of ridership impact, and Title VI equity analysis.

In accordance with contractual agreements with the Sheet Metal Air, Rail and Transit Union (SMART)¹³, bi-annual service changes will be implemented each year in June and December. Metro service changes are conducted to modify service based on customer demand, running ridership and load factors, on-time adjustments, performance, other performance monitoring results, rider and community input, and budget considerations. A service change process workflow is provided in Figure 6.2.

~~Other factors considered are service performance, availability of alternatives, and mitigation strategies.~~ As part of the evaluation process, resource impacts to in-service hours and required vehicles are also tracked to ensure compliance with budget parameters. In summary, the purpose of an evaluation on proposed service changes is to:

- Define and evaluate the impact on customers;
- Determine whether a proposed major service change or fare increase will have disparate adverse impact on minorities or a disproportionate burden on low-income individuals by performing a Title VI Equity Analysis;
- Consider alternatives if a disparate adverse impact to minorities or disproportionate burden on low-income individuals are identified;
- Develop appropriate mitigation measures if needed; and
- ~~– Determine whether a public hearing is required~~
- Conduct required public hearing for all major service changes (see definition in Section 6.3 Title VI Equity Analysis).

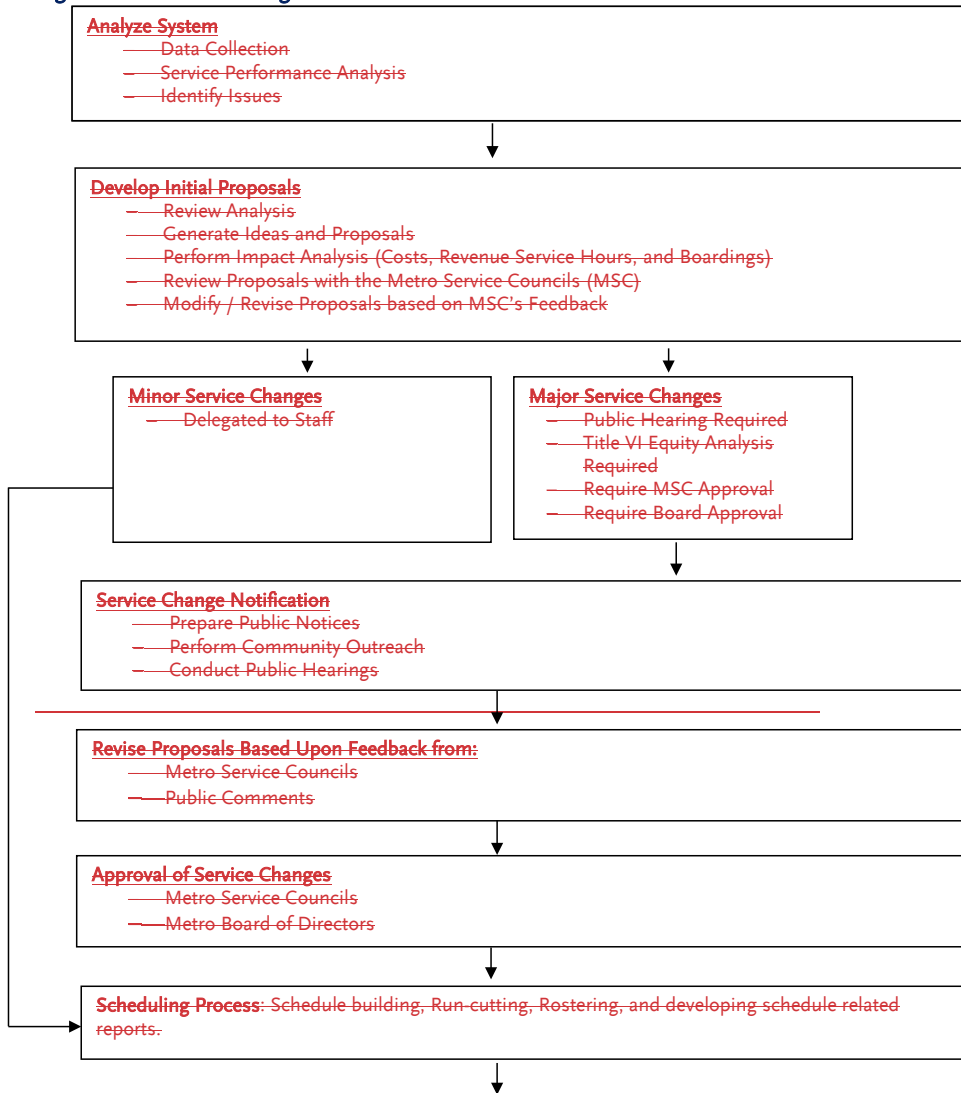
Changes to the rail system occur less frequently. They generally relate to the opening of a new line or adjustments to the frequency or hours of operation for existing service. Changes in rail and bus service follow the same planning and implementation process.

6.2 Title VI ~~and Metro's Equity Platform~~ Analysis

~~Metro's Equity Platform was adopted in February 2017.~~ The framework for equity begins with Title VI of the Civil Rights Act of 1964 which protects minority and low income communities from disparate and disproportionate negative impacts as a result of major transit service changes. Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations provides further protection of low-income communities from disparate and disproportionate negative impacts.

¹³ The United Transportation Union (UTU) merged with the Sheet Metal Workers Union in 2014 to form SMART.

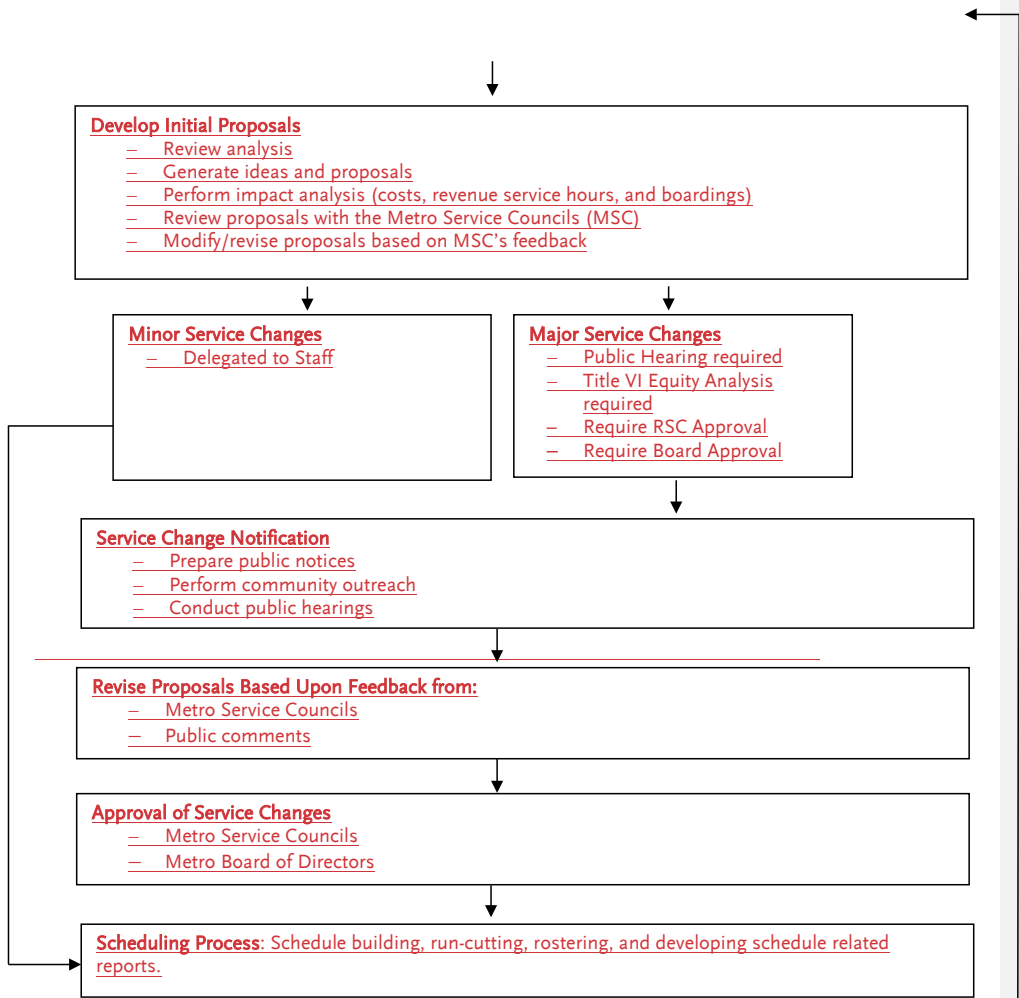
Figure 6.2 - Service Change Process





6.3 Title VI Equity Analysis

In addition,





Metro ~~will~~must ensure a Title VI Equity Analysis is performed on all major service change proposals and any fare change proposals to determine if these proposals will have a disparate adverse impact on minorities or disproportionate burden on low-income individuals prior to a public hearing. If it is determined that these proposed changes will have a disparate adverse impact on minorities or a disproportionate burden on low-income individuals, Metro will make a good-faith effort to mitigate or reduce the adverse impacts by looking for alternatives that can meet legitimate program goals with a lesser impact to protected groups.

~~The framework for equity begins with Title VI of the Civil Rights Act of 1964 which protects people from discrimination based on race, color, or national origin. Impacts on minority and low-income communities must be analyzed to identify disparate and disproportionate negative impacts resulting from a fare change or major transit service changes.~~

In accordance with FTA’s Title VI Circular 4702.1B “Title VI Requirements and Guidelines for Federal Transit Administration Recipients” (Effective October 1, 2012), Metro’s Administrative Code was revised to incorporate FTA’s requirements under Title VI. The Metro Board adopted the updated Administrative Code in January 2013. Based on this Circular, Metro is required to perform a Title VI Equity Analysis on all proposed major service changes or fare changes prior to implementation. The goal is to ensure there is no *disparate adverse impact* to minorities or *disproportionate burden* on low-income individuals created by a major service or fare change.

The following definitions and criteria were updated and adopted by the Board in September 2019. The FTA is considering developing an updated circular in 2022. The Administrative Code now contains a reference to these definitions so that it need not be amended every time there is a need to modify the definitions:

Disparate Impact Policy:

Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color or national origin and the policy lacks a substantial legitimate justification, including one or more alternatives that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color or national origin. This policy defines the threshold Metro will utilize when analyzing the impacts to minority populations and/or minority customers.

- a. For major service changes, a disparate impact will be deemed to have occurred if the absolute difference between the percentage of minority adversely affected and the overall percentage of minorities is at least five percent (5%).

- b. For any applicable fare changes, a disparate impact will be deemed to have occurred if the absolute difference between the percentage of minority adversely affected and the overall percentage of minorities is at least five percent (5%)

Disproportionate Burden Policy:

Disproportionate burden refers to a facially neutral policy or practice that disproportionately affects low-income populations more than those populations that are not low-income. A finding of disproportionate burden for major service and fare changes requires Metro to evaluate alternatives and mitigate burdens where practicable.

1. For major service changes, a disproportionate burden will be deemed to exist if an absolute difference between percentage of low-income adversely affected by the service change and the overall percentage of low-income persons is at least five percent (5%).
2. For fare changes, a disproportionate burden will be deemed to exist if an absolute difference between the percentage of low-income adversely affected and the overall percentage of low-income is at least five percent (5%)

Discretion of the Metro Board of Directors

A *major service change* or *fare increase* may be implemented even if the Title VI Equity Analysis determines a *disparate adverse impact* to minorities was created by the change. However, the Metro Board of Directors must first ensure these changes meet two tests:

- There is a substantial legitimate justification for adopting the proposed major service change or fare increase, meaning the selected service change or fare increase meets a goal that is integral to the mission of Metro; and
- The selected alternative would have a less severe adverse effect on Title VI protected populations than other alternatives that were studied.

Major Service Change

Major service changes are defined in Metro's Administrative Code in Chapter 2-50 Public Hearings Subsection 2-50-010 as any service change that meets at least one of the following criteria:

1. A revision to an existing transit route that increases or decreases the route miles and/or the revenue miles operated by 25% or more at one time or cumulatively in any period within 36 consecutive months since the last major service change;
2. A revision to an existing transit service that increases or decreases the scheduled trips operated by at least 25% at one time or cumulatively in any period within 36 consecutive months since the last major service change;
3. An increase or decrease to the span of service of a transit line of at least 25% at any one time or cumulatively in any period within 36 consecutive months since the last major service change;
4. The implementation of a new transit route that provides at least 50% of its route miles without duplicating other routes;

5. Six months prior to the opening of any new fixed guideway project (e.g. BRT line or rail line) regardless of whether or not the amount of service being changed meets the requirements in the subsections 1-5 above to be inclusive of any bus/rail interface changes.
6. Experimental, demonstration or emergency service changes may be instituted for one year or less without a Title VI Equity Analysis being completed and considered by the Board of Directors. If the service is required to be operated beyond one year the Title VI Equity Analysis must be completed and considered by the Board of Directors before the end of the one year experimental, demonstration or emergency.
7. A Title VI Equity Analysis shall not be required if a Metro transit service is replaced by a different route, mode, or operator providing a service with the same headways, fare, transfer options, span of service and stops.

Fare Changes

Any fare change requires an equity evaluation consistent with the following guidance:

1. A Fare Equity Analysis shall be prepared for any fare change (increase or decrease). This includes but is not limited to permanent fare changes, temporary changes, promotional fare changes, and pilot fare programs. The analysis will evaluate the effects of fare changes on Title VI protected populations and low-income populations. The analysis will be done for fares not available to the general public such as special discount programs for students, groups or employers.
2. If fare changes are planned due to the opening of a new fixed guideway project, an equity analysis shall be completed six months prior to opening of the service.
3. Each Title VI Fare Equity Analysis shall be completed and presented for consideration of the Board of Directors in advance of the approval of the proposed fare or fare media change by the Board of Directors. The Equity Analysis will then be forwarded to the FTA with a record of action taken by the Board.
4. A Title VI analysis is not required when:
 - a) A change is instituted that provides free fares for all customers;
 - b) Temporary fare reductions are provided to mitigate for other actions taken by Metro;
 - c) Promotional fare reductions are less than six months in duration. An equity analysis must be conducted prior to making any temporary fare change into a permanent part of the fare system.

6.43 Metro's Equity Platform

~~Metro's Equity Platform builds upon The NextGen Bus Study aimed to go above and beyond Title VI in two distinct ways. First, it goes beyond ethnicity and requirements to analyze disparate impacts and disproportionate burden on minority and low-income populations to determine identify communities with the greatest mobility needs. To do this, Metro's Equity Platform was integrated into the NextGen Bus Study planning and public engagement process.~~

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The Platform provides a framework that guides how the agency works to address inequities and create more equitable access to opportunity.

The NextGen process started with analysis of Equity Focus Communities (EFCs) Metro's community designation that defines areas where transportation needs are greatest. EFCs consider where there are higher concentrations of resident and household demographics associated with mobility barriers (low-income households earning less than \$60,000 per year; Black, Indigenous, or People of Color (BIPOC) populations; and households that do not have a car). Additionally, the NextGen sought to capture other metrics in a Transit Equity Index to identify transit propensity to ensure investment in transit targeted area populations with the most need to use transit. Through market research, surveys, and public input, other groups determined to be most reliant on transit include non-English speaking new immigrants, youth and seniors, persons without access to an automobile either by choice or necessity, persons with disabilities, and women, who tend to make more transit trips than men. Data available for these groups was used in the calculation of the Transit Equity Index.

Second, NextGen Bus Study aims to go above and beyond Title VI, to not only protect against negative impacts, but to further improve service for communities with the greatest mobility needs. To do this, the The Four Pillars of the Equity Platform have been were integrated into the NextGen Bus Study planning and public engagement process as follows

- I. **Define and Measure** – Use Title VI EFCs as a baseline for identifying communities with the greatest needs, and supplement those with market research to identify the segments of population and trips with the highest propensity for transit use. Evaluate bus network changes based on the customer-focused performance metrics established within this report Transit Service Policy document with particular focus on communities Equity Focus Communities with the greatest mobility needs as identified above.
- II. **Listen & Learn** –The technical work of the NextGen Bus Study identified important information about Metro's current and potential customers. This data was validated by thea robust countywide public engagement effort, including that included engaging customers onboard on board buses, at outreach sessions at community events, stakeholder briefings, interactive public workshops, digital engagement, and print advertising. Comments received will be were incorporated into the systemwide service design as well as individual route changes.
- III. **Focus & Deliver** – Service design concepts (discussed above) have been established within this Transit Service Policy document are intended to address the recurring themes identified from the public outreach and market research, including faster and more frequent service, better reliability and accessibility to key destinations, better connectivity particularly with the municipal operators, and improved perception of security safety on board buses and at bus stops. These concepts, described below, will be were used to redesign the routes and schedules for the NextGen Bus Plan.

In addition, a Transit Propensity Index score has been was developed and assigned to every Census Tract in Los Angeles County. This index score considers the various market segments likelihood to use transit, the transit orientation of the environment being

served, and the travel demand within the area. Areas with high scores should be prioritized for high quality transit service.

Lastly, other customer experience enhancements such as improved ~~security~~safety, accurate real time arrival information, cleanliness, and improved first/last mile service are critical to attracting customers to use transit.

~~Train & Grow~~—The Board-adopted Transit Service Policy will be updated to reflect the Regional Service Concept as adopted by the Board, including the goals and objectives of the bus network, measures of success, route and network design concepts based on public input and data analysis, and ~~the~~ framework ~~referenced~~ for balancing tradeoffs in consideration of Metro’s Equity Platform. ~~In addition, an~~

- IV. ~~Train & Grow~~—Service Planning has adopted new tools to analyze the potential impacts of service changes on EFCs. An annual monitoring program will be established to track the progress of achievement towards the goals and objectives, and to inform on necessary adjustments.

6.4 Public Outreach

Prior to a public hearing, ~~several~~ public outreach ~~efforts are made~~ is conducted so that the greatest number of customers may respond to the changes at either a public hearing or by submitting written comments at a hearing, or via email, mail, or fax. The distribution of information will include line number, line name, route change information, and/or fare change proposals. Other public outreach occurs at key transportation centers, bus stops, and bus and rail stations 30 days prior to the public hearing date. These efforts are made to reach and engage customers who may not have time to attend a public hearing and to inform them of alternative communication methods available to file public comments. Public participation in the public hearing process is an important step in assisting staff and Metro Service Councils in developing and approving final service change proposals. Table 6.2 provides a timeline for public notification activities.

Table 6.2 *Timeline for Public Notification Activities*

<u>Activity</u>	<u>Months Prior to Service Change</u>
<u>Service Planning staff reviews preliminary proposals.</u>	<u>7</u>
<u>Metro Service Councils set dates of public meetings, publish hearing notices in local newspapers and send LEP and minority communities written notification to elected officials, other operators and key stakeholder groups. Confer with Labor Relations and Union representatives.</u>	<u>5-6</u>
<u>Service Planning staff provides information on proposed changes to the Metro Bus Operators Subcommittee and at quarterly meetings held with the region’s municipal and local operators.</u>	<u>3</u>
<u>Communication Department posts information proposed changes on Metro’s website.</u>	<u>5</u>

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<u>Operations staff distributes meeting notices on board vehicles. Public outreach at key transportation centers, bus stops, and on-board customer interface occurs as well.</u>	<u>Minimum one month prior to public hearings</u>
<u>Metro Service Councils conduct public hearings.</u>	<u>4</u>
<u>Metro Service Councils approve final service change program.</u>	<u>3</u>
<u>Metro Board receives the Service Councils' approved service change program as a Receive and File item.</u>	<u>2</u>
<u>Communication Department prepares press releases on final program and program brochures are distributed on-board Metro vehicles and other outlets.</u>	<u>1</u>

These procedures are in accordance with Metro's Administrative Code in Chapter 2-50 Public Hearings Subsection 2-50-025:

- A. Any public hearing required by Section 2-20-020 shall be conducted as set forth in this section.
- B. Notice of the hearing shall be published in at least one English language and Spanish language newspaper of general circulation and at least thirty (30) days prior to the date of the hearing. Notice at least thirty (30) days prior to the date of the hearing shall also be published in the neighborhood and foreign language and ethnic newspapers as appropriate to provide notice to the members of the public most likely to be impacted by the proposed action.
- C. Notice of the public hearing shall also be announced by brochures in English, Spanish and other appropriate languages on transit vehicles serving the areas to be impacted and at customer service centers.
- D. To ensure that the views and comments expressed by the public are taken into consideration, MTA staff shall prepare a written response to the issues raised at the public hearing. That response should also include a general assessment of the social, economic and environmental impacts of the proposed change, including any impact on energy conservation.
- E. The public hearing related to a recommendation to increase transit fares charged the public shall be held before the Board of Directors and any action taken to increase the fares charged the general public must be approved by a two-thirds vote of the members of the Board of Directors. The Board of Directors may delegate to another body or a hearing officer appointed by the Chief Executive Officer the authority to hold the public hearing related to a change in transit service.

Table 6.2 — *Timeline for Public Notification Activities*

Activity	Months Prior to Service Change
Service Planning staff reviews preliminary proposals.	7

Metro Service Councils set dates of public meetings, publish hearing notices in local newspapers and send LEP and minority communities written notification to elected officials, other operators and key stakeholder groups. Confer with Labor Relations and Union representatives.	5.6
Service Planning staff provides information on proposed changes to the Metro Bus Operators Subcommittee and at quarterly meetings held with the region's municipal and local operators.	3
Communication Department posts information proposed changes on Metro's website.	5
Operations staff distributes meeting notices on board vehicles. Public outreach at key transportation centers, bus stops, and on board customer interface occurs as well.	Minimum one month prior to public hearings
Metro Service Councils conduct public hearings.	4
Metro Service Councils approve final service change program.	3
Metro Board receives the Service Councils' approved service change program as a Receive and File item.	2
Communication Department prepares press releases on final program and program brochures are distributed on board Metro vehicles and other outlets.	1

~~The distribution of information will include line number, line name, route change information, and/or fare change proposals. Other public outreach occurs at key transportation centers, bus stops, and bus and rail stations 30 days prior to the public hearing date. These efforts are made to reach and engage customers who may not have time to attend a public hearing and to inform them of alternative communication methods available to file public comments. Public participation in the public hearing process is an important step in assisting staff and Metro Service Councils in developing and approving final service change proposals. Table 6.2 provides a timeline for public notification activities.~~

6.5 Public Hearing Process

Once a Service Change Program has been developed by Metro Service Planning Staff, the Metro Service Councils are asked to set a date, time and place for their public hearings. During the period between publication of the hearing notices and public hearings, each Service Council is provided a detailed presentation on service change proposals and given an opportunity to discuss the changes that will be the subject of public comment. After each hearing, each Service Council will meet to consider and approve, modify, or deny all proposed service changes. These actions will then be summarized and presented in an informational report to the Metro Board of Directors.

Under Metro's Service Council ~~by laws~~ bylaws, all service changes must be reviewed and approved by their respective Service Council(s). Public hearings are usually held at the same location where the Service Councils hold their meetings but may be held at other locations ~~at their discretion in order to be more accessible to those customers who would be affected by the proposed service changes.~~ When a major service change program ~~requires three or more requiring the associated~~ Councils to hold public hearings ~~affects three or more service regions.~~

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thus, an additional hearing will be held at a central location, normally at the Metro headquarters building, on an appropriate Saturday. In accordance with Metro's Administrative Code in Chapter 2-50 Public Hearings Subsection 2-50-020, Metro will hold a public hearing on all major service change or fare change proposals that are subject to a Title VI Equity Analysis. These proposals are subject to Metro Regional Service Council and Metro Board approval.

6.6 Implementing Minor Changes on an Interim Basis

Minor service changes are generally route modifications that can be accommodated without impacting the vehicle or operator requirements of the service. Minor service changes do not require a public hearing but are shared with the relevant Service Councils as a courtesy and can be implemented at the discretion of staff.

APPENDICES

APPENDIX A: Metro Line Identification

The purpose of establishing transit service line identification standards is to create a simple way for customers to identify, locate, and reference Metro services, and thereby make the services easier for customers to use.

The line identification standards shall be adhered to when identifying Metro Bus and Metro Rail lines by name. The standards shall be implemented across all internal and external mediums including but not limited to, rail station signs, bus stop signs, bus station signs, vehicle head signs, vehicle destination signs, timetables, ~~the Metro Transit Trip Planner,~~ HASTUS and ATMS¹⁴. The descriptions and chart below help explain the standards, and how and when they should be implemented.

General Standards

- Transit ~~service~~ lines will be identified using a combination of line number, destinations (both terminals) and the corridor(s) the line travels along. Metro Rail and Metro BRT service which previously used the established operational names (e.g., Metro Red Line, Metro Purple Line, Metro Orange Line) are being transitioned to ~~names based on~~ a letter-based designation. To ensure consistent usage of transitional naming for Rail and BRT lines, updates to customer information should be referred to the Communications Department.
- Acceptable destination names include a city, community, major landmark, transit center or rail station. Street intersections are no longer to be used as a destination; unless the intersection is required to identify short-line service.
- The destination points will be listed in a West to East or North to South order, consistent with how the line would be read on a map. Destinations on head signs, destination signs, timetables, and physical signage must always be consistent.
- Lines that have Downtown LA as one of the line's end points will list its first, as Downtown LA.
- The name of the line will also list at least one major corridor on which it travels.
- Name abbreviations, street extensions and other topics will be dictated by the Metro Signage Guidelines.

Printed Materials and Electronic Customer Information

- The line will be presented using the full name, listing both the destinations and major corridor(s).
- Printed materials include, but are not limited to, timetables, service change announcements, brochures, system maps, and service reports.

¹⁴ HASTUS (Horaires et Assignments pour Systems de Transport Urban et Semi-Urban) refers to the software used to create schedules. ATMS (Advanced Transportation Management System)

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- Electronic customer information includes the line information presented on ~~metro.net~~[metro.net](#) and underlying electronic databases such as HASTUS and ATMS.
- ~~The Metro Transit Trip Planner~~[Trip Planners and mobile applications providing real-time data to riders](#) will present the line name similarly to what will be shown on the vehicle head sign and bus stop sign, so customers can easily locate the appropriate line at the stop.

Rail Station Signage

- The line will be presented using the line letter designation, and destination point that the vehicle is traveling to in each direction.

Bus Stop Signage

- The line will be presented using the line number, service brand, color and destination point that the vehicle is traveling to in each direction.
- The main corridor(s) will also be listed as well as special service qualifiers including, but not limited to, rush-hour service and weekday-only service.
- Short-line trip destinations will not be shown on bus stop signs.

Bus Route Numbering Convention

[Bus line numbers are assigned to indicate the type of service provided and where the line travels.](#)

<u>Line Numbers</u>	<u>Type of Service</u>
1-99	Travel into downtown Los Angeles, referencing general corridors consecutively in a counterclockwise rotation
100s	Operate from east to west and travel outside of downtown Los Angeles
200s	Operate from north to south and travel outside of downtown Los Angeles
300s	Metro Local buses with limited stop service
400s	Arterial express bus services to/from downtown Los Angeles
500s	Freeway express bus services outside of downtown Los Angeles
600s	Operate local shuttle bus service
700s	Metro Rapid bus service
800s	Bus bridges for the rail network
900s	Metro Liner bus service

Vehicle Head Signs

- Head signs will list the destination in which the vehicle is traveling towards in one frame.
- Head signs on Rail and BRT vehicles will list the line letter designation in one frame.
- For short-line trips, the line number and destination shown will be the destination of that trip and not of the entire line.
- When the line is not in service, the sign will read “Not in Service” and display the route number per Operations Notice #09-18.

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- Name abbreviations, street extensions and other topics will be dictated by the Metro Signage Guidelines.

Automatic Voice Announcements

- External On-Board Announcements:
 - The line will be identified in automatic external voice announcements using the line number and destination point that the vehicle is traveling to in each direction.
 - For short-line trips, the destination noted will be the destination of that trip and not of the entire line.
- Internal On-Board Announcements:
 - When the automatic voice announcement system identifies a stop, the end destination of that line will follow.
 - The stops and stations announced onboard should be consistent with names used on maps, timetables and other printed materials.

Assigning Line Identifiers









It is expected that the standards will be easily applied to the majority of lines; however, it is also understood that exceptions will have to be made for some lines due to unfamiliar end points or corridors, or where temporary solutions are necessary due to construction, temporary service changes, or pilot program deployment. In these limited cases, Service Planning staff and Communications must be in consensus regarding these changes before deciding to deviate from the standards. The Stop and Zones Department may also deploy temporary signage at bus and rail facilities as needed when emergency closures or other service changes impact scheduled service. For detailed guidance on using Metro signage standards, Metro Signage and Environmental Graphic Design Standards documents may be obtained from the Communications Department.

Prior Designation	Updated Designation	Updated Line Badge
Blue Line	A Line	
Red Line	B Line	
Green Line	C Line	
Purple Line	D Line	
Expo Line	E Line	
Orange Line	G Line	
Silver Line	J Line	
Gold Line	L Line	

Metro's Rail Line Identification, Naming, and Color Conventions

Rail and BRT lines previously denoted by a color ~~will transition~~transitioned to a letter/color combination beginning in November 2019 ~~when the Metro Blue Line reopens after an extended upgrade. Metro's BRT lines will also transition to this naming convention.~~ The letters assigned to each rail line generally conform to the order in which each line went into operation. ~~The current planned designations are depicted in the adjacent chart.~~

~~The current planned designations follow:~~

Prior Designation	Updated Designation	Updated Line Badge
Blue Line	A Line	
Red Line	B Line	
Green Line	C Line	
Purple Line	D Line	
Expo Line	E Line	
Orange Line	G Line	
Silver Line	J Line	
Gold Line	L Line	

The Gold Line has been assigned the letter L for clarity and consistency systemwide ~~while. The service plans are being developed~~plan for the Regional Connector Project. ~~When will result in the Regional Connector is completed, L designation being phased out and the appropriate~~relevant sections of the Gold Line will become the A Line ~~to Azuza~~ or the E Line.

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to East LA. The Crenshaw Line will be known as the K Line with a pink color.

APPENDIX B: Los Angeles County Local Fixed and Demand Response Route Transit Operators

Operator	Municipal	Local Return	General Dial a Ride	Special Purpose Dial a Ride	Municipal	Local Return	General Dial a Ride
		• Baldwin Park		X			
Orange Valley Transit Authority (AVTA)		Member cities served by Foothill Transit continued					
		• Bradbury					
		• Claremont					
		• Covina	X				
		• Diamond Bar	X				
		• Duarte					
		• Glendora					
		• Industry		X			
		• Irwindale	X				
		• La Puente	X				
		• La Verne	X				
		• Monrovia	X				
		• Pasadena					
		• Pomona					
		• San Dimas	X				
		• South El Monte					
		• Temple City					
		• Walnut	X				
		• West Covina	X				
		Gardena	X		X	X	
		Glendale	X			X	
		Glendora	X			X	
		Hawaiian Gardens				X	X
		Hawthorne	X			X	
		Hermosa Beach				X	
		Huntington Park	X			X	
		Inglewood	X			X	
		La Cañada Flintridge	X			X	X
		La Habra Heights	X			X	X
		La Mirada	X				X
		La Puente		X		X	
		La Verne	X				
		Lakewood	X				
		Lawndale	X			X	
		Lomita	X				
		Long Beach			X	X	
		Los Angeles	X		X	X	
		Los Angeles County				X	

Los Angeles County
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**Board Report**

File #: 2022-0760, **File Type:** Policy**Agenda Number:** 36.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 17, 2022****SUBJECT: MANUFACTURING CAREERS POLICY****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

ADOPT the Manufacturing Careers Policy (MCP), to administer the United States Employment Program (USEP) for federally funded Rolling Stock contracts and the Local Employment Program (LEP) for non-federally funded Rolling Stock Contracts (Attachment A).

ISSUE

This Board Action is required to combine Metro's USEP and LEP program into the new Manufacturing Careers Policy for rolling stock (refer to Attachment A) and to provide for necessary modifications based upon lessons learned. Recognizing the growth in Metro's transit operations, capital infrastructure program, and associated procurements for manufactured transit equipment, Metro's MCP objectives are: to increase quality job creation and career development for low-income residents facing barriers to employment, to maximize equitable outcomes and economic resiliency in disadvantaged communities, and to maximize career investments in new or existing manufacturing/assembly facilities in the United States and Los Angeles County.

BACKGROUND

Metro was the first agency in the United States to utilize the USEP and the LEP. Both programs stipulate a minimum of 10% disadvantaged workers on Rolling Stock procurements. In addition, the USEP requires the workers to be located within the United States, while the LEP requires the workers to be within the State of California. As a result of the USEP and LEP provisions being included in previous Contracts, over \$20 million of wages & benefits have been allocated to new jobs to date. In addition, implementing the USEP and LEP has led to over \$14 million in local facility investments by transit vehicle manufacturers.

Throughout its inception, the USEP and LEP programs have elevated job creation for a broad range of careers in Rolling Stock design, manufacturing, and maintenance. The USEP and LEP demonstrate Metro's commitment to creating good local jobs and training programs and generating unprecedented opportunities for historically underserved communities.

The Federal Transit Administration (FTA) first authorized Metro to utilize the United States Employment Program (USEP) on federally funded Rolling Stock procurements for light and heavy rail vehicles and transit buses in 2011. Metro subsequently established the Local Employment Plan (LEP) for non-federally funded Rolling Stock contracts in 2017.

DISCUSSION

Staff has created a Manufacturing Careers Policy (MCP) to combine and establish the internal guidelines for the US Employment Program (USEP) and Local Employment Program (LEP). The objective of the MCP is to maximize the economic co-benefits from investments in transit equipment, infrastructure, and related services. Staff recommends the adoption of the MCP as a mechanism for Metro to leverage investments in the manufacturing of Rolling Stock.

The combination of the USEP and LEP into the MCP will result in:

- Lowering the dollar threshold of the procurement size for USEP and LEP applicability (lowered from \$100 million to \$50 million), thereby potentially covering more contracts and providing the defined workforce benefits to a larger population pool;
- Requiring the implementation of the USEP or LEP as a contractual requirement on applicable contracts, as opposed to offering bonus evaluation points to proposers that commit to the USEP or LEP as an optional element;
- Adding remedies for contractual non-compliance with the USEP or LEP (as allowed by law and as approved by the Federal Transit Administration, to potentially include liquidated damages, withholding of progress payments, and performance bond applicability);
- Adding a retained workers category (workers employed by the proposer before the Metro contract award) to provide long-term career opportunities for new hires under the USEP and LEP (to facilitate the career movement of new hires on one contract to other contracts);
- Clearly defining terms of the MCP, among other updates.

Recognizing the growth in Metro's transit operations, capital infrastructure program, and associated procurements for manufactured transit equipment, Metro's MCP objectives are: to increase quality job creation and career development for low-income residents facing barriers to employment, to maximize equitable outcomes and economic resiliency in disadvantaged communities, and to maximize career investments in new or existing manufacturing/assembly facilities in the United States and Los Angeles County.

The Manufacturing Careers Policy will be applied to all Rolling Stock procurements and related contracts with a minimum contract value of \$50 million (reduced from the current threshold of \$100

million) and at Metro's discretion to related pilot technology contracts. Furthermore, solicitation and contract provisions will be in-line with the MCP, including but not limited to: weighted USEP or LEP evaluation factors that represent 5% of the overall possible points in a Best Value RFP and contractual provisions allowing Metro to withhold milestone payments and/or apply other remedies allowed by law.

Adopting the MCP is in-line with the Metro Board's approval of a Project Labor Agreement and Construction Careers Policy for its construction contracting program. The MCP, combined with the PLA and the CCP, ensure that Metro creates opportunities for disadvantaged workers in sectors it is heavily investing in: construction contracting and rolling stock manufacturing.

DETERMINATION OF SAFETY IMPACT

Approval of the Manufacturing Careers Policy will not impact the safety of Metro manufacturing workers and patrons. Metro Operations and Safety will carefully review any future developments resulting from the MCP policy.

FINANCIAL IMPACT

No Financial Impact.

EQUITY PLATFORM

Metro's USEP and LEP enhance equity for marginalized and vulnerable community members by creating employment opportunities in the manufacturing industry for individuals with historical barriers to employment, such as those experiencing homelessness, single custodial parents, receiving public assistance, lacking GED or high school diploma, criminal record or history with criminal justice system, chronically unemployed, emancipated from foster care and/or veterans. To date, USEP/LEP applicable Rolling Stock Contracts have generated over \$20 million dollars in wages & benefits to new hire workers, with over \$2 million dollars in wages and benefits paid to disadvantaged workers. The USEP and LEP mandate a minimum of 10% disadvantaged hiring requirements. In addition, the implementation of the USEP and LEP has led to over \$14 million in local facility investments by transportation vehicle manufacturers.

Approval of the MCP will lower the threshold for the Rolling Stock contract's applicability to the USEP and LEP from \$100 million to \$50 million. A lower threshold will potentially lead to a higher volume of Rolling Stock contracts that will be subject to the USEP and LEP and directly impact the level of increased opportunity for individuals who have faced historical barriers to employment and are considered disadvantaged.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro's MCP supports strategic plan goal #3 to enhance communities and lives through mobility and access to opportunity. Metro's MCP provides employment opportunities for individuals from disadvantaged and socially barriered backgrounds and also enhances the economic stability within the United States through new job creation and local facility investments.

NEXT STEPS

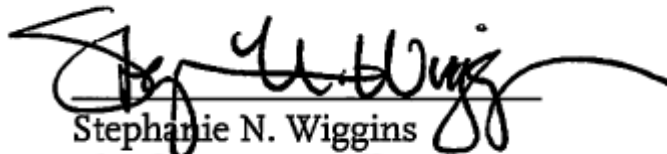
Staff will monitor contractor compliance with the requirements of the MCP and ensure that corresponding solicitation and contractor language match the Policy.

ATTACHMENTS

Attachment A - Manufacturing Careers Policy

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Stephanie N. Wiggins
Chief Executive Officer

MANUFACTURING CAREERS POLICY

(Combining Policy for US Employment Program and Local Employment Program)

POLICY STATEMENT

This Manufacturing Careers Policy (MCP) describes the Los Angeles County Metropolitan Transportation Authority's jobs, equity, and training programs in its procurements for Rolling Stock.

The Los Angeles County Metropolitan Transportation Authority ("Metro") Board of Directors' policy objective is to maximize the economic co-benefits from investments in transit equipment, infrastructure, and related services. Metro can leverage its investments in transit projects to support the creation of new, high-quality jobs. Recognizing the growth in Metro's transit operations, capital infrastructure program, and associated procurement for manufactured transit equipment, Metro's objectives are to maximize:

- Quality job creation and career development for low-income residents and those facing barriers to employment.
- Equity outcomes and economic resiliency in disadvantaged communities; and
- Investments in new or existing manufacturing/assembly facilities in the United States and Los Angeles County.

Metro can achieve these critical objectives by incorporating a US Employment Plan (USEP) (for projects using federal funds) or Local Employment Plan (LEP) (for projects using local funds) into Metro's source selection process for awarding new contracts for Rolling Stock.

Under Metro's MCP, proposers' commitments to create and retain quality jobs, to invest in design, manufacturing, commissioning and maintenance facilities in the U.S. and Los Angeles County, to implement robust workforce training programs, and to promote career development for low-income residents and those facing barriers to employment will be factored into Request for Proposal ("RFP") scoring, including on Best Value RFPs, and will become contractual requirements for the selected vendor.

Metro will apply the USEP or LEP (depending on the funding source) to all Metro Rolling Stock Requests for Proposals ("RFPs") and contracts with an Independent Cost Estimate of at least \$50 million and above with the potential of an MCP waiver for pilot technology procurements to be approved at Metro's discretion by Metro's Chief of Strategic Financial Management.

PURPOSE

To combine the USEP and LEP under the MCP, under which prospective Contractors propose minimum commitments on job quality, training, and employment opportunities on covered Metro Rolling Stock procurements.

APPLICATION

This Policy applies to Metro Rolling Stock RFPs and Contracts with an Independent Cost Estimate of at least \$50 million and above with the potential of an MCP waiver for Pilot Technology Procurements to be approved at Metro's discretion by Metro's Chief of Strategic Financial Management.

1.0 GENERAL

1.1 The Diversity and Economic Opportunity (DEOD) and Rolling Stock Units of the Vendor Contract Management ("VCM") Department shall jointly administer this Policy, in coordination with all relevant and responsible departments as assigned under the MCP.

1.2 The following sections describe Metro's procedures for application of the USEP or LEP Policy to competitively negotiated Rolling Stock procurements subject to the MCP. These procedures shall be interpreted and implemented in a manner that is consistent with Metro's Acquisition Procedures for Competitively Negotiated Contracts.

2.0 COVERAGE OF PROJECTS

2.1 Except as provided otherwise herein, this Policy applies to all Rolling Stock RFPs and Contracts with an Independent Cost Estimate of at least \$50 million and above with the potential of an MCP waiver for Pilot Technology Procurements to be approved at Metro's discretion by Metro's Chief of Strategic Financial Management. Such RFPs and Contracts are described in this Policy as "Covered Contracts." Any Rolling Stock RFP containing an MCP waiver for Pilot Technology Procurement shall state prominently that the RFP is exempt from the MCP pursuant to such waiver.

2.2 This Policy's USEP requirements shall apply when a Covered Contract is funded in whole or in part from federal sources. The USEP may not include evaluation criteria that establish geographical preferences in the location of a contract awardee's operations or in the location of the jobs created, absent any new guidance from federal agencies permitting such geographical preferences.

2.3 This Policy's LEP requirements shall apply when a Covered Contract is funded solely from non-federal sources. The RFP and source selection process for a Covered Contract subject to an LEP shall include geographical preferences for New Hires and Retained Workers.

2.4 RFP Development

2.4.1 The Contracting Officer shall apply either the USEP or LEP on each Covered Contract, depending on funding source. Covered Contract

procurements shall be performed in accordance with Metro's Acquisition Procedures for Best Value Selection Process. The Contracting Officer shall develop evaluation factors and sub-factors that identify and promote Metro's Rolling Stock product preferences and the goals of this Policy by establishing the relative weight of evaluation factors, including the weight of the evaluation factors for USEP or LEP commitments. The relative evaluation factor weighting for USEP or LEP commitments shall be set in proportion to other technical and price factors, in coordination with the Project Manager, and as described in Section 2.4.2.

2.4.2 The relative weighting of all RFP factors, including the USEP and LEP commitments shall be documented in the source selection plan created by the Contracting Officer. The weight of the USEP or LEP evaluation factor shall represent 5% of the overall possible points in a Best Value RFP.

2.4.2.1 The USEP or LEP evaluation factor shall be among the totality of factors that equal 100% of the available scoring on the RFP and shall not be applied as voluntary bonus points.

2.4.2.2 The Contracting Officer will score the Proposer's USEP or LEP, and assign points based on the USEP or LEP evaluation factor weighting, based on the Total Dollar Commitment in the USEP or LEP, the quality of the USEP or LEP commitments (including but not limited to the total number of FTEs, the Fringe Benefit Amounts for each classification, the Minimum Hourly Wage Rate for each classification, the commitment to hire Disadvantaged Workers, and the Workforce Training commitment), and responsiveness to the USEP or LEP requirement.

2.4.3 Covered Contract RFP specifications will include the requirement of a USEP or LEP. Covered Contract RFPs shall require, in addition to other applicable RFP requirements, that Proposers include each of the following in a responsive Proposal (the "RFP Proposer Submittal Requirements"):

2.4.3.1 For Covered Contracts requiring a USEP, the Proposer shall include, for itself and for any Subcontractor participating in the USEP: (1) the Total Dollar Commitment, (2) number of projected Full Time Equivalent ("FTE") New Hires and number of projected FTE Retained Workers in the United States claimed for purposes of the USEP, including the location and classifications of the New Hires and Retained Workers; (3) the number of Direct Hours proposed for each job classification that will be filled by New Hires and Retained Workers under the Covered Contract; (3) the job classifications to be utilized for USEP commitments under the Covered Contract; (4) the job location of each New Hire and Retained Worker to be utilized for USEP commitments; (5) the proposed Minimum Hourly Wage Rate to be paid for each job classification utilized for USEP commitments; (6) the proposed minimum Fringe Benefits Amount, if any, for each job classification utilized for USEP

commitments, including a description of each type or category of Benefit to be provided, a description of the methodology used to calculate the minimum Fringe Benefits Amount for each category of Benefits, eligibility criteria for each category of Benefit, any projected co-premium or other employee-paid cost for each category of Benefit, and projected utilization rates by New Hires and Retained Workers; (7) the minimum hourly Overtime Pay Rate to be paid for each job classification utilized for USEP commitments.

2.4.3.2 For Covered Contracts requiring an LEP, in addition to the categories of information required under Section 2.4.3.1, the Proposer shall include, for itself and for any Subcontractor participating in the LEP, the location in Los Angeles County of each proposed FTE New Hire and Retained Worker.

2.4.3.3 For all Covered Contracts, the Proposer shall provide the race and gender of Proposer's existing employees (if any exist) as self-identified by the employees in job classifications that will be utilized under the Covered Contract for meeting USEP or LEP commitments. Such information shall not include the names or identifying information of individual employees.

2.4.3.4 For all Covered Contracts, the Proposer and each Subcontractor participating in the USEP or LEP will commit to hire Disadvantaged Workers for a minimum of 10% of the total FTE New Hires and Retained Workers to which the Proposer commits under the USEP or LEP.

2.4.3.5 For all Covered Contracts, the Proposer and each Subcontractor participating in the USEP or LEP shall provide a certification, executed by a corporate officer of the Proposer or Subcontractor under penalty of perjury, affirming that the Proposer or Subcontractor has a Cost Accounting System capable of segregating Direct Hours performed on the Covered Contract from non-Covered Contract hours.

2.4.3.6 For all Covered Contracts, the Proposer shall identify each Subcontractor participating in the USEP or LEP and describe any plan to encourage additional Subcontractors to participate in the USEP or LEP. The RFP shall make clear that Proposers may receive credit toward an USEP or LEP commitment for Subcontractor New Hires and Retained Workers located in the United States (for purposes of a USEP) or Los Angeles County (for purposes of an LEP).

2.4.3.7 For all Covered Contracts, Proposers shall provide a narrative description of the opportunities in skilled and unskilled positions for New Hires and Retained Workers under the Covered Contract, the minimum qualifications necessary for each classification of New Hire and Retained

Worker under the Covered Contract, and a description of whether the USEP or LEP is likely to produce long-term employment in skilled or trade labor for Disadvantaged Workers. Proposers shall include a description of promotion opportunities for New Hires and Retained Workers in entry level and/or semiskilled positions and a description of expected or proposed career ladders for New Hires and Retained Workers.

2.4.3.8 For all Covered Contracts, Proposers shall provide the Total Dollar Commitment for the Covered Contract, the minimum Hourly Wage Rate for each classification, and the minimum Fringe Benefit Amounts for each classification. The RFP shall make clear that payment of at least the minimum Hourly Wage Rate and the minimum Fringe Benefit Amount shall be independent obligations of the Proposer under the Covered Contract.

2.4.3.9 For all Covered Contracts, Proposers and participating Subcontractors shall provide a description of the Workforce Training that will take place under the Covered Contract, including the minimum dollar commitment to be made for Workforce Training in the United States (in the case of a USEP) and in Los Angeles County (in the case of an LEP), including the ways in which Workforce Training provided under the Covered Contract will create transferable, industry-recognized credentials and skills and any proposal to take advantage of publicly or privately funded workforce development programs or registered apprenticeship programs

2.4.3.10 For all Covered Contracts, Proposers and participating Subcontractors shall describe with specificity their proposed outreach, recruitment and retention plan for New Hires and Retained Workers, including proposed strategies for recruiting, training, hiring, and retention of Disadvantaged Workers, any proposed coordination or partnerships with workforce development organizations, community-based organizations, labor organizations, worker centers, faith-based organizations, or other service providers, and any proposed support to ensure the retention of Disadvantaged Workers such as case management services, childcare support, transportation assistance, food insecurity support, access to dental or medical care, or access to mental health resources.

2.4.3.11 For all Covered Contracts, Proposers will provide a USEP (or LEP) project schedule that describes the phasing of Direct Hours by New Hires and Retained Workers. This phasing schedule must coincide with the overall project schedule.

2.4.3.12 For all Covered Contracts, Proposers and participating Subcontractors shall acknowledge that they will be required to submit to Metro and maintain Certified Payroll Records, in a manner requested by Metro, certifying under penalty of perjury the Direct Hours, Wages, and

Benefits paid to New Hires and Retained Workers under the Covered Contract.

2.4.3.13 For all Covered Contracts, Proposers and participating Subcontractors shall describe their proposed means of documenting compliance with the USEP or LEP, including the name, contact information, and credentials of the designated official responsible for overall compliance with the USEP or LEP (the “Plan Administrator”), the name, contact information, and credentials of each participating Subcontractor’s primary official responsible for compliance with the USEP or LEP, and a description of the proposed mechanisms for maintaining and submitting accurate information to Metro and for documenting timely compliance with USEP or LEP commitments.

2.4.4 The RFP shall make clear that only Direct Hours of New Hires and Retained Workers, segregated under a Cost Accounting System, may be counted toward USEP or LEP commitments.

2.4.5 Proposers shall provide responses to each of the RFP requirements set forth in Section 2.4.3 using common forms designated by the Contracting Officer, which shall include a Labor Value Form containing the proposals required in Sections 2.4.3.1 or 2.4.3.2, 2.4.3.8, and 2.4.3.11, and a Narrative Form describing USEP or LEP commitments for the other requirements.

2.4.6 The Contracting Officer shall perform a Proposer Responsiveness and Responsibility determination of all Proposers in accordance with Metro’s Acquisition Procedures for a Best Value Selection Process. The Contracting Officer will use the RFP Proposer Submittal Requirements contained in subsections 2.4.3.1 to 2.4.3.13 to establish a checklist of proposal elements that will aid in determining a Proposer’s Responsiveness to the USEP or LEP requirements.

2.4.7 The Contracting Officer’s Responsiveness determination will ensure that the Proposer has fully responded to each of the RFP Proposal Submittal Requirements.

2.5 Contract Provisions

2.5.1 The Contracting Officer shall develop all terms and conditions for Covered Contracts in accordance with Acquisition Procedures for Negotiated Procurements. In addition to General and Special Conditions developed specifically for Rolling Stock projects, the Contracting Officer shall develop and include Special Conditions in the final executed Covered Contract reflecting the Contractor’s and any Subcontractors’ USEP or LEP commitments, including each of the Special Conditions set forth in this Section 2.5:

2.5.2 A contractual provision requiring achievement of each commitment set forth

in the USEP or LEP, including but not limited to the Total Dollar Commitment, the payment of minimum Hourly Wage Rates and Fringe Benefit Amounts, the commitment on Workforce Training, and the commitment on hiring Disadvantaged Workers.

2.5.3 A contractual provision defining Direct Hours, New Hires, Retained Workers, Hourly Wage Rate, Fringe Benefit Rate, Benefits, Total Dollar Commitment, Workforce Training, Disadvantaged Workers, and all other relevant terms in a manner consistent with this Policy.

2.5.4 A contractual provision committing the Contractor and each Subcontractor to maintain a Cost Accounting System capable of segregating Direct Hours on an individual basis for each New Hire and Retained Worker.

2.5.5 A contractual provision requiring the Contractor and each participating Subcontractor to maintain and submit Certified Payroll Records in a manner consistent with Section 2.6 of this Policy.

2.5.6 A contractual provision requiring the Contractor and each participating Subcontractor to submit compliance reports (the “Quarterly Reports”) on a quarterly basis containing the total Direct Hours, the actual hourly wage rate, the Fringe Benefit Amounts, and the total wages (including overtime wages) for each New Hire and Retained Worker during the reporting period, and describing expenditures on Workforce Training and hiring of Disadvantaged Workers during the reporting period.

2.5.7 A contractual provision prohibiting a Contractor or participating Subcontractor from retaliating against an employee who uses the complaint procedure established under Section 2.6.2.

2.5.8 A contractual provision permitting Metro to exercise all of the rights and remedies under Contract for USEP/LEP non-compliance, including but not limited to the withholding of Milestone Payments and other periodic payments in the event of a Material Violation of the USEP or LEP and the retention of such withheld Milestone Payments or other periodic payments unless and until the Material Violation is corrected, as described in Section 2.6.

2.6 Compliance, Reporting, and Enforcement

2.6.1 Prior to start of work on the Covered Contract, the Contractor shall provide to the responsible person at DEOD the name, contact information, and credentials of a Jobs Coordinator responsible for coordinating compliance with Disadvantaged Worker outreach, recruitment, and retention. The Jobs Coordinator may be the same person as the Plan Administrator. The Jobs Coordinator shall be responsible for the following: (1) developing and marketing specific programs to attract Disadvantaged Workers for Final Assembly and Manufacturing opportunities on the Project; (2) coordinating services for the Contractor and participating Subcontractors to use in the recruitment of Disadvantaged Workers; (3) conducting

orientations, job fairs and community outreach meetings in the local community; (4) screening and certifying the status of individuals as Disadvantaged Workers, while protecting such individuals' privacy; (5) establishing a referral and retention tracking mechanism for placed Disadvantaged Workers; (6) networking with the various workforce development organizations, community-based organizations, labor organizations, worker centers, faith-based organizations, and/or other service providers that provide qualified Disadvantaged Workers; (7) serving as the point of contact to provide information to Disadvantaged Workers about available job opportunities under the Covered Contract; and (8) assisting the Contractor and participating Subcontractors in documenting attainment of Disadvantaged Worker hiring commitments.

2.6.2 DEOD will create and implement an employee complaint program, allowing Contractor and Subcontractor employees to file confidential complaints with DEOD about alleged non-compliance with the MCP, or with a commitment under a USEP or LEP. DEOD shall investigate each such complaint. Such employee complaint program shall include a telephone and e-hotline that employees may utilize.

2.6.3 DEOD shall create and implement an education program designed to inform Contractor and Subcontractor employees about the MCP and the USEP or LEP provisions of the Covered Contract, as well as the complaint procedures implemented under Section 2.6.2, as described in full in the MCP Procedures document.

2.6.4 DEOD shall conduct periodic random inspections of Contractor and participating Subcontractor facilities to assess compliance with USEP and LEP commitments.

2.6.5 If requested by DEOD or the Contract Administrator, Metro's Management Audit Services Department ("MASD") shall perform an Agreed Upon Procedures ("AUP") review of Contractor and participating Subcontractor USEP or LEP compliance. Such AUPs shall occur: (a) on a regular basis, including upon the Contractor reporting the achievement of 50% of the Total Dollar Commitment and upon the Contractor reporting the achievement of the Total Dollar Commitment; and (b) as needed to assess compliance with USEP or LEP commitments including, but not limited to, payment of minimum Hourly Wage Rates and minimum Fringe Benefit Amounts, progress toward the Total Dollar Commitment, and attainment of Disadvantaged Worker hiring commitments. Such MASD AUPs shall not substitute for the other compliance procedures described in this Policy.

2.6.6 In the event that DEOD or the Contracting Officer determines that a Contractor or participating Subcontractor has not complied with a USEP or LEP commitment, Metro will notify the Contractor in writing and provide the Contractor with 30 days to provide evidence that it or the participating Subcontractor has corrected such non-compliance. If such non-compliance constitutes a Material Violation and is not corrected to Metro's satisfaction within such a 30-day period (or longer as Metro may in its discretion allow), Metro may

exercise all remedies available under the Covered Contract, including withholding of Milestone Payments or other progress payments, as set forth in Section 2.6.7.

2.6.7 Metro shall have the contractual right to retain Milestone Payments or other regular payments if it determines a Contractor or participating Subcontractor has committed a Material Violation of the USEP or LEP. In event that a Material Violation is not corrected within the 30-day period described Section 2.6.6 is not corrected, Metro shall withhold an amount from the next Milestone Payment or other regular payment in an amount commensurate with the Material Violation. If the Contractor or participating Subcontractor fails to provide evidence to Metro's satisfaction that it has cured the Material Violation within 60 days following the Contractor's or participating Subcontractor's notification of the Material Violation, Metro may elect to permanently retain the withheld funds. All permanently retained monies representing underpayment of minimum Hourly Wage Rates or minimum Fringe Benefits Amounts shall be remitted to the employees so underpaid.

2.6.8 Metro shall include a contractual provision in each Covered Contract giving it the right to exercise all of its rights and remedies under the Contract in the event of a Material Violation. Metro's rights and remedies shall include, but not be limited to the following:

2.6.8.1 In the event of a Material Violation involving the failure to meet the Total Dollar Commitment in the USEP or LEP, Metro shall withhold an amount equal to the difference between the Total Dollar Commitment and the documented total wages and benefits for Direct Hours multiplied by the documented number of Direct Hours.

2.6.8.2 In the event of a Material Violation involving the failure to pay minimum Hourly Wage Rates or minimum Fringe Benefit Amounts, wage restitution shall be in the amount of such underpayments and shall be remitted to the Contractor's or participating Subcontractor's employees so underpaid.

2.6.8.3 Metro reserves the right, subject to further direction by the Department of Transportation, to assess liquidated damages due to a Material Violation of the Contract.

2.7 Certified Payroll Reports

2.7.1 Each Contractor and each participating Subcontractor shall submit to DEOD, and maintain for the duration of the Covered Contract and for a period of three years following the conclusion of the Covered Contract, Certified Payroll Reports for each bi-weekly pay period. Such Certified Payroll Reports shall comply with the following requirements, and such other requirements as Metro may include in the Covered Contract.

2.7.2 Each Certified Payroll Report shall list the name, address, and social security

number of each New Hire and each Retained Worker who performed Direct Hours on the Covered Contract during the bi-weekly pay period.

2.7.3 Each Certified Payroll Report shall list the Direct Hours, actual wage rate, total Fringe Benefit Amounts paid by type of Benefit, and total wages for the pay period for each New Hire and each Retained Worker who performed Direct Hours on the Covered Contract during the bi-weekly pay period. In the event that the New Hire or Retained Worker performed both Direct Hours and non-Covered-Contract work during the pay period, the Certified Payroll Report shall list both the Direct Hours and the non-Covered-Contract hours, as well as the total wages attributable to Direct Hours and the total wages for all hours.

2.7.4. Certified Payroll Records shall be in a form, and subject to submission procedures, required by Metro.

3.0 DEFINITION OF TERMS

3.1 BENEFITS means health insurance or care, dental insurance or care, additional employee insurance such as disability or life insurance, pension and retirement contributions, and supplemental pay such as vacation and sick leave for employees performing work on the Covered Contract. Government required payments such as workers compensation, unemployment insurance, FICA, Medicare taxes and Social Security may not be counted as Benefits for purposes of the USEP or LEP.

3.2 CHRONICALLY UNEMPLOYED INDIVIDUAL means a person suffering from chronic unemployment who has not had a job for at least 27 consecutive weeks and is currently available for work.

3.3 CONTRACTOR means a party to an executed Covered Contract with Metro.

3.4 COST ACCOUNTING SYSTEM means an internal accounting system that allows Proposers and Contractors to segregate and account for Direct Hours on an individual-worker basis for each .

3.5 DIRECT HOURS means hours of work performed by a New Hire or Retained Worker on a Covered Contract that are segregable under a Cost Accounting System.

3.6 DISADVANTAGED WORKER means an individual who, at the time of hiring, satisfies at least one of the following eight categories: 1) homeless; 2) single custodial parent; 3) receiving public assistance; 4) lacking a GED or high school diploma; 5) criminal record or history with the criminal justice system; 6) chronically unemployed; 7) emancipated from foster care; or 8) veteran.

3.7 FRINGE BENEFITS AMOUNTS means the amounts paid by a Contractor or

participating Subcontractor for Benefits on the Covered Contract for a defined period of time (for example, an hourly rate, a monthly rate, or an annual rate). Contractors or participating Subcontractors that provide self-insured medical or dental benefits shall use the annual amounts calculated by the health care plan broker (or any derivative company) for different benefit levels ('Representative Premiums') for purposes of calculating employee co-premiums. The Contractor or participating Subcontractor should then determine the plan type and level selected by each employee subject to the USEP/LEP. Each employee's Representative Premium should deduct any co-premiums actually paid by the employee from that amount ('Adjusted Representative Premium'). If the employee declined medical or dental benefits, the Contractor shall only count the amount it paid in the form of a declination payment. The resulting Adjusted Representative Premium amounts for employees shall be included in any compliance report to LA Metro. In estimating Fringe Benefit Amounts for a USEP/LEP labor value form and in reporting on Fringe Benefit Amounts paid by a Contractor in a Quarterly Report, a Contractor must deduct any amounts paid in co-premiums by employees from the amounts included. The Fringe Benefit Amounts shall be capable of being represented as an hourly rate using a methodology agreed upon by the Contractor and Metro.

3.8 FTE means full-time equivalent employee, which is the mathematical equivalent of one full-time employee based on 2080 hours worked per year. Two part time employees with a minimum of 20 hours per week may be recognized as one FTE.

3.9 HIRE means a natural person employed by a Contractor or participating Subcontractor to perform work on a Covered Contract who resides in the United States. The term "Hire" does not include: (a) a current employee who does not work on the Covered Contract; (b) a former, furloughed, and/or laid off employees who is separated from employment with a Contractor or Subcontractor on or after the date of Metro's Notice of Intent to Award unless they are rehired to work on the Covered Contract; (c) employees hired by a Contractor or Subcontractor to work on other projects to fill in or replace current employees reassigned to the Covered Contract; (d) an individual whose hours and costs cannot be segregated and audited pursuant to internal Cost Accounting Systems of the Contractor or Subcontractor; (e) work conducted outside of the United States. A Hire must: (i) be a direct, permanent employee; (ii) be paid directly by the Contractor or Subcontractor; (iii) have activities, schedule, and manner of work controlled by the Contractor or Subcontractor; (iv) receive pay and Benefits in the same manner as permanent employees; and (v) be supervised by a manager directly employed by the Contractor or Subcontractor.

3.10 HISTORY WITH THE CRIMINAL JUSTICE SYSTEM means direct involvement through having an arrest record, convictions, sentences, dismissals, or not guilty verdicts.

3.11 HOMELESS INDIVIDUAL

(A) means an individual who lacks a fixed, regular, and adequate

nighttime residence; and

(B) includes—

- (i) an individual who—(I) is sharing the housing of other persons due to loss of housing, economic hardship, or a similar reason; (II) is living in a motel, hotel, temporary RV or trailer park, or campground due to the lack of alternative adequate accommodations; (III) is living in an emergency or transitional shelter; or (IV) is abandoned in a hospital.
- (ii) an individual who has a primary nighttime residence that is a public or private place not designed for or ordinarily used as a regular sleeping accommodation for human beings.

3.12 HOURLY WAGE RATE means the minimum Hourly Wage Rate to each New Hire and/or Retained Worker for the relevant job classification.

3.13 INDEPENDENT COST ESTIMATE is a tool to assist in determining the reasonableness or unreasonableness of a Proposal being evaluated and is required for all procurements receiving federal funding regardless of dollar amount. FTA Circular 4220.1F, Ch. VI, Para. 6, advises grantees to “perform a cost or price analysis in connection with every procurement action, including contract modifications . . . The starting point for these cost/price analyses is an independent cost estimate which is made before receiving bids or proposals.” The Best Practices Procurement Manual (BPPM), Section 5.2 - Cost and Price Analysis, suggests that the independent estimate can range from a simple budgetary estimate to a complex estimate based on inspection of the product itself and review of items like drawings, specifications and prior procurement data.

3.14 LOCAL EMPLOYMENT PLAN (LEP) means the program to include local/geographic based labor hiring preferences and economic-based labor hiring preferences on locally funded Rolling Stock procurements. The LEP must also contain the information and supporting documentation requested in the RFP.

3.15 MANUFACTURING OR MANUFACTURE means all activities relating to the engineering, design, and production of the component parts of the vehicles produced under the Covered Contract in the United States except for the Final Assembly of such vehicles.

3.16 MATERIAL VIOLATION means a material failure to comply with or satisfy a USEP or LEP commitment, including but not limited to the failure to submit any required report or requested documentation related to USEP or LEP compliance within 30 days after the due date specified in the Contract or as requested in writing by Metro; the underpayment of the minimum Hourly Wage Rate or minimum Fringe Benefit Amount; and the submission of substantially false or misleading information in required reports or requested documentation related to USEP or LEP compliance.

Minor irregularities, informalities or apparent clerical mistakes in any report or minor deficiencies in the compliance with USEP or LEP commitments shall not be considered a Material Violation.

- 3.17 MILESTONE PAYMENT** means a mandated payment by Metro to the Contractor at a certain stage of performance of the Contract.
- 3.18 NEW HIRE** means a Hire whose first day of employment will be on or after the date the Covered Contract begins.
- 3.19 NEW DISADVANTAGED WORKER** means a New Hires who qualifies as a Disadvantaged Worker.
- 3.20 PILOT TECHNOLOGY PROCUREMENT** means a small-scale preliminary procurement, with an Independent Cost Estimate of not more than \$60 million, conducted to evaluate new technology, feasibility, duration, cost, adverse events, and to improve upon vehicle or equipment design prior to performance of full-scale implementation.
- 3.21 PROJECT** means performance of the Contract, including the engineering, design, production, delivery, assembly, acceptance, testing, maintenance, and warranty coverage requirements for the Contract Base Order and Option quantities.
- 3.22 PROPOSAL** means a submission to Metro in response to an RFP, required in order to be eligible for award of a Contract. A Proposal includes a price Proposal, a Technical Proposal, and other elements.
- 3.23 PROPOSER** means an entity that submits a Proposal and that would serve as the Contractor if awarded the Contract.
- 3.24 RETAINED WORKER** means a natural person who was an employee of the Contractor or Subcontractor prior to the commencement of work on the Covered Contractor and whom the Contractor or Subcontractor retains to perform work on the Covered Contract. A Retained Worker must: (a) be a direct, permanent hire; (b) be paid directly by the Contractor or Subcontractor; (c) have activities, schedule, and manner of work controlled by the Contractor or Subcontractor; (d) receive pay and Benefits in the same manner as other permanent employees; and (e) be supervised by a manager directly employed by the Contractor or Subcontractor (f) be on active payroll for 60 of the previous 100 days.
- 3.25 ROLLING STOCK** means transportation equipment utilizing railways or paved roads, including automotive vehicles, buses, vans, cars, railcars, railroad cars, locomotives, trolley cars and buses, and ferry boats, as well as vehicles used for support services.

- 3.26 SINGLE CUSTODIAL PARENT** means an individual who: (a) is unmarried, widowed, legally separated from a spouse and not remarried or married, spouse absent; and (b)(i) has a minor child or children under age 18 for which the parent has either custody or joint custody; or (ii) is pregnant.
- 3.27 SUBCONTRACTOR** means any entity entering into a contract with the Contractor for the performance of work under the Covered Contract from a facility located in the United States, including suppliers producing or supplying vehicle component parts.
- 3.28 TOTAL DOLLAR COMMITMENT** means the total dollar value of the sum of the minimum Hourly Wage Rate and minimum Fringe Benefit Amounts multiplied by the total Direct Hours for all New Hires and Retained Workers committed to by the Contractor and all participating Subcontractors in the USEP or LEP proposal.
- 3.29 TOTAL HOURLY WAGE** means the minimum Hourly Wage Rate and minimum Fringe Benefit Amount, if any, to each New Hire and Retained Worker for the relevant job classification.
- 3.30 U.S. EMPLOYMENT PLAN (USEP)** means a written description of the number and quality of U.S. jobs to be created and/or retained under a Proposal pursuant to a prospective Contract award. A U.S. Employment Plan will contain the elements and forms set forth herein as requested in the U.S. Employment Plan Forms. The U.S. Employment Plan must also contain the information and supporting documentation requested in the RFP.
- 3.31 U.S. FACILITY** means a physical plant, factory or office located within the 50 states, District of Columbia, or territories of the United States.
- 3.32 VETERAN** means a person who served in the active military, naval, or air service and who was discharged or released under conditions other than dishonorable.
- 3.33 WORKFORCE TRAINING** means a program that will create permanent, industry recognized credentials and/or skills that are stackable, transportable, and/or transferable for New Hires and/or Retained Workers under a Covered Contract, including all activities related to the provision of skills, knowledge and capacity to New Hires and/or Retained Workers working on the Covered Contract. Allowable expenditures for Workforce Training under a USEP or LEP may include: (a) funds spent on teachers, trainers or special equipment to help New Hires and/or Retained Workers build the skills necessary to successfully work on the Covered Contract; (b) wages and Fringe Benefit Amounts spent on experienced Contractor or Subcontractor employees not providing Direct Hours on the Covered Contract for work time during which those experienced employees provide documented on-the-job training to New Hires and/or Retained Workers; (c) sums paid by a Contractor or Subcontractor to an outside workforce development program, so long as the skills acquired in such program is related to

the Manufacture and/or Final Assembly of vehicles under the Covered Contract. Workforce Training may include publicly or privately funded workforce development programs, registered apprenticeship programs, an apprenticeship program registered with the Department of Labor, and/or a federally-recognized State Apprenticeship Agency that complies with the requirements under parts 29 and 30 of title 29, Code of Federal Regulations; and may include pre-apprenticeship commitments to provide training that helps participants in apprenticeship programs prepare for and successfully complete their training.

DRAFT



Manufacturing Careers Policy

Operations, Safety and Customer Service Committee Item #
November 17, 2022



Metro

Metro's Manufacturing Careers Policy

The Manufacturing Careers Policy (MCP) consolidates the administration of the United States Employment Program (USEP) and Local Employment Program (LEP)

USEP: sets-forth specific commitments for creating employment opportunities in the United States in connection with Rolling Stock procurements. USEP is applicable to all of Metro's federally funded rolling stock procurements and related contracts.

LEP: the program to include local/geographic and economic based labor hiring preferences on locally funded Rolling Stock procurements.

Metro's USEP/LEP Program Attainments

7 Active Rolling Stock Contracts include the LEP program

- Over \$20 million of wages & benefit allocated to LEP program on base contracts.
- Additional amount of over \$25 million of wages & benefits on option years (if exercised).
- Over \$14 million investment for local facility investment.
- Disadvantaged Wages Commitments.

2 Closed Rolling Stock Contract include the USEP program

- Over \$180 million of wages & benefits allocated to USEP program.

Metro's Manufacturing Careers Policy

The MCP will include additional stipulations such as:

- Lowering the dollar threshold of the procurement size for USEP and LEP applicability, from \$100 million to \$50 million.
- Adding contractual remedies for contractual non-compliance with the USEP or LEP.
- USEP and LEP evaluation mechanism to score all applicable proposal evaluations.
- Adding a retained workers category to provide long-term career opportunities for new hires under the USEP and LEP.



Metro's Manufacturing Careers Policy

Adoption of the MCP is in-line with the Metro Board's approval of a Project Labor Agreement and Construction Careers Policy for its construction contracting program.

The MCP, combined with the PLA and the CCP, ensure that Metro is creating opportunities for disadvantaged workers in sectors in which it is heavily investing: construction contracting and rolling stock manufacturing.



Thank you



Metro®



Board Report

File #: 2022-0730, File Type: Contract

Agenda Number: 37.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 17, 2022

SUBJECT: REFURBISH BUS AND RAIL SEAT INSERTS WITH VINYL MATERIAL

ACTION: APPROVE RECOMMENDATIONS FOR CONTRACT AWARDS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award two indefinite delivery/indefinite quantity (IDIQ) firm fixed unit rate contracts for RFP No MA91724 for the refurbishment of various seat inserts, as follows:

- A. Contract No. MA91724000 to Molina Manufacturing to provide vinyl seat refurbishment for Element A - NABI composite buses and Element C - Contracted Services buses. The contract not-to-exceed amount is \$978,873.26, effective December 1, 2022, through November 30, 2025, subject to resolution of protest(s), if any.
- B. Contract No. MA91724001 to Louis Sardo Upholstery, Inc. to provide vinyl seat refurbishment for Element B - P3010 light rail vehicles. The contract not-to-exceed amount is \$1,868,836.50, effective December 1, 2022, through November 30, 2025, subject to resolution of protest(s), if any.

ISSUE

This procurement will provide refurbishment of bus & rail car seat inserts with vinyl material for the remainder of Metro's bus and rail fleets. Fabric covered seat inserts can retain dust, dirt, moisture and germs, and fabric seat inserts are difficult to clean. Vinyl seats are easier to clean, sanitize, and wipe down, and a drain hole at the lowest point of the seat insert prevents moisture build-up from spills when buses are in service. The vinyl seat insert refurbishment procurement will provide Metro's bus and rail divisions with the inventory of vinyl seat inserts to convert remaining fleet from fabric to vinyl covered seat inserts.

Awarding these contracts will ensure that the operating divisions have adequate inventory to convert and maintain the bus & rail seat inserts. The vinyl seat inserts will improve bus and rail cleanliness and improve our customers' experience. Metro is working on the conversion of the entire bus and rail fleet to vinyl material by the end of Fiscal Year 2023, and the award of these contracts is expected to provide the inventory of vinyl seat inserts to achieve this objective. Management will closely monitor the delivery of seat inserts to verify that the contractor's production rate is sufficient to achieve the

goal of transitioning all remaining seat inserts to vinyl by the end of Fiscal Year 2023.

BACKGROUND

Seat inserts are plastic panels that are covered with fabric or vinyl material and are secured to the metal seat frame on bus and rail cars. Seat inserts are replaced when they become damaged, vandalized, soiled, or when spills result in unsanitary conditions.

The current fabric seat inserts retain dust, dirt, and moisture. Vinyl seat inserts do not retain dust, dirt, or moisture and include a drain hole to dissipate spills where a customer's clothing could become soiled. The vinyl seat material allows for improved cleaning and sanitization by providing a smooth surface to wipe and dry. Applying a sanitizing spray and performing a quick wipe down will provide an immediate dry and clean seat. Prior to the vinyl, fabric would have left a damp fabric that could provide a negative customer experience.

Several contracts are currently in place to complete most of the transition to vinyl seat covers. The following lists existing contracts for bus and rail vinyl seat refurbishment:

- Contract MA52153000 was exercised in September 2018 for refurbishment of seat inserts for the A650 Heavy Rail Vehicles.
- Contract MA59807000 was exercised in May 2019 for refurbishment of seat inserts for the P2550, P2000 and P2020 Light Rail Vehicles.
- Contract RR82767000 was exercised in June 2022 for refurbishment of seat inserts for most standard 40-foot buses in the fleet.
- Contracts RR202733000, RR202758000, RR202750000, and RR202759000 were exercised in July 2022 for refurbishment of seat inserts for the 60-foot articulated buses.

The approval of these contracts will provide refurbished vinyl seat inserts for the remainder of Metro's bus and rail fleets.

DISCUSSION

A leading concern heard from our customers is the cleanliness of our bus and rail system. Customers want a clean and odor free environment on Metro's transportation system, and as part of the Cleanliness Plan, Metro has identified several cleanliness initiatives to improve the customer experience. Dirty or damaged seats impact the rider experience, instead of sitting, a rider may choose to stand due to the condition of the seat. Vinyl seat inserts can be quickly cleaned, sanitized, and wiped down to improve customer experience. Vinyl seating can eliminate more dust, dirt, moisture, and germs that currently is being retained in fabric seats. Cleaner seats give customers better service and less to worry about during their commute.

The contracts 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 Metro to order any specific quantity of the reupholstered seat inserts that may currently be anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required.

The seat inserts will be reupholstered with vinyl material, maintained in inventory, and managed by Material Management.

DETERMINATION OF SAFETY IMPACT

The award of this contract will ensure that all operating divisions have adequate inventory to convert and maintain the bus fleet according to Metro Maintenance standards. The award of these contracts will provide cleaner and more sanitary buses for revenue service.

FINANCIAL IMPACT

Funding of \$978,873 for Contractual Elements A & C (Bus) for this product has been included in the FY23 budget in various bus maintenance operating cost centers, under project 306002 - Operations Maintenance, under line item 50441 - M/S Parts - Revenue Vehicle.

Funding of \$1,868,837 for Element B (Rail) for this product has been included in the FY23 budget in various bus operating cost centers, under project 300066- Rail Fleet Services, under line item 50441 - M/S Parts - Revenue Vehicle.

Cost center managers and the Chief Operations Officer will be accountable for budgeting the cost of maintaining the vinyl seats in future fiscal years.

Impact to Budget

The current source of funding for this action includes Prop C, TDA, STA and SB1 State of Good Repair. 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 and rail fleet that serves Los Angeles County, and disproportionately serves marginalized groups and the vulnerable, provides clean and safe transportation services. Cleanliness is a highly rated issue of importance for Metro riders and the reupholstering of the seat insert enhances Metro's cleaning and sanitation programs to ensure clean, reliable, and safe bus transportation services for these underserved communities.

The Diversity and Economic Opportunity Department (DEOD) established a two percent (2%) DBE goal for these contracts and verified the commitment by both successful bidders of this procurement in achieving this goal. Molina Manufacturing, a DBE Prime, exceeded the goal by making a 100% DBE commitment for Element A and C.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The vinyl seat insert conversion project supports Strategic Goal 2.3: Metro will support a customer-

centric culture where exceptional experiences are created at every opportunity for both internal and external customers. The vinyl seats will provide cleaner, safer, and more sanitary seating for customers.

ALTERNATIVES CONSIDERED

The alternative is to not award the contracts and procure the vinyl seat inserts as needed, using the traditional “min/max” replenishment system method. This strategy is not recommended since it does not provide for a commitment from the supplier to ensure the availability, timely delivery, continued supply, and a guaranteed fixed price for the parts. This alternative strategy could also impact the lead time for securing the material to reupholster the seat inserts, resulting in delays in completing the fleet conversion.

NEXT STEPS

Upon approval of the Board, staff will execute Contract No. MA91724001 with Molina Manufacturing for RFP elements A and C and Contract No. MA91724002 with Louis Sardo Upholstery for RFP element B the refurbishing of various seat inserts using vinyl materials for the combined total amount of \$2,847,709.76.

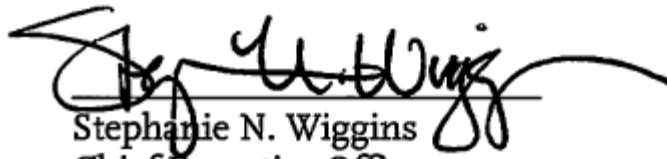
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: James Pachan, Sr. Exec Officer, Bus Maintenance (213) 922-5804
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Reviewed by: Conan Cheung, Chief Operations Officer (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**8401-8650 BUS SERVICES, P3010 LRV, AND BUS CONTRACTED SERVICES
VINYL SEAT INSERT MODIFICATION /CONTRACT NUMBER MA91724000
~~MA91724001~~ AND MA91724001 ~~MA91724002~~**

1.	Contract Number: A. Element A – Contract No. MA91724000 – 8401-8650 Bus Series B. Element B – Contract No. MA91724001 – P3010 LRVs C. Element C – Contract No. MA91724000 – Contracted Bus Services	
2.	Recommended Vendor: A. Element A and C – Molina Manufacturing B. Element B – Louis Sardo Upholstery, Inc.	
3.	Type of Procurement (check one) : <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP–A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates :	
	A. Issued : 08.11.22	
	B. Advertised/Publicized: 08.11.22	
	C. Pre-Proposal Conference: 08.31.22	
	D. Proposals Due: 10.06.22	
	E. Pre-Qualification Completed: 10.22.22	
	F. Conflict of Interest Form Submitted to Ethics: 10.19.22	
	G. Protest Period End Date: 12.01.22	
5.	Solicitations Picked up/Downloaded: 9	Proposals Received: Element A – 2 proposals Element B – 1 proposal Element C – 2 proposals
6.	Contract Administrator: Nicole Banayan	Telephone Number: 213-922-7438
7.	Project Manager: Richard Lozano	Telephone Number: 323-224-4042

A. Procurement Background

This Board Action is to approve award of:

- Contract No. MA91724000 to Molina Manufacturing to provide vinyl seat refurbishment for Element A – NABI composite buses and Element C – Contracted Bus Services . The contract not-to-exceed amount is \$978,873.26, effective December 1, 2022, through November 30, 2025, subject to resolution of protest(s), if any.
- Contract No. MA91724001 to Louis Sardo Upholstery, Inc. to provide vinyl seat refurbishment for Element B – P3010 light rail vehicles. The contract not-to-exceed amount is \$1,868,836.50, effective December 1, 2022, through November 30, 2025, subject to resolution of protest(s), if any.

This solicitation was a competitively negotiated procurement issued in accordance with Metro's Acquisition Policy and the contract type is an indefinite delivery/indefinite quantity (IDIQ). To better coordinate the vinyl seat refurbishment project between bus, rail and contracted bus services and maximize efficiencies, the Scope of Services was divided into three (3) elements. Element A is for the NABI Composite buses, Element B is for the P3010 light rail vehicles fleet, and Element C is for Contracted Bus Services . The services also included a post-production support period through the end of the Contract term whereby the contractor is responsible for repairing/replacing inserts damaged or worn in service. Proposers were allowed to propose on one, two or all three elements. All three elements were assigned a Disadvantage Business Enterprise (DBE) goal of 2% for this procurement.

On August 11, 2022, Request for Proposals No. MA91724 was issued as a competitive procurement. Six (6) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on August 30, 2022, revised Element B Scope of Work.
- Amendment No. 2, issued on September 8, 2022, Revised Element B project schedule, lowered the DBE goal from 30% to 2%, and revised Element B Schedule of Quantities and Prices form.
- Amendment No. 3, issued on September 13, 2022, added Element C, revised the evaluation criteria of Element A and B and extended the proposal due date to September 28, 2022, from September 21, 2022.
- Amendment No. 4 issued on September 21, 2022, revised the scope of services for Element A and C and reduced the Period of Performance from 5 years to 3 years.
- Amendment No. 5 issued on September 28, 2022, extended the proposal due date to October 6, 2022, from September 28, 2022.
- Amendment No. 6 issued on September 29, 2022, reduced Element B warranty from 2 years to 1 year.

A Pre-Proposal meeting was held on August 31, 2022, a total of 2 firms attended. Metro issued a total of three (3) clarifications answering 24 questions received from potential proposers. On October 6, 2022, Metro received a total of 2 proposals for the following Elements, in alphabetical order:

Element A – 8401-8650 Bus Series

- Molina Manufacturing
- Louis Sardo Upholstery, Inc.

Element B – P3010 Light Rail Vehicles

- Louis Sardo Upholstery, Inc.

Element C- Bus Contracted Services

- Molina Manufacturing
- Louis Sardo Upholstery, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro’s Rail Fleet Services, Equipment Maintenance, and Central Maintenance was convened and conducted a comprehensive technical evaluation of the two proposals received for the three elements. All proposals for all three elements were evaluated based on the following evaluation criteria and weights:

- Technical Capability 15 Points
- Previous Experience on Similar Projects in the U.S. 20 Points
- Work Plan 35 Points
- Cost 30 Points

The evaluation criteria and weights are appropriate and consistent with criteria developed for similar procurements. Several factors were considered when developing these weights, giving the great importance to the work plan.

On October 6, the PET met to take receipt of the two proposals received, signed the Declaration of Confidentiality and Non-Conflict of Interest forms. Evaluations were conducted from October 12 through October 20, 2022. Metro issued two clarifications from both proposers and the responses were determined to be satisfactory.

On October 20, 2022, the PET determined that the proposals submitted by Molina and Sardo were considered responsive and responsible.

Qualifications Summary

Element A – NABI Composite Buses					
1	Proposer	Average Score	Factor Weight	Weighted Average Score	Rank
2	Molina				1
3	Technical Capability	9.125	15.00%	13.50	
4	Previous Experience on Similar Projects in the US	8.50	20.00%	16.80	
5	Work Plan	7.813	35.00%	29.00	
6	Cost	30.00	30.00%	30.00	
7	Total		100.00%	89.30	
8	Sardo				2
9	Technical Capability	8.00	15.00%	12.50	

10	Previous Experience on Similar Projects in the US	8.313	20.00%	16.275	
11	Work Plan	7.25	35.00%	26.375	
12	Cost	14.03	30.00%	14.03	
13	Total		100.00%	69.18	

Element B - P3010 LRVs					
1	Proposer	Average Score	Factor Weight	Weighted Average Score	Rank
2	Sardo				1
3	Technical Capability	8.25	15.00%	13.25	
4	Previous Experience on Similar Projects in the US	8.375	20.00%	16.05	
5	Work Plan	7.375	35.00%	27.375	
6	Cost	30.00	30.00%	30.00	
7	Total		100.00%	86.675	

Element C- Contracted Services Bus					
1	Proposer	Average Score	Factor Weight	Weighted Average Score	Rank
2	Molina				1
3	Technical Capability	9.125	15.00%	13.50	
4	Previous Experience on Similar Projects in the US	9.438	20.00%	18.825	
5	Work Plan	8.188	35.00%	30.625	
6	Cost	30.00	30.00%	30.00	
7	Total		100.00%	92.95	
8	Sardo				2
9	Technical Capability	7.125	15.00%	11.00	
10	Previous Experience on Similar Projects in the US	8.875	20.00%	17.55	
11	Work Plan	7.625	35.00%	28.25	
12	Cost	13.895	30.00%	13.895	
13	Total		100.00%	70.695	

C. Price Analysis

Element A

Molina proposed price of \$664,425.84 has been determined to be fair and reasonable based on adequate price competition, an Independent Cost Estimate (ICE), price analysis, and technical evaluation. The recommended price is 26% lower than Metro’s ICE and Molina proposed 1% lower than their 2021 rates.

Element A – NABI Composite Buses			
Proposer Name	Proposed Amount	Metro ICE	Delta
Molina	\$ 664,425.84	\$ 908,040.00	\$ (243,614.16)
Sardo	\$ 1,420,434.00	\$ 908,040.00	\$ 512,394.00

Element B

Louis Sardo Upholstery, Inc. (Sardo) submitted the only proposal for Element B. Its responsive proposal met the revised production schedule of 14 months as required per Amendment 4. For comparison, Sardo also provided a proposal that met the initial requested production schedule of 60 months. The responsive proposal with the 14 month schedule offered a total not-to-exceed price of \$1,868,836.50. While the comparison price proposal for the 60 month production schedule was offered at a not-to-exceed price of \$1,698,166.50. Sardo required additional labor and freight costs to meet the 14 month production schedule, for an additional premium cost of \$170,670.00. Although Sardo was the only proposer for Element B, the not-to-exceed price of \$1,868,836.50 was competitively proposed with the expectation of competition, therefore staff performed a price analysis. The price analysis consisted of negotiations, market research, and a comparison with the Metro ICE.

The Metro ICE was based on the original production schedule and did not account for the accelerated 14 month schedule implemented in the RFP Amendment 4. Sardo’s proposed price for Element B is \$514,025.54 or 38% higher than the Metro ICE, however when factoring in the premium (\$170,670) for the 14 month production schedule that was not contemplated in the Metro ICE, the difference is reduced to \$343,355.54 or 25%.

Another element that the Metro ICE did not consider is the market risk given the current economic conditions. Sardo’s proposal met the 14 month production schedule but was also required to provide repair support to replace damaged inserts for an additional 2 years. As this is a multi-year contract with a firm fixed unit price, the continued uncertainties in the market and higher inflation forecasts can account

for some measurable portion of the 25% gap between the Metro ICE and the proposed price from Sardo. Based on this price analysis, it was determined that Sardo’s proposed price of \$1,868,836.50 is the best attainable and deemed fair and reasonable.

Element B – P3010 LRVs			
Proposer Name	Proposed Amount	Metro ICE	Delta
Sardo	\$ 1,868,836.50	\$ 1,354,810.96	\$ 514,025.54

Element C

Molina proposed a not-to-exceed price of \$314,447.42 which has been determined to be fair and reasonable based on adequate price competition, ICE, price analysis, and technical evaluation. The recommended price is 27% lower than Metro’s ICE and Molina proposed 2% lower than their 2021 rates.

Element C – Contracted Services Buses			
Proposer Name	Proposed Amount	Metro ICE	Delta
Molina	\$ 314,447.42	\$ 434,000.00	\$ (119,552.58)
Sardo	\$ 678,900.00	\$ 434,000.00	\$ 244,900.00

D. Background on Recommended Contractor

Molina Manufacturing (Elements A and C)

Molina is a Metro certified Disadvantage Business Enterprise (DBE) firm located in Torrance, California. Molina Manufacturing was established in March 2007 and is a full-service company that re-upholsters used or new passenger seats for a wide variety of bus and rail. In addition, to providing reupholstery services, Molina also provides hub gaskets, tank radiator gaskets, valve cover, and pan gaskets and assess panel gaskets. Molina’s performance is satisfactory.

Louis Sardo Upholstery, Inc (Element B)

Sardo is located in Gardena, California. Sardo was established in 1954 as a mobile road crew upholstery company in Massachusetts. Sardo expanded to California in 1954. Sardo currently has locations in California and Florida. Sardo provides passenger seating innovation, transit seat refurbishment and interior modification services. Sardo’s performance is satisfactory.

DEOD SUMMARY

**8401-8650 BUS SERVICES, P3010 LRV, AND BUS CONTRACTED SERVICES
VINYL SEAT INSERT MODIFICATION /CONTRACT NUMBER MA91724001 AND
MA91724002**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this contract. Molina Manufacturing, a DBE prime, exceeded the goal by making a 100% DBE commitment for Element A & C.

Small Business Goal	2% DBE	Small Business Commitment	100% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Molina Manufacturing (DBE Prime)	Hispanic American	100%
Total Commitment			100%

B. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this indefinitely delivery/indefinitely quantity (IDIQ) contract. Louis Sardo Upholstery, Inc. exceeded the goal by making 2.40% DBE commitment for Element B.

Small Business Goal	2% DBE	Small Business Commitment	2.40% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	JWL Supplies	Hispanic American	2.40%
Total Commitment			2.40%

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2022-0665, File Type: Contract

Agenda Number: 38.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 17, 2022

**SUBJECT: EXPRESSLANES FASTRAK 6C ELECTRONIC TOLL COLLECTION
TRANSPONDERS**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a three-year, Firm Fixed Price Contract No. DR84996000 to Neology, Inc., the lowest cost responsive and responsible bidder, to furnish FasTrak 6C Electronic Toll Collection transponders, and supporting accessory materials and services, in the total Contract amount of \$12,380,190, inclusive of all applicable taxes and fees, subject to resolution of any properly submitted protest(s), if any.

ISSUE

The transponders, currently held in inventory by Metro ExpressLanes and distributed to all its accountholders, use an older legacy protocol known as the "Title-21" protocol. This protocol is set to be formally retired from use statewide on January 1, 2024, at which time it will no longer be supported by FasTrak facility operators across the state. Its successor, the new "6C" protocol, has been officially supported by all FasTrak facilities, including the ExpressLanes on I-10 and I-110, since January 1, 2019. Metro must procure 6C-compliant transponders to replace all its existing Title-21 transponders before the Title-21 sunset date and distribute them to new accountholders moving forward.

BACKGROUND

State interoperability requirements outlined in Streets and Highways Code requires that all Expresslane accountholders carry transponders in their vehicles when driving in the ExpressLanes. This enables Metro to identify all vehicles quickly and reliably in the ExpressLanes at freeway speeds across all environmental and operating conditions so that they can be assessed the proper tolls for their trips. Metro ExpressLanes do accommodate Pay as You Go users in the ExpressLanes, but this does not address state interoperability requirements, or toll discounts that are available to ExpressLanes accountholders.

The approval of this contract award will ensure that Metro's accountholders are issued transponders

that comply with the state's regulatory AVI requirements. Replacing the transponders currently in possession of customers is anticipated to have no impact on customers and users of the ExpressLanes system, as there will be a one-for-one replacement of transponders at no additional required expense to customers. Metro will distribute replacement 6C transponders to all existing accountholders without any action required by them other than to mount the transponders properly in their vehicles upon receipt. Customers will be provided with information about proper and safe disposal of their existing transponders through either a local electronic waste recycler or by returning the transponder directly to Metro ExpressLanes

California Streets and Highways Code sections 27564 and 27565 establish requirements for statewide consistency of automatic vehicle identification (AVI) systems, including roadside toll systems that read onboard vehicle transponders for toll collection. As an All-Electronic Open-Road Tolling system (in contrast to conventional toll facilities that rely on toll booths for payment collection), the Metro ExpressLanes are subject to these requirements for AVI standards compliance.

California Code of Regulations Title 21, Division 2, Chapter 16 formally defines these AVI standards, which are branded as "FasTrak" to the public. There are currently two supported protocols specified in the formal definition of FasTrak: the older legacy Title-21 protocol, and the next-generation 6C protocol. The 6C protocol officially became active as part of the FasTrak specification on January 1, 2019, per §1700.2, and has been supported by all FasTrak facilities statewide since then. The Title-21 protocol is currently scheduled to be dropped from the FasTrak specification on January 1, 2024, per §1700.3, at which point only the 6C protocol will remain.

DISCUSSION

The 6C protocol is based on the ISO/IEC 18000-63 standard and offers many technical improvements over the older Title-21 protocol that it replaces. Unlike Title-21 transponders, 6C transponders do not require in-transponder batteries to function. This allows for smaller, lighter transponder form factors that occupy less space on the windshield and improve viewability for drivers as a result. These improvements also reduce the materials required to manufacture the transponders, lower the unit costs of purchase to Metro, and reduce the shipping costs for distribution to customers. While the older Title-21 transponders had a usable life limited by the onboard internal battery, new 6C transponders without batteries are not similarly constrained, which translates into fewer transponder replacements and less associated hassle for Metro ExpressLanes accountholders. Finally, the 6C protocol includes built-in provisions for error checking and customizable onboard memory, enabling more accurate and reliable roadside tolling operations.

This contract has been strategically designed to offer maximum flexibility to Metro with respect to its current and future transponder needs. While the contract allows Metro to purchase up to 1,450,000 6C transponders, Metro is not obligated to order the full amount, and Metro also has the flexibility to specify shipment receipt dates and quantities on an ongoing basis over the contract term. This allows Metro to reduce its recurring inventory storage costs while providing protection against depletion of stock at any given time. Since 2012, has issued more than 1.39 million Title-21 transponders, and issues approximately 10,000 new transponders per month through all its distribution channels, including the customer service centers, website, automated phone system, and retail partners.

It is not possible to upgrade or otherwise modify the existing Title-21 transponders distributed to Metro's accountholders to achieve 6C compatibility. Instead, new 6C transponders must be procured and distributed to accountholders to replace the existing Title-21 transponders currently in their possession.

DETERMINATION OF SAFETY IMPACT

The Board action is not anticipated to have an impact on the safety of Metro's patrons or employees.

FINANCIAL IMPACT

The FY23 budget includes \$15 million in Cost Center 2220 (Shared Mobility) and Projects 307001/307002 for FasTrak 6C Compliant Electronic Toll Collection transponders. Since this is a multi-year contract, the Cost Center Manager, ExpressLanes 6C transponder fulfillment Project Manager and Deputy Chief Operations Officer of Shared Mobility will be responsible for budgeting in future years.

Impact to Budget

The funding for this Contract will come from toll revenues. The toll revenue fund is not eligible for bus and rail operating expenses outside of the ExpressLanes corridors.

EQUITY PLATFORM

As of the latest available data from August 2022, there are 17,060 active Low Income Assistance Plan (LIAP) accounts. An estimated 8,018 (47%) of these accountholders live in Equity Focus Communities (EFCs). Delaying this contract action would jeopardize Metro's ability to perform transponder replacements for all of its active accountholders-including these LIAP accountholders-before the Title-21 sunset date, which would prevent them from being able to continue using the Metro ExpressLanes after that date.

Metro's Diversity and Economic Opportunity Department reviewed this procurement and concluded that no specific Small Business Enterprise or Disabled Veteran Business Enterprise goals were appropriate for this solicitation. However, it satisfied the eligibility criteria for Metro's new Medium-Size Business (MSZ) Enterprise program and was released as an MSZ-II set-aside solicitation accordingly.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This ExpressLanes contract supports Strategic Goal 1, providing high-quality mobility options that enable people to spend less time traveling, by providing customers access to the latest transponder technology necessary to enable uninterrupted collection of toll payments electronically in the ExpressLanes moving forward.

The contract supports Strategic Goal 2, delivering outstanding trip experiences for all users of the transportation system, by providing customers access to improved transponder technology that offers added protection against device failures and extended usable equipment life timeframes, reducing the time burden on customers associated with transponder maintenance, troubleshooting, and replacement.

The contract supports Strategic Goal 4, transforming LA County through regional collaboration and national leadership, by ensuring ExpressLanes customers receive standards-compliant transponders that afford them uninterrupted, seamless access to other FasTrak facilities across the region and state beyond the Title-21 sunset date.

ALTERNATIVES CONSIDERED

The Board may elect not to award and execute the Contract. This alternative is not recommended because state law requires that all toll facilities in the state be compliant with the functional specifications and standards for AVI systems as defined in California Code of Regulations, and failure to award a contract for 6C transponders will prevent Metro ExpressLanes from maintaining such compliance after the Title-21 protocol used by Metro's current transponder inventory is retired on January 1, 2024.

NEXT STEPS

Upon Board approval, staff will execute Contract No. DR84996000 for FasTrak 6C Electronic Toll Collection transponders.

ATTACHMENTS

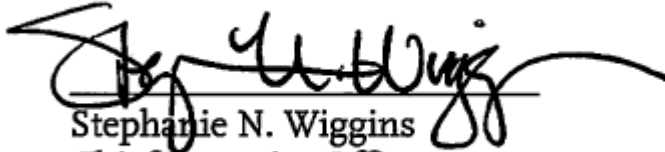
Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - EFC ExpressLanes Map

Prepared_by

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Reviewed_By

Reviewed by: Conan Cheung, Chief Operations Officer (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

EXPRESSLANES FASTRAK 6C ELECTRONIC TOLL COLLECTION TRANSPONDERS

1.	Contract Number: DR84996000	
2.	Recommended Vendor(s): Neology, Inc.	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 5/25/2022	
	B. Advertised/Publicized: 5/25/22	
	C. Pre-Bid Conference: 6/1/22	
	D. Bids Due: 7/29/22	
	E. Pre-Qualification Completed: 9/12/22	
	F. Conflict of Interest Form Submitted to Ethics: 8/5/22	
	G. Protest Period End Date: 11/18/22	
5.	Solicitations Picked up/Downloaded: 20	Bids Received: 3
6.	Contract Administrator: Lorretta Norris	Telephone Number: (213) 922-2632
7.	Project Manager: Barkev Tatevosian	Telephone Number: (213) 922-2452

A. Procurement Background

This Board Action is to approve Contract No. DR84996000 to procure pre-programmed Fastrak Radio Frequency Identification (RFID) tolling transponders, including hand-held readers, retail packaging, and fulfillment services (optional) to support Metro's Shared Mobility, Express Lanes system. Contract award is subject to resolution of any properly submitted protest.

An Invitation for Bid (IFB) No. DR84996000 was issued in accordance with Metro's Acquisition Policy and the contract type is Firm Fixed Price (FFP).

Three (3) amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on May 26, 2022, to provide Technical Requirements;
- Amendment No. 2, issued on June 27, 2022, to update the Critical Dates;
- Amendment No. 3, issued on July 1, 2022, to update the Schedule of Quantities and Prices.

A total of three (3) bids were received on July 29, 2022.

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. Kapsch TrafficCom USA, Inc.
2. Neology, Inc.
3. Star Systems America, LLC

All firms were determined to be responsive and responsible to the IFB requirements. The recommended firm, Neology, 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 Neology has been determined to be fair and reasonable based upon adequate price competition and selection of the lowest responsive and responsible bidder.

Bidder’s Name	Total Bid Amount	Metro ICE
Neology, Inc.	\$12,380,190	\$31,200,000
Star Systems America, LLC	\$13,451,700	
Kapsch TrafficCom USA, Inc.	\$14,736,819	

The variance between the bid price and Metro’s ICE is attributed to historical and assumption of pricing in the current market, pandemic-related supply chain constraints and inflation that has impacted the entire economy. Metro’s ICE assumed that the 2019 tariffs for transponders had an overall effect of increasing unit prices by roughly 5% that year. Furthermore, pandemic-related supply chain constraints were assumed to result in an additional unit price increase of 10% annually in 2020 and 2021. Finally, high inflation was assumed to result in additional 10% increases in unit costs in 2022 and 2023. Ultimately, our estimate for transponder unit costs in 2023 dollars came to roughly \$18, but the bidders proposed a far lower price per transponder. Given the large volume of our order, this alone translated into a cost difference of over \$16 million between the ICE and the bid price. In addition, the bidders are able to handle such large volumes of transponder-related orders, including services, that economies of scale were achieved beyond what Metro estimated.

D. Background on Recommended Contractor

The recommended firm, Neology, Inc., was founded in 1986, is headquartered in San Diego, California, and has divisions located in Poway, CA, Bryan, TX, United Kingdom, and Mexico. Neology supplies 90% of the 6C transponders used in the U.S. and is providing satisfactory service to its customers that include Washington State Department of Transportation (WSDOT), Transportation Corridor Agency (TCA), Orange County, CA, Express Toll Colorado (E470), Riverside County Transportation Commission (RCTC) Riverside, CA, Bay Area Transportation Authority (BATA), San Francisco, CA, and State Road and Toll Authority (SRTA).

DEOD SUMMARY

EXPRESSLANES FASTRAK 6C ELECTRONIC TOLL COLLECTION
TRANSPONDERS / DR84996000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this Medium-Sized (MSZ-II) procurement due to lack of subcontracting opportunities. It is expected that Neology will provide the services with its own workforce. No bids were received from an MSZ-II firm.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

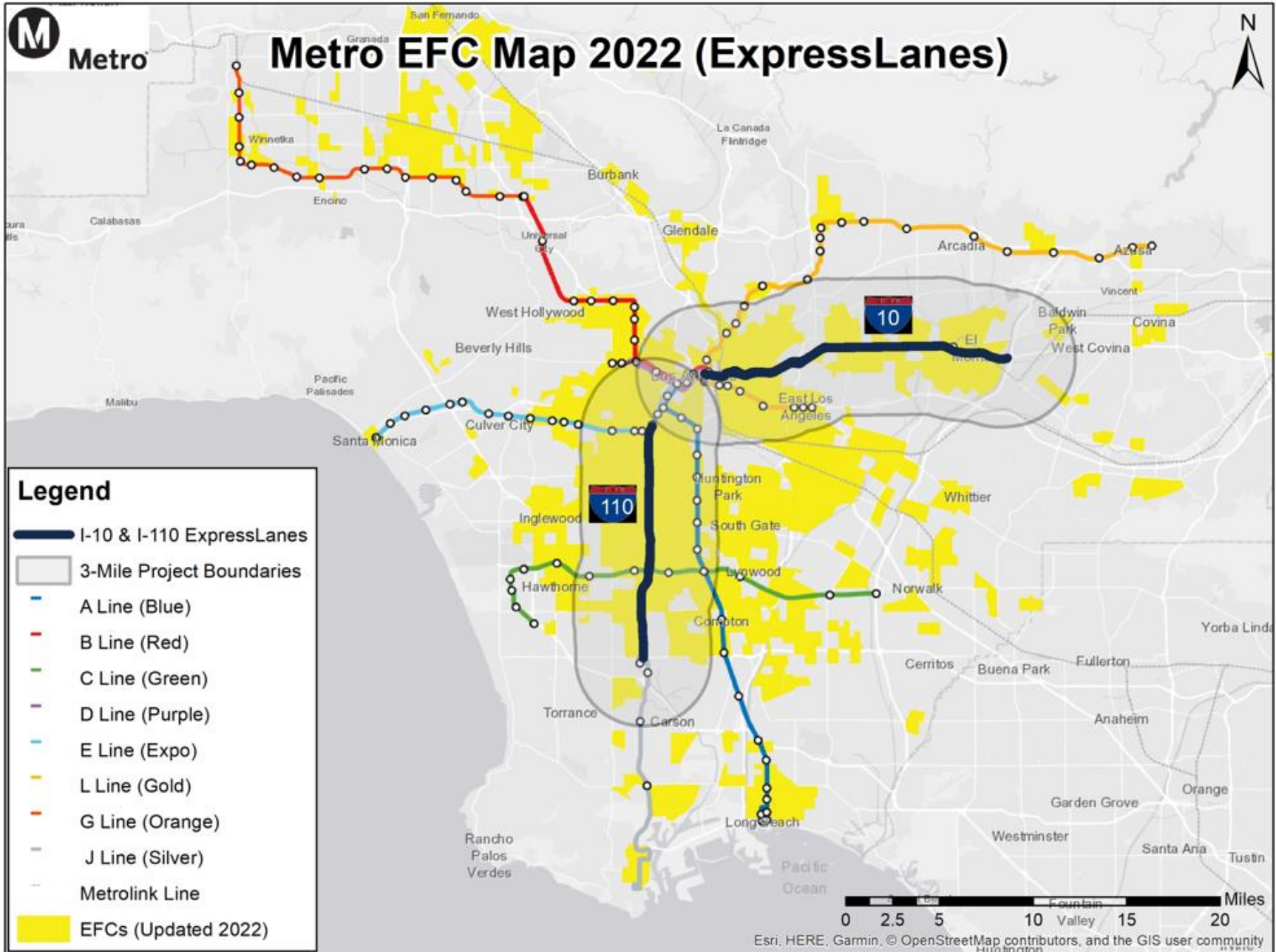
C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

Attachment C



**Board Report**

File #: 2022-0677, **File Type:** Contract**Agenda Number:** 41.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 17, 2022****SUBJECT: NEW HR5000 HEAVY RAIL VEHICLES PROCUREMENT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to solicit competitive negotiations Request for Proposals (RFPs), pursuant to Public Contract Code (PCC) §20217 and Metro's procurement policies and procedures for the acquisition of new Heavy Rail Vehicles (HRVs).

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

One hundred eighty-two (182) new HRVs are required to meet the revenue service requirements, including enhanced service capacity for the Westside Purple Line Extensions 2 & 3 and to address the state of good repair issues associated with the existing B/D (Red/Purple) Line fleet.

Staff has determined that the new HRV solicitation constitutes a specialized rail transit equipment purchase. This determination renders it appropriate that the new HR5000 HRVs be procured by a competitively negotiated process in accordance with PCC § 20217. PCC § 20217 states that the Board, upon a finding by two-thirds vote of all members, may find that the competitive low bid procurement method is not adequate for the agency's needs, and direct that the procurement be conducted through competitive negotiation. This competitive negotiation process is the same procurement model Metro used for previous new and midlife modernization rail vehicles procurement projects, including P3010 New LRVs Procurement, HR4000 New HRVs Procurement, P2000 LRV Midlife Modernization, and P2550 LRV Midlife Modernization projects.

BACKGROUND

The existing B/D (Red/Purple) Line fleets (A650) consists of 104 HRVs; a base order of 30 HRVs and an option order of 74 HRVs. Metro accepted the base fleet between 1992 and 1993. The option fleet was accepted between 1997 and 1999. Based on a 30-year useful life, the base order HRVs are scheduled for retirement between 2022 and 2023 and the option order HRVs between 2027 and 2029.

In accordance with the Rail Fleet Management Plan (RFMP) FY2020-FY2040, the rail fleet will need

to be expanded to accommodate anticipated growth in ridership, support future line extensions and service expansions, and replace vehicles reaching the end of their useful revenue service life. These one hundred eighty-two (182) new HRVs not only include services for Purple Line Extensions 2 & 3, they also accommodate the future replacement of the current aging seventy-four (74) A650 Options HRVs, as well as meeting the eventual 4 minute headway service expansion on the system (Purple) Line.

DISCUSSION

It is in the public's interest to utilize competitive negotiation rather than a sealed bid process to consider factors other than price in the award of contracts for rail vehicles as allowed under PCC § 20217. The competitive negotiation process allows consideration of factors other than price that could not be adequately quantified or considered in a strictly low bid procurement.

Staff recommends the use of a competitive negotiation process for the acquisition of the HR5000 HRVs to allow for the consideration of technical and commercial factors, such as past performance related to schedule adherence, quality, reliability, after market support, and vehicle performance, as well as price in the contract award selection process. By establishing explicit factors that identify Metro's priorities, the solicitation can use evaluation criteria important to Metro to augment price considerations.

In addition to the ability to evaluate key technical and schedule factors, the competitive negotiation process permits direct discussions and negotiations with Proposers to clarify requirements and cost prior to an award recommendation. This process minimizes the risks associated with a complex specification and scope of work by allowing the parties to clarify ambiguities and correct deficiencies.

DETERMINATION OF SAFETY IMPACT

The approval of this recommendation will have a direct and positive impact to safety, service quality, system reliability, performance, and overall customer satisfaction as the current HRV fleet is nearing the end of its useful life.

FINANCIAL IMPACT

Once the proposals are evaluated and a qualified contractor is selected, a fully funded requisition shall be initiated to start the solicitation processes as per VCM policies. In the event the award value is greater than planned, project staff shall return to the board with the award amount and LOP approval or adjustment as needed. Funding for this action is included in future revenue projections. Since this project will occur over a multi-year period, the Cost Center Manager, Project Manager and Chief of Operations will be responsible for future fiscal year budgeting.

Impact to Budget

Upon approval, the recommendation shall be funded with a combination of Federal, State and Local funds primarily consisting of Proposition A Sales Tax. Use of these funding sources currently maximizes funding allocations given approved funding provisions and guidelines. With the various

contract options within the solicitation, this recommendation supports the Measure M program under PLE2 and PLE 3 as well as Operations State of Good Repair efforts. Fiscal Year funding may be required to enact this project and shall be funded via a net zero budget transfer from approved FY23 funded projects. To maximize funding eligibility and create the most jobs possible, staff recommends that the HRV procurement remain eligible for federal funding, including following all federal procurement guidelines.

EQUITY PLATFORM

Part of the new HR5000 procurement will be used to replace existing, aged option order HRVs. The remaining HRVs will be used to support service expansions and the opening of Purple Line Extensions 2 & 3. Expansion of ridership is anticipated with service expansions of the HRT system. The new HR5000 HRVs will be equipped with the latest vehicular technologies not only with improvements on vehicle safety, reliability, and maintainability, but as well as improvements on ride comfort and passenger information system (both visual and audio). Approving this recommendation will support the planned service expansions and will encourage a fair, competitive bidding process.

The new HRVs will operate on lines that are currently serving passengers living in majority Equity Focus Communities that rely on public transportation for their daily jobs. Based on the 2019 Customer Survey, the Red and Purple heavy rail lines serve the following ridership:

- 27.7% below the poverty line
- 56.4% had no car available

Ethnicity:

- Latino 38.9%;
- Black 13.1%;
- White 25.8%;
- Asian/Pacific Islander 15.2%;
- Other 6.5%

Please refer to Attachment A for Metro's current rail line map showing the areas of Metro's Equity Focus Communities (EFCs) that will benefit from this board decision.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement as it is not applicable. This procurement falls under the Federal Transit Administration's (FTA) Transit Vehicle Manufacturer (TVM) goal in accordance with 49 Code of Federal Regulations (CFR) Part 26.49.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support Metro Strategic Plan Goal No. 5) to "provide responsive, accountable, and trustworthy governance within the Metro organization". This goal strives to position Metro to deliver the best possible mobility outcomes and improve business practices so that Metro can perform more effectively and adapt more nimbly to the changing needs of our customers.

ALTERNATIVES CONSIDERED

The Board of Directors may choose to procure HRVs using a low bid process, but this methodology is not recommended. The sealed bid process does not adequately account for any technical superiority of performance, reliability, or system life cycle costs that one firm's equipment or solution may have over another since the process must award to the lowest responsive and responsible bidder. For these reasons, staff does not recommend this alternative. The competitively negotiated procurement process will provide for the evaluation of critical non-price related factors in the source selection process.

NEXT STEPS

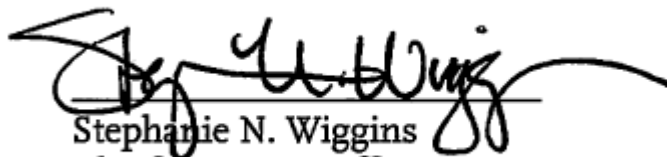
Staff will proceed with a competitively negotiated solicitation for the acquisition of the new HR5000 HRVs.

ATTACHMENTS

Attachment A - Metro EFC Map - 2022

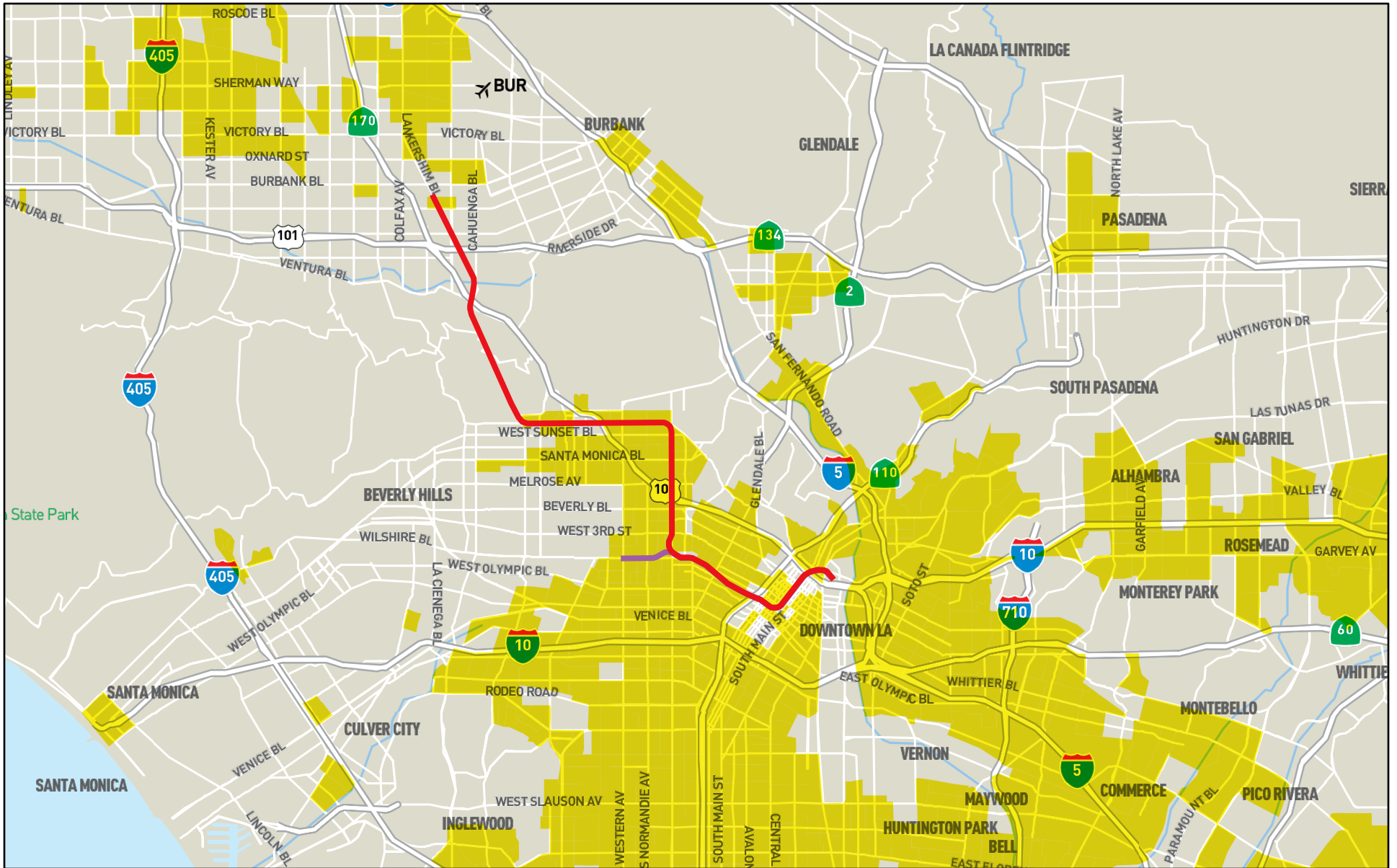
Prepared by: Annie Yang, Sr. Director, Vehicle Engineering & Acquisition, (213) 922-3254
Jesus Montes, Sr. Executive Officer, Vehicle Engineering & Acquisition, Title, (213) 418-3277
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Lilia Montoya, Deputy Chief Operations Officer, Admin & Development, (213) 922-4061

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

Attachment A_Metro EFC Map - 2022



10/27/2022

- Metro Rail and Busway (Existing)
 - D Line (Purple)
 - B Line (Red)
- EFCs (Updated 2022)

