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Agenda - Final Revised

Thursday, January 27, 2022

10:00 AM

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Board of Directors - Regular Board Meeting

Hilda L. Solis, Chair

Ara Najarian, 1st Vice Chair

Jacquelyn Dupont-Walker, 2nd Vice Chair

Kathryn Barger

Mike Bonin

James Butts

Fernando Dutra

Eric Garcetti

Janice Hahn

Paul Krekorian

Sheila Kuehl

Holly Mitchell

Tim Sandoval

Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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

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

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

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

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

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

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x3 *中文 (Chinese)*

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The Board Meeting begins at 10:00 AM Pacific Time on January 27, 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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La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 27 de Enero de 2022. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

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Written Public Comment Instruction:

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

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 6, 7, 11, 16, 17, 18, 21, 28, 29, 30, 31, 33, 35 and 40.

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 11.

NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR** [2022-0035](#)

RECOMMENDATION

RECEIVE remarks by the Chair.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2022-0036](#)

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

PLANNING AND PROGRAMMING COMMITTEE FORWARDED THE FOLLOWING DUE TO CONFLICTS AND ABSENCES:

8. **SUBJECT: LOS ANGELES UNION STATION STRATEGIC ADVISOR** [2021-0621](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a two-year base period Contract No. PS76262000 with Morgner Construction Management for the Los Angeles Union Station Strategic Advisor in the amount not to exceed \$805,464.50 with three, one-year options for as-needed advisory services, in the amounts of \$46,306.75, \$47,696.25, and \$49,126.77 respectively, for a total amount of \$948,594.27, subject to resolution of all properly submitted protest(s) if any.

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

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

**9. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR
PROJECT**

[2021-0724](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the Los Angeles Union Station (LAUS) as the terminus for the 19.3-mile West Santa Ana Branch (WSAB) Project; and
- B. APPROVING the Locally Preferred Alternative (LPA) as Slauson/A Line (Blue) to Pioneer Station with the Maintenance and Storage Facility located in the City of Bellflower; and
- C. ACCELERATING the Slauson/A Line to LAUS segment before Measure M Expenditure Plan FY 41-43 by:
 - Identifying a cost-effective alignment route in lieu of the all-grade separated configuration currently assumed for the Slauson/A Line (Blue) to Union Station segment;
 - Reengaging the community to best define a project, including alignment profile, station locations, and design, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area residents, employees, and businesses;
 - Preparing a separate environmental document for this segment; and
- D. IDENTIFYING interim bus connections to connect Slauson/A Line to Union Station, as part of the Slauson/A Line to LAUS Segment study.

Attachments: [Attachment A - WSAB Draft EIS/EIR Executive Summary](#)
 [Attachment B - WSAB Build Alternatives Map](#)
 [Attachment C - Percent Minority Population](#)
 [Attachment D - Percent Low-income Population](#)
 [Presentation](#)

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

**10. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR
PROJECT MOTION**

[2022-0023](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Garcetti, Mitchell, and Dutra that the Board adopt as policy that the full West Santa Ana Branch project will be declared complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to Los Angeles Union Station via rail.

In order to ensure this full completion of the West Santa Ana Branch, WE FURTHER MOVE that the Board direct the CEO to:

- A. Identify and pursue accelerated construction of individual project components and accelerated funding for the locally preferred alternative including as part of the Transit Intercity Rail Capital Program (TIRCP) Cycle 5, in order to complete it sooner than FY33;
- B. Advance Value Capture and Public-Private Partnership work, including a Project Development Agreement opportunity, to accelerate and complete the line into Downtown LA;
- C. To mitigate impacts of a Slauson Ave forced transfer on the existing light rail system with the initial operating segment's northern terminus at A Line (Blue) Slauson Station:
 - a. Coordinate with stakeholder agencies, including the City of Los Angeles Department of Transportation, the County of Los Angeles Department of Public Works, and the City of Vernon Public Works Department to develop and implement bus rapid transit service along the future final project alignment between Slauson Ave and Los Angeles Union Station, consistent with the Metro Board-approved Bus Rapid Transit Vision and Principles Study (March 2021);
 - b. Advance major capital improvements to the Washington/Flower Wye Junction countywide light rail bottleneck, based on a minimum funding target of \$330 million as defined by previous studies (July 2017) to be sought through new or future funding opportunities. As this project will support increased transit usage during major events, including the 2028 Olympic and Paralympic Games, as well as improved service reliability for daily transit users, Metro shall prioritize the project for 2028-related funding opportunities, subject

to consideration by the 2028 Olympic and Paralympic Games
Mobility Executives group;

- D. As part of the additional study of the Slauson to Union Station segment, include the following:
- a. Develop the Little Tokyo station and access, in collaboration with the Little Tokyo and surrounding communities;
 - b. An assessment of above-grade/aerial sections of the locally preferred alternative where cut-and-cover could be constructed at lower cost;
- E. Consistent with the LA River / Rio Hondo Confluence Station's ongoing feasibility study, include design elements in the Final EIR for the locally preferred alternative that will reduce impacts to operations associated with future construction of this station;
- F. In partnership with community-based organizations, develop a local and targeted hiring policy and project labor agreement (PLA) for construction jobs and for permanent jobs to be created by the West Santa Ana Branch Project;
- G. Maintain subregions' funding apportionments as provided under Measure M, with any consideration for borrowing across subregions subject to future Board action. Should it ever become necessary to consider the use of Central City Subregion funding for construction outside the Central City Subregion, the Central City Subregion shall be made whole dollar-for-dollar; and,
- H. Report back to the Board in April 2022 with updates on all of the above items.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE RECEIVED AND FILED THE FOLLOWING:

- 25. SUBJECT: STATUS UPDATE OF MOTION 40: ELECTRIFICATION OF THE J (SILVER) LINE AND METRO'S FLEET**

[2021-0588](#)

RECOMMENDATION

RECEIVE AND FILE response to Motion 40: Electrification of the J (Silver) Line and Metro's Fleet.

Attachments: [Attachment A - Motion 40 Dated November 18, 2020](#)

**41. SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS
REPORT**

[2022-0044](#)

RECOMMENDATION

RECEIVE oral report on the Major Project Status by the Chief Program Management Officer.

Attachments: [Presentation](#)

**42. SUBJECT: ORAL REPORT ON OPERATIONS PROPOSED
TEMPORARY SERVICE REDUCTION**

[2022-0045](#)

RECOMMENDATION

RECEIVE oral report on Operations Proposed Temporary Service Reduction

Attachments: [OSCE COO Oral Report Service](#)

**43. SUBJECT: OPERATIONS TRANSPARENCY AND SAFEGUARDING
MOTION**

[2022-0050](#)

RECOMMENDATION

APPROVE Motion by Directors Mitchell, Solis, Bonin, and Garcetti that direct the CEO to:

- A. Set a goal to return to full bus service levels no later than June 2022;
- B. Assume full bus service levels in the FY23 budget;
- C. Report back in 30 days on:
 - 1. Clear metrics for how Metro will determine its readiness to return to 7 million revenue service hours;
 - 2. Cancellation data by line and division dating back to the September 2021 service update, including geographic trends in cancellations such as, disparities between Equity Focus Communities and non-equity focus communities and division differences;
 - 3. A methodology for service deployment that prioritizes NextGen Tier 1 lines and lines serving Equity Focus Communities, as well as other emergency service options;
- D. Report back in 60 days with recommendations for improving operator retention and division shortages, including but not limited to:
 - 1. A plan to meet the mental health and wellness needs of current

operators and other frontline workers, particularly those who have been victims of assault while on assignment;

2. Incentives to effectuate the prioritization of NextGen Tier 1 lines and lines serving Equity Focus Communities for bus service;
3. Recommendations to streamline and retain operators through the training process; and

E. Report back monthly on scheduled versus actual service during the temporary service reduction period, with detail by line, division, and effect on Equity-Focus Communities; and steps to ensure cancellation data continues to be made publicly available data.

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

[2022-0049](#)

RECOMMENDATION

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

- A. Immediately partner with the County to deploy the County's Multidisciplinary Homeless Outreach Teams (MDT) in collaboration with PATH, to conduct outreach to unhoused and high acuity individuals at the Cesar Chavez Transit Pavilion and throughout the Metro transit system. MDTs should work in partnership with additional County and City resources including but not limited to MET, HOPE, HOST, PSAC, and DMH's Alternative Crisis Response teams including PMRT, LET, and HOME teams.
- B. Direct the CEO to immediately begin work with the Los Angeles County Chief Executive Office and DMH to conduct an assessment of the crisis response deployment on our Metro system with recommendations on how to best deploy available resources;
- C. Delegate authority to the CEO, or her designee, to work with the Los Angeles County Chief Executive Office and DMH to finalize the agreement pursuant to the Los Angeles County Board of Supervisors' October 19, 2021 motion to expand the Alternative Crisis Response program to provide services on Metro; and
- D. Report back in February and March 2022 with progress updates on the above directives.

WE FURTHER MOVE that the Board direct the CEO to return in March 2022 with recommendations to memorialize the life of Sandra Shells at the Cesar

Chavez Transit Pavilion and to develop the plan in partnership with Ms. Shells' family, loved ones, and coworkers.

END OF NON-CONSENT

45. SUBJECT: CLOSED SESSION

[2022-0042](#)

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

1. Wajeha Bilal v. LACMTA, Case No. 20STCV16059

2. Miriam Lemus v. LACMTA, Case No. BC722508

3. Viviana Rebollar v. LACMTA, Case No. BC693172

4. Jess Reynolds v. LACMTA, Case No. 20STCV24819

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

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

Agency Representative: Patrice McElroy/Teyanna Williams or designee

Employee Organization: SMART

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

Titles: Chief Executive Officer, General Counsel, Board Clerk,
Chief Ethics Officer, Inspector General

CONSENT CALENDAR

2. SUBJECT: MINUTES

[2022-0041](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held December 2, 2021.

Attachments:

[Regular Board Meeting MINUTES - December 2, 2021](#)

[Regular Board Meeting PUBLIC COMMENTS - December 2, 2021](#)

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

5. SUBJECT: ALAMEDA STREET MOBILITY PROJECT STUDY REPORT/PROJECT DEVELOPMENT SUPPORT

[2021-0620](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a 12-month firm fixed price Task Order AE75285-5433000 under Countywide Planning and Development Bench Contract No. PS54330006 to Jacobs Engineering Group, Inc. for the Alameda Street Mobility Project Study Report/Project Development Report (PSR-PDS) in an amount of \$1,119,015.68. Board approval of task order award is subject to resolution of all property submitted protest(s), if any.

Attachments: [Attachment A - Alameda Esplanade Gap Map](#)
 [Attachment B - Alameda Street Mobility PSR-PDS Study Area](#)
 [Attachment C - Procurement Summary](#)
 [Attachment D - DEOD Summary](#)
 [Presentation](#)

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

**6. SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM
 SEMI-ANNUAL UPDATE**

[2021-0712](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$103,609,000 in additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list shown in Attachment A for:
- I-405, I-110, I-105, SR-91 Interchange Improvements (South Bay)
 - I-605 Corridor “Hot Spots” Interchange Improvements in Gateway Cities
 - I-710 South Local Streets and Community-Benefiting Early action projects in Gateway Cities.
- B. APPROVING deobligation of \$250,000 of previously approved Measure R Highway Subregional Program funds for re-allocation to the MR306.05 - I-710 Integrated Corridor Management project.
- C. AUTHORIZE the CEO or designee to negotiate and execute all necessary agreements for the Board-approved projects.

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

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

**7. SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM
MOTION**

[2022-0024](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, Mitchell, and Dutra that the Board direct the Chief Executive Officer to:

- A. Provide no less than \$1 million for air filtration installation for homes and businesses located within 750 feet of the SR-91 Atlantic to Cherry EB Aux Lane Project; and
- B. Ensure funding for at least a two-to-one replacement for all 174 trees being removed, which would mean at least 348 replacement trees to be provided as part of the Project.

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

11. SUBJECT: SEPULVEDA TRANSIT CORRIDOR

[2021-0710](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 2 to Contract No. AE67085000, Sepulveda Transit Corridor Environmental Review and Conceptual Engineering, with HTA Partners, a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., in the amount of \$4,723,199 to include additional environmental review, increasing the total contract value from \$48,304,067 to \$53,027,266.

Attachments: [Attachment A - General Alignments of the Alternatives](#)
 [Attachment B - Procurement Summary](#)
 [Attachment C - Contract Modification Change Order Log](#)
 [Attachment D - DEOD Summary](#)
 [Presentation](#)

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

16. SUBJECT: DIFFERENTIAL ASSEMBLY

[2021-0744](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, firm fixed price Contract No. MA77508000 to The Aftermarket Parts Company LLC, the lowest responsive and responsible bidder for Differential Assembly. The Contract one-year base amount is for \$1,056,098 inclusive of sales tax, and the one-year option amount is \$1,087,782, inclusive of sales tax, for a total

contract amount of \$2,143,880, subject to resolution of protest(s), if any.

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

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

17. SUBJECT: CALIPER ASSEMBLIES - DISC BRAKES

[2021-0750](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA79065000 to American Moving Parts, the lowest responsive and responsible bidder for Various Calipers Assemblies - Disc Brakes inclusive of a one-year base period in the amount of \$1,000,333.36 , and a one-year option in the amount of \$1,000,333.37, for a total two year contract in the amount of \$2,000,666.73, including sales tax, subject to resolution of protest(s), if any.

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

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

18. SUBJECT: ENTERPRISE ASSET MANAGEMENT SYSTEM

[2021-0660](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a sole-source, firm fixed price Contract No. PS77453000 to Bentley Systems, Inc. for the Enterprise Asset Management System (EAMS) Bentley Implementation Services, in the amount of \$2,743,395 for the 36-month base term.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE (3-0) AND EXECUTIVE MANAGEMENT COMMITTEE (5-0) MADE THE FOLLOWING RECOMMENDATION:

**21. SUBJECT: METRO'S HOMELESS OUTREACH & ENGAGEMENT -
AMENDMENT NO. 5 TO THE LETTER OF AGREEMENT
WITH THE COUNTY DEPARTMENT OF HEALTH
SERVICES (DHS)**

[2021-0803](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Amendment Number 5 (Amendment No. 5) to the Letter of Agreement for Multidisciplinary Street-based Engagement Services with the County Department of Health Services (DHS) to include additional funding in the amount of \$1,470,000 for the extension of the emergency-shelter program funding through June 30, 2022.

Attachments: [Attachment A - Metro LOA - Amendment No. 5](#)
 [Attachment B - PSAC Recommendations Jan 2022](#)
 [Presentation](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 28. SUBJECT: RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR PROJECT** [2021-0785](#)

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING a life-of-project budget for the Rail-to-Rail Active Transportation Project (Project) in the amount of \$115,989,173; and
- B. AUTHORIZING 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 - Sources and Uses](#)

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

- 29. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT** [2021-0678](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 27 to Contract No. AE58083E0129 with Gannett Fleming, Inc. for the East San Fernando Valley Transit Corridor Project, for the updates to the preliminary engineering design and reports, in the amount of \$2,939,638, increasing the total Contract amount from \$75,419,893 to \$78,359,531.

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

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 30. SUBJECT: ENVIRONMENTAL CAPITAL CONSTRUCTION SUPPORT** [2021-0772](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD and EXECUTE a bench Contract for Environmental Capital Construction Support services for a three (3) year base period through RFP No. AE79441, with the following firms determined capable to perform the services: Arcadis U.S., Inc. Atlas Technical Consultants LLC. Burns and McDonnell Engineering Company, Inc. ERM West, Inc. Kleinfelder, Inc. Polytechnique Environmental, Inc. TRC Solutions, Inc. on issued Task Orders, within an overall not-to-exceed amount of \$82,650,000 and with a one year option of \$1,650,000 for option year 1 and \$1,600,000 for option year 2 if these options are exercised, subject to the resolution of any properly submitted protest;
- B. AWARD and EXECUTE individual Contract Work Orders and Task Orders within the total approved not-to-exceed funding limit of \$82,650,000

Attachments: [Attachment A - Procurement Summary RFP No. AE70151ENO85 R3](#)
[Attachment B- RFP Environmental Constrution 85M.11.16.21](#)
[Attachment C - DEOD Summary](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 31. **SUBJECT: STATE ROUTE 71 (SR-71) IMPROVEMENTS (SOUTH SEGMENT): UPGRADE 1.8 MILES OF THE EXISTING EXPRESSWAY TO A 6-LANE FWY BETWEEN MISSION BLVD AND LOS ANGELES/SAN BERNARDINO COUNTY LINE** [2021-0776](#)

RECOMMENDATION

AUTHORIZE Contract Modification No. 17 (CCO 17) for payment to the California Department of Transportation (Caltrans) for the construction contract of South Segment of the SR-71 Improvements Project between Mission Blvd and Los Angeles/San Bernardino County Line (The Project) in an amount not to exceed \$4.5 million within the overall corridor Life of Project (LOP) budget.

Attachments: [Attachment A - SR-71 CCO Log](#)

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

- 33. **SUBJECT: FUNDING AGREEMENTS FOR THE SAFE, CLEAN WATER PROGRAM (MEASURE W) GRANT** [2021-0764](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) or her designee to:

- A. EXECUTE the terms and conditions of the \$34,515,458.00 Safe, Clean Water (SCW) Program grant awarded to Metro for the Metro G Line (Orange) Water Infiltration and Quality Project by the Los Angeles County SCW Regional Infrastructure Program; and
- B. NEGOTIATE and EXECUTE the terms and conditions of a cost sharing agreement with the Los Angeles Department of Water and Power (LADWP) to contribute \$11,088,000.00 towards the project.

Attachments: [Attachment A - Adopted FY 21-22 SIP BL](#)
 [Attachment B - DWP MOL Measure W Project Letter of Support](#)

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

35. SUBJECT: LONG-TERM ADVERTISING - CULVER CITY STATION [2021-0783](#)

RECOMMENDATION

APPROVE a long-term advertising purchase, up to 12 months, at Culver City Station from HBO, generating up to \$400,000 plus, estimated net revenues for Metro. This is not a title sponsorship, and will not affect Culver City Station's title nor the adjacent private property's title, Ivy Station.

Attachments: [Attachment A - Commercial Sponsorship and Adoption Policy](#)
 [Attachment B - HBO Advertising - Culver City](#)

**40. SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA
TELECONFERENCE IN COMPLIANCE WITH AB 361
WHILE UNDER A STATE OF EMERGENCY AND WHILE
STATE AND LOCAL OFFICIALS CONTINUE TO
PROMOTE SOCIAL DISTANCING** [2022-0043](#)

RECOMMENDATION

CONSIDER making the following findings:

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

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

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

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

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

END OF CONSENT CALENDAR

SUBJECT: GENERAL PUBLIC COMMENT

[2022-0032](#)

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 #: 2021-0621, **File Type:** Contract

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 19, 2022

SUBJECT: LOS ANGELES UNION STATION STRATEGIC ADVISOR

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a two-year base period Contract No. PS76262000 with Morgner Construction Management for the Los Angeles Union Station Strategic Advisor in the amount not to exceed \$805,464.50 with three, one-year options for as-needed advisory services, in the amounts of \$46,306.75, \$47,696.25, and \$49,126.77 respectively, for a total amount of \$948,594.27, subject to resolution of all properly submitted protest(s) if any.

ISSUE

The Los Angeles Union Station (LAUS) continues to be a central element in Metro's expanding system and remains critical to numerous planned transit projects such as Link Union Station (Link US) and the West Santa Ana Branch Transit Corridor (WSAB). Individually and combined, these projects can shape, influence, and impact Metro's ability to leverage LAUS as a station that is interconnected and holistically designed, as well as the timing and success of future commercial development. The LAUS Strategic Advisor (Strategic Advisor) will support Metro in exploring and defining a series of recommendations that will guide Metro's efforts focused on transforming LAUS into a world-class transportation facility.

BACKGROUND

Metro acquired LAUS in 2011 and shortly thereafter initiated a master planning process. The Union Station Master Plan (Master Plan) was defined by three programmatic goals (improved connectivity, transit optimization, and creating a great destination) that continue to guide the LAUS work program to-date.

The Master Plan included a series of near- and long-term capital improvements including perimeter improvements, a new consolidated passenger concourse, relocation of the Patsaouras Bus Plaza, and a 3.25M square foot commercial development program. Since completion of the Master Plan in 2014, Metro's approach to LAUS redevelopment has been defined by the following actions:

- **2015:** The Metro Board approved accommodating for California High Speed Rail (CAHSR) at the LAUS as part of the Link US Project.

- **2016:** Staff updated the Board on revised approach for Union Station redevelopment which included combining the expanded passenger concourse with the Link US project, deferring the relocation of the Patsaouras Bus Plaza as it was no longer a near-or mid-term priority, and advancing a series of perimeter improvements on the east (Chavez Bus Stop Improvements Project) and west side of the station (LAUS Forecourt and Esplanade Improvements Project).
- **2017:** Board approved the WSAB Project Definition for Environmental Scoping including four Northern Alignment Options, two of which included LAUS options.
- **2018:** Board approved the Los Angeles Union Station Forecourt and Esplanade Improvements Final Environmental Impact Report
- **2018:** Staff held a Commercial Development Industry Forum to engage the development community on interest for commercial development at LAUS.
- **2018:** Unsolicited Proposal received for privately-led Los Angeles Area Rapid Transit (LA ART).
- **2019:** Los Angeles River Path, which will include on-street connections to LAUS, released the Notice of Preparation followed by Scoping Meetings.
- **2019:** Metro executed a Memorandum of Understanding with LA ART for Metro to be the Lead Agency under the California Environmental Quality Act (CEQA).
- **2019:** Link US (including the bicycle/pedestrian bridge over US-101) Final Environmental Impact Report (FEIR) approved by Metro Board.
- **2020:** Construction completed for the Union Station Patsaouras Bus Plaza and the Chavez Bus Stop Improvement Project.

The projects described above are complex, have varying levels of interface with one another, and are in different phases of their respective planning and/or implementation processes. The magnitude of these investments and the potential for improved mobility that they represent are a tremendous opportunity for the future of LAUS. A coordinated and holistic approach centered around the programmatic goals of transit optimization, connectivity, and creating a destination is necessary to avoid a disjointed station that is piecemealed over time.

LAUS is the most transit rich place in Southern California and Metro has the unique opportunity to establish a precedent-setting, best practice for transit station redevelopment. To do this effectively, Metro must coalesce the various active projects through an integrated program that is centered on a coordinated approach and shared vision for LAUS.

DISCUSSION

LAUS Strategic Advisor

The Strategic Advisor contract is structured to include a two-year base contract with three, one-year options for as-needed advisory services to be exercised at Metro's discretion. The base contract includes internal and external stakeholder engagement and the preparation of six technical memos related to the topic areas described below.

1. **Transit Infrastructure Projects:** Assessment of how the various active transit infrastructure projects can shape future development, financing opportunities, and timing considerations for future commercial development.
2. **Customer Experience:** Guidance on best practices and emerging technologies related to passenger experience, considerations around the unique requirements of a large multimodal transportation facility, and amenities that support transit riders.
3. **Timing for Commercial Development:** Guidance on the timing for commercial development given market conditions, timing of major transit projects, and protecting Metro's financial interest.
4. **Combining Infrastructure and Commercial Development:** Financial and feasibility assessment of combining future commercial development with transit infrastructure delivery.
5. **Operational Models and Financial Analysis to Meet Development Requirements:** Recommendations related to the financial and organizational requirements needed to manage the station with full development build out, exploring value capture opportunities to fund LAUS improvements, and exploring advertising and corporate sponsorship opportunities.
6. **Additional Considerations:** Considerations related to messaging and other relevant matters such as approach to people experiencing homelessness and historic resource considerations including, but not limited to, coordination with the 1871 Memorial Steering Committee.

The proposed team is comprised of staff from Morgner and six (6) subcontractors, of which, four (4) are Metro certified SBEs and one is DBE certified.

DETERMINATION OF SAFETY IMPACT

The Strategic Advisor work will result in a series of recommendations that will support Metro's efforts in coordinating the various active transit projects and exploring the timing for future commercial development. Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

Impact to Budget

The adopted Fiscal Year (FY) 2022 Budget includes \$400,000 in Cost Center 4530 (Transit Oriented Communities), Project 405557 (Union Station Master Plan). The funding source for this project is General Fund, which is eligible for bus & rail operations and capital project. Since this is a multi-year contract, the cost center manager and Chief Planning Officer will be responsible for budgeting funds in future years.

EQUITY PLATFORM

The LAUS Strategic Advisor solicitation will result in a series of comprehensive and strategic recommendations for Metro to pursue around transit infrastructure, customer experience and future commercial development. The Strategic Advisor work will be informed by stakeholder engagement and equity centered data to ensure that the study embeds equity through the process and within the

final recommendations that come out of this work.

A couple of equity considerations that must be considered as this study progresses include how future commercial development could create/augment gentrification and displacement pressures for surrounding communities that are largely low-income communities of color and the importance of coordinating future construction efforts to minimize negative impacts for adjacent communities that also include small businesses/ legacy businesses. Staff will take the above considerations into account as the study proceeds and will ensure that stakeholder engagement touches on these points and that the input informs the future recommendations.

The benefits of this decision isto establish a coordinated and holistic approach to planning for the future of the station that integrates land use planning, community development, equity and massive transit infrastructure investments (including active transportation). The goal is to benefit transit riders and to ensure that as this transformation occurs, it supports adjacent communities and does not create or exacerbate historic harms or create new gentrification/displacement pressures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Strategic Advisor effort aligns with the following Strategic Plan Goals:

- **Strategic Plan Goal #1:** Provide high-quality mobility options that enable people to spend less time traveling by planning for an integrated LAUS that puts customer experience and integrated mobility options at the forefront.
- **Strategic Plan Goal #2:** Deliver outstanding trip experiences for all users of the transportation system by creating an accessible environment and great destination at LAUS.
- **Strategic Plan Goal #3:** Enhance communities and lives through mobility and access to opportunity by realizing an integrated transit station and commercial development program that incorporates stakeholder input with the goal of enhancing the communities surrounding LAUS.

ALTERNATIVES CONSIDERED

The Board could choose to not award the Strategic Advisor Contract. Staff does not recommend this approach. As previously noted, several projects are actively moving forward and making decisions that will directly impact the future of the station. The Strategic Advisor will equip staff with the necessary expertise and resources to coordinate and coalesce the various active projects, respond to the topic area inquiries, and chart a course for the future of the station.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS76262000 with Morgner Construction Management and initiate the work.

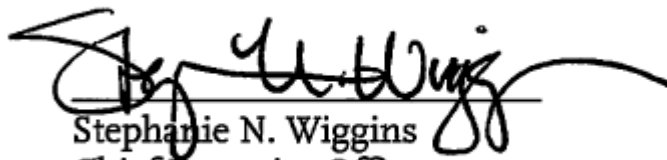
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Elizabeth Carvajal, Senior Director, Transit Oriented Communities, (213) 922-3084
Nick Saponara, EO, Transit Oriented Communities, (213) 922-4313
Holly Rockwell, SEO, Real Estate, Transit Oriented Communities and Transportation
Demand Management, (213) 922-5585

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

LOS ANGELES UNION STATION STRATEGIC ADVISOR/PS76262000

1.	Contract Number: PS76262000	
2.	Recommended Vendor: Morgner Construction 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: May 19, 2021	
	B. Advertised/Publicized: May 19, 2021	
	C. Pre-Proposal Conference: June 2, 2021	
	D. Proposals Due: July 21, 2021	
	E. Pre-Qualification Completed: In Process	
	F. Conflict of Interest Form Submitted to Ethics: July 27, 2021	
	G. Protest Period End Date: January 25, 2022	
5.	Solicitations Picked up/Downloaded: 127	Bids/Proposals Received: 9
6.	Contract Administrator: Yamil Ramirez Roman	Telephone Number: (213) 922-1064
7.	Project Manager: Elizabeth Carvajal	Telephone Number: (213) 922-3084

A. Procurement Background

This Board Action is to approve Contract No. PS76262000 for the Los Angeles Union Station (LAUS) Strategic Advisor to support Metro in its efforts to holistically plan and implement the future development at Union Station. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. This RFP was issued under the Small Business Set-Aside Program and was open to Metro Certified Small Businesses only.

Four (4) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on June 9, 2021, revised the scope of services to increase the meetings with technical advisory teams from 15 to up to 25 and extended the due date to July 21, 2021;
- Amendment No. 2, issued on June 24, 2021, updated the scope of services, topic area for additional considerations for homelessness impact to the future station;
- Amendment No. 3, issued on July 8, 2021, updated the contract administrator assigned;
- Amendment No. 4, issued on July 14, 2021, corrected the scope of services, project management task, to require a project management plan (PMP).

A virtual pre-proposal conference was held on June 2, 2021 and was attended by 38 participants representing 34 companies. There were 44 questions asked and responses were released prior to the proposal due date.

A total of 127 firms downloaded the RFP and were included in the plan holders list. A total of nine proposals were received on July 21, 2021 from the following firms listed in alphabetical order:

1. Alex L.P. San Andres
2. BAE Urban Economics
3. CR Associates
4. Estolano Advisors
5. GHT Capital LLC
6. Morgner Construction Management
7. Sperry Capital, Inc.
8. SXM Strategies, LLC
9. Urban Field Studio, LLP

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning & Development and Program Management/Regional Rail were convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|-----------------------------|-----|
| • Proposer's Qualifications | 40% |
| • Approach to the Work | 40% |
| • Cost Proposal | 20% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar advisor services procurements. Several factors were considered when developing these weights, giving the greatest importance to proposer's qualifications and approach to the work.

During the period of July 27, 2021 to September 2, 2021, the PET independently evaluated and scored the technical proposals. Of the nine proposals received, five firms were determined to be within the competitive range. They are listed below in alphabetical order:

1. BAE Urban Economics (BAE)
2. GHT Capital (GHT)
3. Morgner Construction Management (Morgner)
4. Sperry Capital (Sperry)
5. SXM Strategies, LLC (SXM)

Four firms were determined to be outside the competitive range and were excluded from further consideration as their proposals did not clearly address the relevant experience, approach to the work, and schedules in the manner prescribed by the solicitation.

On September 28, 2021, all firms within the competitive range were invited for oral presentations which provided them the opportunity to present their qualifications, and to respond to questions from the PET.

Following the oral presentations, the PET submitted finalized technical scores based on both the written proposals and input received during oral presentations. On October 6, 2021, the PET determined Morgner to be the highest ranked proposer.

Qualifications Summary of Firms within the Competitive Range:

Morgner Construction Management

Morgner provides professional advisory and technical services to assist in the planning, design, and construction of major multimodal transportation projects from highways to airports and ports.

Morgner demonstrated experience in dealing with complex projects, similar in nature to the tasks on this project's scope of services. Morgner also had a strategy around communication and buy-in and provided useful perspective on transit design.

Morgner's proposal provided a detailed schedule that clearly outlined the task sequencing and broke down key inputs for analysis. The proposal also clearly showed how the work will be allocated to staff and demonstrated how the work would be distributed amongst the most appropriate and qualified staff for the task.

BAE Urban Economics

BAE is an urban economics and public-benefit real estate development consulting practice. Since 1986, the company has completed more than 2,500 assignments for clients including public agencies, non-profit organizations, and private developers throughout the US.

BAE demonstrated experience working on similar projects in other major metropolitan cities such as New York Penn Station, Los Angeles World Airports, and the London Bridge Station. BAE also demonstrated understanding of the tasks required and provided a reasonable and clear schedule.

BAE assembled a team with direct experience in the core competency areas required for this project. However, BAE's project manager did not demonstrate relevant experience in transit or station projects and there was no clear lead/expert on marketing and security areas identified in their proposal.

SXM Strategies LLC

SXM provides strategic and financial advice to leaders of government, non-profit, development, and investment organizations for the development of public infrastructure.

SXM demonstrated relevant experience on stations both large and small. The company also assembled a well-qualified team of key personnel with experience on comparable projects. However, the proposer did not clearly highlight how the individual key personnel members would work together cohesively and cooperatively.

The company's approach did not comprehensively address the variety of stakeholders that would need to be engaged during the project or clearly demonstrated understanding of the approach to the work.

Sperry Capital

Sperry is an infrastructure and project finance advisory firm and has been the advisor on capital projects totaling over \$200 billion since 2000.

Sperry's proposal demonstrated experience working on complex major transit stations across Los Angeles County of comparable scale as LA Union Station. The firm demonstrated understanding of the financial aspect of the work but lacked clarity on the security and messaging aspects.

Sperry's proposed project manager possesses very extensive experience with focus on transit infrastructure, P3s and infrastructure development.

GHT Capital

GHT is a public sector consulting firm that delivers complex infrastructure and commercial projects through alternative financing and contracting mechanisms.

GHT's proposal demonstrated relevant experience working on transit projects and understanding of the work required. Their proposed timeline for the work was clear, reasonable, and included a one-month acceleration on the project.

In general, GHT's key personnel demonstrated the required level of experience, however, GHT did not include resumes for the operation key personnel. Additionally, GHT's proposal did not clearly demonstrate an understanding of transit infrastructure projects.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Morgner Construction Management				
3	Proposer's Qualifications	79.38	40.00%	31.75	
4	Approach to the Work	81.05	40.00%	32.42	
5	Cost Proposal	86.45	20.00%	17.29	
6	Total		100.00%	81.46	1
7	BAE Urban Economics				
8	Proposer's Qualifications	73.95	40.00%	29.58	
9	Approach to the Work	73.33	40.00%	29.33	
10	Cost Proposal	100.00	20.00%	20.00	
11	Total		100.00%	78.91	2
12	SXM Strategies, LLC				
13	Proposer's Qualifications	75.20	40.00%	30.08	
14	Approach to the Work	69.18	40.00%	27.67	
15	Cost Proposal	94.15	20.00%	18.83	
16	Total		100.00%	76.58	3
17	Sperry Capital				
18	Proposer's Qualifications	85.43	40.00%	34.17	
19	Approach to the Work	80.83	40.00%	32.33	
20	Cost Proposal	47.55	20.00%	9.51	
21	Total		100.00%	76.01	4
22	GHT Capital				
23	Proposer's Qualifications	70.83	40.00%	28.33	
24	Approach to the Work	76.25	40.00%	30.50	
25	Cost Proposal	83.85	20.00%	16.77	
26	Total		100.00	75.60	5

C. 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 negotiations. Staff successfully negotiated a savings of \$64,302.98.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Morgner Construction Management	\$1,012,897.25	\$655,525.00	\$948,594.27
2.	BAE Urban Economics	\$875,451.41		
3.	SXM Strategies	\$929,625.72		
4.	Sperry Capital	\$1,840,726.96		
5.	GHT Capital	\$1,043,989.56		

The variance between the final negotiated price and the ICE is an inadvertent underestimation of the labor hours required for the review of existing LAUS historical materials. Due to the need to thoroughly review, understand and properly consider the complex nature and history of the site and given that it is the subject of multiple ongoing projects, the added level of effort included in the proposal was determined to be reasonable and will be to Metro's benefit.

D. Background on Recommended Contractor

The recommended firm, Morgner Construction Management, has over 30 years of experience and is headquartered in Los Angeles, CA. Morgner is a Metro certified SBE/DBE firm with experience in professional advisory, planning, design and construction of major multimodal transportation projects.

The proposed team is comprised of staff from Morgner and six (6) subcontractors, of which four (4) are Metro certified SBEs and one is DBE certified. The prime and subcontractors provide balanced knowledge and experience in the transit and public sector.

DEOD SUMMARY

LOS ANGELES UNION STATION STRATEGIC ADVISOR / PS76262000

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**.

Morgner Construction Management, an SBE Prime, listed six (6) subcontractors to perform work on this contract and made a 58.53% SBE commitment. Morgner Construction Management is performing 32.11% of the work with its own workforce.

SMALL BUSINESS SET-ASIDE

SBE Prime Contractor		SBE % Committed
1.	Morgner Construction Management (Prime)	32.11%
2.	RAW International	10.47%
3.	The Maxima Group LLC	5.63%
4.	Vicus LLC	10.32%
Total Commitment		58.53%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Next stop: access to opportunity.

LA Union Station Strategic Advisor

Legistar: 2021-0621

Planning & Programming Committee

January 19, 2022



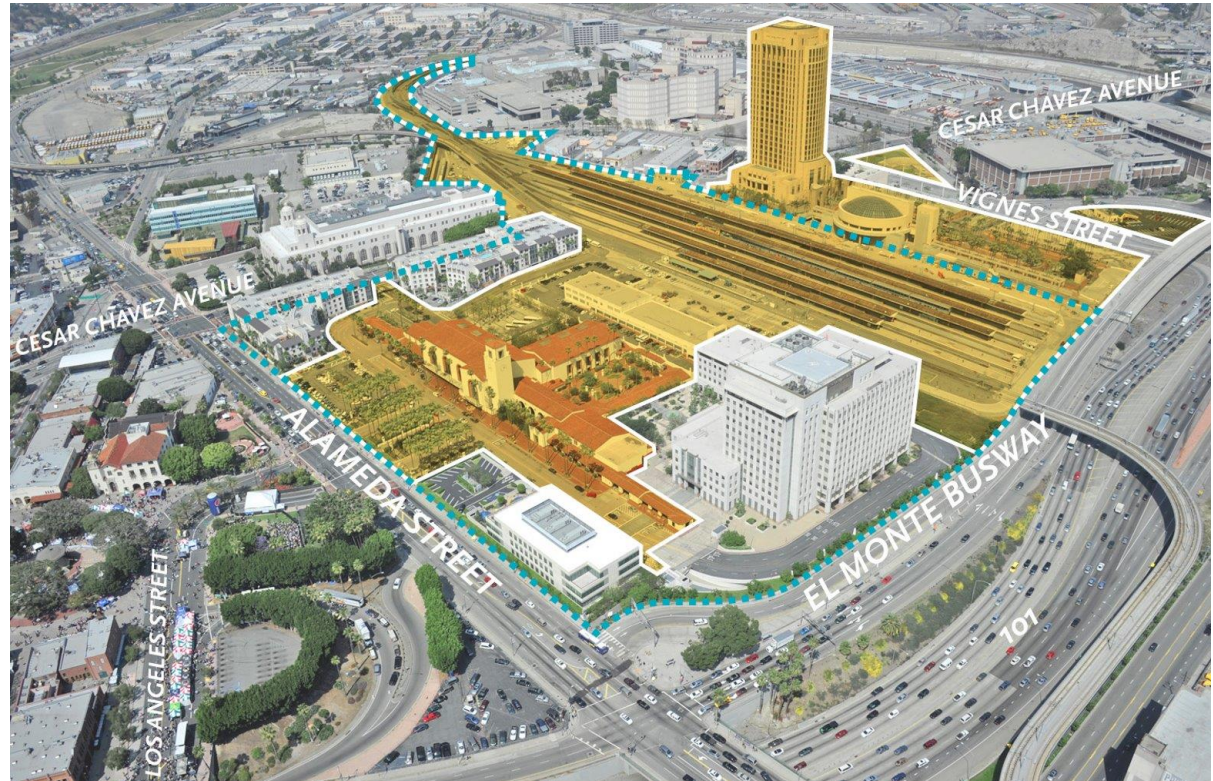
Recommendations

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a two-year base period Contract No. PS76262000 with Morgner Construction Management for the Los Angeles Union Station Strategic Advisor in the amount not to exceed \$805,464.50 with three, one-year options for as-needed advisory services, in the amounts of \$46,306.75, \$47,696.25, and \$49,126.77 respectively, for a total amount of \$948,594.27, subject to resolution of all properly submitted protest(s) if any.

Contract

- Small Business Enterprise (SBE) Set-Aside
- Phase 1: Base Contract, two years
- Phase 2: Three, one-year options to extend (as-needed)

Los Angeles Union Station



 Metro-owned property

Scope and Purpose

Strategic Guidance around six Topic Areas*:

1. Transit Infrastructure Projects
2. Customer Experience
3. Timing for Commercial Development
4. Combining Infrastructure and Commercial Development
5. Operational Models and Financial Analysis
6. Additional Considerations (Messaging, Historic Preservation)

**Inclusive of internal/external stakeholder engagement.*

Project Team

Prime Consultant:

Morgner (SBE)

Subconsultants:

1. ARUP
2. Deloitte
3. The Maxima Group (SBE)
4. RAW International (SBE)
5. Strategic Economics
6. Vicus Planning (SBE)



Board Report

File #: 2021-0724, File Type: Project

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 19, 2022

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Los Angeles Union Station (LAUS) as the terminus for the 19.3-mile West Santa Ana Branch (WSAB) Project; and
- B. APPROVING the Locally Preferred Alternative (LPA) as Slauson/A Line (Blue) to Pioneer Station with the Maintenance and Storage Facility located in the City of Bellflower; and
- C. ACCELERATING the Slauson/A Line to LAUS segment before Measure M Expenditure Plan FY 41-43 by:
 - Identifying a cost-effective alignment route in lieu of the all-grade separated configuration currently assumed for the Slauson/A Line (Blue) to Union Station segment;
 - Reengaging the community to best define a project, including alignment profile, station locations, and design, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area residents, employees, and businesses;
 - Preparing a separate environmental document for this segment; and
- D. IDENTIFYING interim bus connections to connect Slauson/A Line to Union Station, as part of the Slauson/A Line to LAUS Segment study.

ISSUE

Metro is the lead agency for the California Environmental Quality Act (CEQA) EIR clearance, and the Federal Transit Administration (FTA) is the lead agency for the National Environmental Policy Act (NEPA) EIS clearance. The Draft EIS/R is a combined document satisfying the NEPA and CEQA requirements. Board action on the selection of an LPA is needed to prepare the Final EIS/EIR to avoid schedule delays. The Measure M Ordinance identified a "FY28-30" segment, an approximately 6-mile segment for \$1 billion with the opening date of 2028 to 2030, and a "FY41-43" segment for

approximately \$3 billion (in 2015 dollars) with an opening date of 2041 to 2043. This 6-mile first segment delineation was included in the Measure M Expenditure plan presented to the Board in March 2016.

The Draft EIS/EIR project cost estimates for the alternatives, based on 15% level of design, are higher than the prior estimate in the Measure M Ordinance and Long-Range Transportation Plan. The entire project's cost from the southern terminus to downtown Los Angeles increased from \$4.0 billion to \$8.567 billion (not including Little Tokyo Station), in current dollars.

Board approval of the **LAUS as project terminus** for the 19.3-mile WSAB Project, represents the commitment of this Project as an important project to address regional mobility, equity, and environmental and economic benefits for the Gateway Cities.

With Board approval of the **Slauson/A Line to Pioneer 14.8-mile segment as the LPA**, Metro staff will proceed with completing a Final EIS/R by early 2023 for this segment, allowing for groundbreaking in 2023 and delivery of this 14.8-mile segment by **FY33-35**.

In parallel, staff will conduct the study to identify a cost-effective alignment route in lieu of the all-grade separated configuration currently assumed for the **Slauson/A Line (Blue) to Union Station 4.5-mile segment**. This study will be concurrent to conducting the Final EIS/R for the Slauson/A Line to Pioneer segment. This will provide an opportunity to lower the project capital cost, make it competitive for New Starts, and reengage the community to best define a project, including station design and locations, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area residents, employees, and businesses. This will provide an opportunity to address several comments received from the Little Tokyo community related to the Little Tokyo station location and design. This is intended to accelerate opening the Slauson/A Line to LAUS segment sooner than the Measure M Expenditure Plan in FY41-43.

BACKGROUND

The Project is a proposed light rail transit (LRT) line along a 19-mile corridor from southeast Los Angeles County to downtown Los Angeles serving the cities and communities of Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Graham community and downtown Los Angeles. This rail corridor is anticipated to serve commuters in a high travel demand corridor by providing relief to the limited transportation systems currently available to these communities. Population and employment densities in areas around the project are five times higher than the LA County average. This rail corridor seeks to increase access to opportunities and resources for transit riders in a high-travel demand corridor that is populated by a majority minority community - with many individuals and families who live below the poverty line (44%) and many households (18%) who do not own a car. In addition, the Project is expected to provide a direct connection to the Metro C Line (Green), Metro A Line (Blue), and the LA County regional transit network.

Any project development can be broken down into five milestones - feasibility, environmental, design, construction, and post-construction. The WSAB is in the Draft EIS/R stage. In order to advance to the next major milestone, the Final EIS/R needs to be approved by the FTA. To complete the Final

EIS/R, selection of the LPA is a key step. With this approval, staff will proceed with completing the Final EIS/EIR and seeking the ROD on this first segment of the project from FTA. The Record of Decision (ROD) for a project is issued on a project with a known timeline and with local funding commitment.

The FTA published the Notice of Intent (NOI) pursuant to NEPA in the Federal Register on July 26, 2017, and Metro first issued a Notice of Preparation (NOP) pursuant to CEQA on May 25, 2017, informing the public of the intent to prepare a combined Draft EIS/EIR for the Project and notifying interested agencies and parties of public scoping meetings. The Draft EIS/EIR was released for public review on July 30, 2021, for public review and comment for 45-days which was then extended to a 60-day public review period through September 28, 2021, to provide additional time for public to respond. A summary of the Draft EIS/EIR findings is included below, along with the staff recommendation for the LPA.

DISCUSSION

I. Alternatives Evaluated in the Draft EIS/EIR

A detailed description of each of the alternatives is provided in the Executive Summary to the Draft EIS/EIR (Attachment A). The full Draft EIS/EIR is available on the Project website at:

[<https://www.metro.net/projects/west-santa-ana/>](https://www.metro.net/projects/west-santa-ana/). In addition to a No-Build Alternative, four Build Alternatives, two design options, and two site options for a maintenance and storage facility (MSF) are evaluated in the Draft EIS/EIR (Attachment B). Table 1 includes a detailed listing of the project components for each alternative:

- Alternative 1: Los Angeles Union Station to Pioneer Station
 - Design Option 1: Los Angeles Union Station - Metropolitan Water District (MWD)
 - Design Option 2: Addition of Little Tokyo Station
- Alternative 2: 7th St/Metro Center to Pioneer Station
- Alternative 3: Slauson/A Line (Blue) to Pioneer Station
- Alternative 4: I-105/C Line (Green) to Pioneer Station
- Paramount MSF site option
- Bellflower MSF site option

Table 1: Summary of Build Alternatives Project Components

Project Components Alternatives	Build Alternatives			
	Alternative 1	Alternative 2	Alternative 3	Alternative 4s
Alignment length	19.3 miles	19.3 miles	14.8 miles	6.6 miles
Length of underground, at-grade, and aerial	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial ¹	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial ¹	12.2 miles at-grade; 2.6 miles aerial ¹	5.6 miles at-grade; 1.0 mile aerial ¹
Station configurations	11 2 underground; 6 at-grade; 3 aerial ³	12 3 underground; 6 at-grade; 3 aerial	9 6 at-grade; 3 aerial	4 3 at-grade; 1 aerial
Parking facilities	5 (up to approximately 2,795 spaces)	5 (up to approximately 2,795 spaces)	5 (up to approximately 2,795 spaces)	4 (up to approximately 2,180 spaces)
At-grade crossings	31	31	31	11
Elevated street crossings	25	25	15	7
Capital cost (2020\$) with MSF ^{4, 5, 6}	\$8.5 billion – \$8.8 billion	\$9.2 billion – \$9.5 billion	\$4.9 billion – \$5.1 billion	\$2.3 billion – \$2.6 billion
Annual O&M cost ⁴ (2020\$)	\$87 million	\$101 million	\$67 million	\$41 million

Source: Prepared on behalf of Metro in 2021

Notes: ¹ Alignment configuration measurements count retained fill embankments as at-grade.

² The light rail tracks crossing beneath freeway structures.

³ Under Design Option 2 - Add Little Tokyo Station, an additional underground station and TPSS site would be added under Alternative 1.

⁴ 2020\$ refers to dollar values assumed in Fiscal Year 2020.

⁵ Costs range from the low end (with the Bellflower MSF site option) to the high end (with the Paramount MSF site option).

⁶ The capital cost estimates will be further refined as the project advances through the project development process and more detailed engineering is undertaken.

MSF = maintenance and storage facility; O&M = operation and maintenance; TPSS = traction power substation

The Paramount MSF site option is a 22-acre rectangular site located in the City of Paramount. The MSF site currently includes the Paramount Swap Meet, Paramount Drive-in Theatre and its associated parking and industrial properties. Vehicular access to the proposed site is currently provided from All American City Way. At full capacity, the MSF would be designed to store up to 80 light rail vehicles (LRVs) and provide over 200 parking spaces for MSF staff and required lead tracks, resulting in additional property and traffic impacts.

The Bellflower MSF site option is a 21-acre site located in the City of Bellflower. The city-owned site is currently developed with a recreational commercial business (the Hollywood Sports Paintball and Airsoft Park and Bellflower BMX). Vehicular access to the proposed site is currently provided from Somerset Boulevard. At full capacity, the MSF site option would be designed to store up to 80 LRVs and provide over 200 parking spaces. The MSF site is adjacent to the project alignment, and tracks

would be constructed within the Metro-owned Pacific Electric Right-of-Way (PEROW). Table 2 shows a comparison of the Paramount and Bellflower MSF options:

Table 2: MSF Site Option Comparison

Considerations	MSF Site Options	
	Paramount MSF Site	Bellflower MSF Site
MSF site size	22 acres	21 acres
LRV capacity	Up to 80 LRVs	Up to 80 LRVs
Capital cost	\$681 million	\$458 million
Number of acquisitions needed (excluding lead track)	4 parcels	2 parcels
Number of displaced businesses	5 existing businesses	2 existing businesses
Acquisitions of residential property (including lead track)	Yes (8 additional parcels)	No

Source: Metro 2021x

Note: LRV = light rail vehicles; MSF = maintenance and storage facility

The updated project cost for the alternatives in downtown are in the range of \$470 to \$490 million a mile (Table 3), significantly higher than the southern segment since the downtown segment (approx. 4 miles) is primarily underground making it more expensive as compared to a primarily at-grade alignment with aerial grade separations in the south.

Table 3: Updated Project Cost for the Alternatives (in current dollars)

	Bellflower MSF	Paramount MSF	Cost/mile
Alt 1: Union Station to Pioneer (including Little Tokyo Station) (19.3 miles)	\$9.1 B	\$9.3 B	\$470-480 M/mile
Alt 2: 7 th St/Metro Center to Pioneer (19.3 miles)	\$9.3 B	\$9.5 B	\$480-490 M/mile
Alt 3: Slauson/A Line to Pioneer (14.8 miles)	\$4.9 B	\$5.1 B	\$330-345 M/mile
Alt 4: I-105/C Line to Pioneer (6.6 miles)	\$2.3 B	\$2.6 B	\$350-390 M/mile

II. Public Outreach

The Draft EIS/EIR was released for public review and comment for 45-days which was then extended to a 60-day public review period through September 28, 2021 to provide additional time for public to respond. Noticing of its release was done in accordance with CEQA and NEPA regulations and included two rounds of notices to announce details of the release of the Draft EIS/EIR as well as to provide information on the Public Hearings and comment methods. Public notification was made through direct mail (approximately 60,000 stakeholders), door-to-door drop-offs (approximately 50,000 properties), legal notices, social media posts and ads, E-blasts, SMS text messages (over 450 numbers), press releases, notices on the project website, information booths at local events, pop

-up at Metro rail stations, and other methods. The Notice of Availability was distributed to 261 agencies via USB drives which included an electronic copy of the Draft environmental document.

During the 60-day public review period, Metro hosted four Virtual Public Hearings, four Virtual Community Information Sessions and over 19 pop-up booths for in-person engagement at locations throughout the Project corridor. In addition, Metro held approximately 20 briefings to key stakeholders, elected officials, corridor cities, and other agencies. In total, approximately 452 formal comments were received during the public review period. Comments were received via various methods, including oral comments at the Public Hearings, online submissions, project email submissions and in-person at the pop-up events. A majority of the comments (199) were submitted via the online SmartComment Form. Comments were also received from approximately 20 public agencies, four elected officials, 13 businesses, and 16 Community Based Organizations (CBOs). Table 4 below depicts the numbers of formal comments received and the sources of comment submission.

Table 4: Formal Comments on the Draft EIS/EIR

Formal Comment Count on the Draft EIS/EIR	
SOURCE	QTY
Virtual Public Hearings (oral)	53
SmartComment Form	199
Project Email	159
Pop Up Events	10
Post Mail	31
TOTAL OFFICIAL COMMENT SUBMISSIONS	452
Helpline Inquiries (unofficial)	29

Approximately 193 submissions received expressed a preference between alternatives. Of these submissions, 45% supported Alternative 1: Union Station; 30% supported Alternative 2: 7th Street/Metro Center; and 28% were in favor of either alternative to achieve a connection to downtown. Of the 33 submissions from agencies, cities and other stakeholders that expressed a preference between alternatives, approximately 67% supported Alternative 1. Fourteen (14) of the submissions opposed to Alternative 1 are related to Little Tokyo. One of the submissions opposed to Alternative 1 attached a survey of residents of the Savoy and Mura buildings. When asked about Alternative 1, 102 participants indicated that they were strongly opposed. Thirty-six (36) participants provided additional comments within the survey expressing opposition to Alternative 1 and/or Design Option 2. Some of these survey participants also may have submitted comments through the public comment website. When asked about Alternatives 2, 3, and 4, collectively, 92 participants expressed support.

III. LPA Selection

Metro released a Draft EIS/EIR for the WSAB Project in July 2021. The Draft EIS/EIR included cost estimates for the alternatives based on 15% level of design that are higher than the prior estimate in the Measure M Ordinance and Long-Range Transportation Plan. The entire project's cost from the southern terminus to downtown Los Angeles increased from \$4.0 billion to \$8.567 billion. Because of the increase in cost, there is a significant funding gap.

Staff Recommendation A requests the **Los Angeles Union Station (LAUS)** as the terminus for the 19.3-mile WSAB Transit Corridor.

As outlined in the WSAB Funding Plan (received and filed by the Board on December 2, 2021), the proposed funding strategy would address the financial shortfall with a more aggressive federal New Starts grant strategy. The funding plan includes approximately \$3.15 billion of additional New Starts for the first Slauson/A Line to Pioneer segment of the project (segment 1) and \$850 million more in state funds to complete this first segment. The estimated construction schedule delivers the Project by **FY33-35** in advance of the Measure M Ordinance that delineates delivery of the Pioneer to C (Green) Line/I-105 by FY 28-31 but includes delivery of C (Green) Line/I-105 to Downtown Segment by FY 41-43.

Therefore, it is recommended that **Slauson/A Line (Blue) to Pioneer Station segment** be selected as the LPA with the Maintenance and Storage Facility located in the City of Bellflower. This is consistent with FTA's preference to issue a Record of Decision (ROD) for a project **with a known timeline and with local funding commitment**. To environmentally clear the Project to Slauson/A Line at this time would allow the Project to complete the ROD within the Measure M Expenditure Plan timeline. With this approval, staff will proceed with completing the Final EIS/EIR and seeking the ROD on this first segment of the project. This timely ROD fits within the 2-year New Starts/ Project Development window and will help start construction on the project sooner for this first segment. This proposed Board action allows for completion of the project from Slauson/A Line (Blue) to Pioneer Station, a much larger initial segment of 14.8-miles compared to a 6-mile segment, by FY33-35, in advance of the Measure M Ordinance FY41 date schedule for the second segment.

To ensure the Metro Board and Measure M commitment to connect the Project to downtown Los Angeles, staff is seeking Metro Board's approval on **selecting LAUS as the project terminus**.

The underground portion from Slauson to LAUS segment is currently estimated to cost \$4.2 billion alone (in current dollars) including the Little Tokyo Station. This segment of 4.5 miles represents 23% of the total 19.3 miles but is 46% of the total cost.

To help deliver the Slauson/A Line to LAUS segment sooner than the Measure M Expenditure Plan in FY41-43, staff is seeking approval from the Metro Board to conduct additional study to identify a cost-effective alignment route in lieu of the all-grade separated configuration currently assumed for the Slauson/A Line (Blue) to Union Station segment, concurrent to conducting the Final EIS/R for the first segment. This will provide an opportunity to lower the project capital cost, make it competitive for New Starts, and reengage the community to best define a project, including station design and locations, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area residents, employees, and businesses and especially, address comments received from the Little Tokyo community related to the Little Tokyo station location and design. After completion of this study, staff will prepare a separate environmental document for the Slauson/A Line (Blue) to Union Station segment, to get the project ready for construction, and to seek additional funding sources and open it prior to the Measure M opening date in FY41-43. Staff will work on addressing interim bus connections from the Slauson/A Line to LAUS as part of the downtown study.

Also, in developing a funding strategy for this segment, staff proposes to work with the Board to identify and seek new funding sources, such as pension fund investments, explore trade-offs such as utilizing highway funds, continue exploring the feasibility and potential benefits of public private partnerships, including a project development agreement for Slauson/A Line to LAUS segment, and other ways to align available funding with Metro's priorities.

Based on major considerations for an MSF site that include potential environmental impacts, stakeholder support and cost, staff is recommending the Bellflower MSF site. Overall, the Bellflower MSF site would require fewer acquisitions, displace fewer businesses, and have lower capital cost (approximately \$458 million) compared to the Paramount MSF site (approximately \$681 million). Therefore, the **Bellflower MSF site option** is the preferred site. Staff will continue to work with City of Bellflower staff to accommodate a future city open space on the parcel where the MSF would be located, with this future open space to be designed, environmentally cleared, and maintained by the City.

Staff will be hosting a series of briefings for key board staff and board members, Gateway COG Transportation Committee, Eco-Rapid Transit JPA Board, WSAB City Managers Technical Advisory Committee (TAC), and Gateway Cities City Managers Steering Committee to provide an update on the LPA Board action. In addition, staff will host a briefing(s) for state and federal elected officials.

Staff in coordination with project corridor cities will be live-streaming the board meeting at key locations along the project corridor to enable the public to visit an in-person location that is most convenient to provide comments. A few key locations include:

- **Artesia:** Albert O. Little Community Center (18750 Clarkdale Ave, Artesia, CA 90701)
- **Cerritos:** Cerritos Center for the Performing Arts (18000 Park Plaza Dr Cerritos, CA 90703)
- **South Gate:** City Hall, Council Chambers (8650 California Ave, South Gate, CA 90280)
- **Huntington Park:** City Hall (6550 Miles Av, Huntington Park, CA 90255)
- **Downtown LA:** Para Los Ninos Charter Elementary School (1617 E. 7th St, Los Angeles, CA 90021)
- **Downtown LA:** Japanese American National Museum (100 Central Ave, Los Angeles, CA 90012)

DETERMINATION OF SAFETY IMPACT

Approval of the Draft EIS/EIR and selection of an LPA will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The FY21-22 budget contains \$4,487,319 in Cost Center 4370 (Mobility Corridors), Project 460201 (WSAB Corridor Administration) for professional services. Since this is a multi-year contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The funding for this project is in the Measures R and M Expenditure Plans. As these funds are earmarked for the WSAB Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

EQUITY ASSESSMENT

This Project will benefit communities with the addition of a new high quality, reliable transit service which will increase mobility and connectivity for the historically underserved and transit-dependent communities in the corridor. The WSAB Transit Corridor is comprised largely by Environmental Justice (EJ) communities and Equity Focus Communities (EFC). In 2017 (the first year of environmental analysis), people of color comprised 65 percent of the total Study Area population, with Hispanic/Latino groups alone accounting for 51 percent of the total population. In addition, 47 percent of Study Area residents live below the poverty level, which is higher than the county average of 33 percent. Attachments C and D depict the minority and low-income populations along the WSAB Corridor. Within the Study Area, approximately 19 percent of households do not have access to their own car compared to approximately 9 percent of households in LA County as a whole. This indicates that a significant number of households in the Study Area depend on transit as their primary mode of transportation.

Metro is pursuing TOC Corridor Baseline Assessments to support corridor communities in identifying strategies to equitably leverage the positive benefits on the transit investment while also preparing for potential unintended consequences around issues like gentrification and displacement. Other efforts to support corridor communities include the TOC Grant Writing Assistance Program that supports cities in securing grants around affordable housing and community stabilization and the TOC Technical Assistance Program that supports cities around Affordable Housing and Community Stabilization. As part of a related effort, Metro conducted the WSAB Transit Oriented Development Strategic Implementation Plan (TODSIP) (May 2019) to help cities along the corridor conduct planning studies in preparation of the proposed project.

Since initiating the Project study, staff has conducted extensive outreach efforts for corridor communities, and has continued to engage project stakeholders through a variety of forums and platforms, including special outreach efforts to reach out to people of color, low income, limited English proficiency populations, and persons with disabilities. For example, trilingual (English/Spanish/Japanese) meeting notices, and multilingual project fact sheets, eblasts, and newspaper advertisements were developed. As well, information booths and pop-up tables were also staffed by multilingual staff at local community events, popular destinations, and back-to-school-night events along the project corridor. Staff remains committed to continued extensive engagement and outreach efforts with corridor communities during the development of the Final EIS/EIR. Metro staff will also reengage corridor communities during any additional environmental study to deliver the downtown segment sooner, as directed by the Board. Special outreach efforts will continue to be made to reach out to people of color, low income, limited English proficiency populations, and persons with disabilities.

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 could decide to not select an LPA at this time. This is not recommended as it would result in further delays to the Project, making it difficult to meet the Measure M Expenditure Plan schedule. Alternately, the Board could decide to make additional alignment changes or request to add stations or grade-separations or select another Alternative as the Project's LPA. All these will result in project schedule delays, as it will require redesign, revaluation of environmental analysis which has the potential to delay the Final EIS/R completion. Depending on the environmental impacts associated with these new elements a recirculation of the document might be required, therefore, further delaying the Final EIS/R completion. In addition, these new project elements will increase project cost. However, this is not recommended as the Draft EIS/EIR identified Slauson/A Line to Pioneer Station as the preferred alternative in consideration of the benefits, costs, environmental impacts, and financial capacity.

NEXT STEPS

After selection of an LPA, staff will update its request to FTA to enter into project development and initiate work on the Project's Final EIS/EIR. Staff anticipates returning to the Board in March 2022 for Contract Modification for the Final EIS/R and the downtown study. In the meantime, work staff will continue coordination with key agencies and stakeholders to get further clarifications on the Draft EIS/R comments [and funding advocacy](#). Staff anticipates Metro Board Certification of the EIR, along with consideration of project delivery method (P3 or other method) in Fall of 2022, and then approaching the FTA to obtain a Record of Decision (ROD) in spring 2023.

ATTACHMENTS

Attachment A - WSAB Draft EIS/EIR Executive Summary

Attachment B - WSAB Build Alternatives Map

Attachment C - Percent Minority Population

Attachment D - Percent Low-income Population

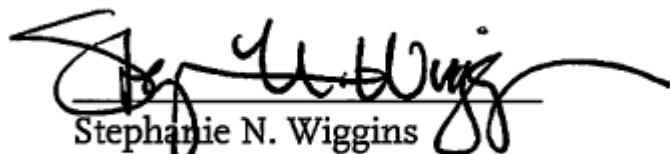
Prepared by: Meghna Khanna, Senior Director, Countywide Planning & Development, (213) 922-3931

Dolores Roybal, DEO, Countywide Planning & Development, (213) 922-3024

Allison Yoh, EO, Countywide Planning & Development, (213) 922-4812

David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

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



Stephanie N. Wiggins
Chief Executive Officer

West Santa Ana Branch Transit Corridor

Draft EIS/EIR: Executive Summary



Metro®

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

Draft EIS/EIR: Executive Summary

July 2021

Draft Environmental Impact Statement/ Environmental Impact Report

LEAD AGENCIES: Federal Transit Administration of the U.S. Department of Transportation; Los Angeles County Metropolitan Transportation Authority

State Clearinghouse No.: 2017061007

TITLE OF PROPOSED ACTION: West Santa Ana Branch Transit Corridor Project

Additional written comments and/or questions concerning this document should be directed to the following:

Meghna Khanna
Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012
Phone: (213) 922-6262
wsab@metro.net

Charlene Lee Lorenzo
Director
Federal Transit Administration
Region 9
Los Angeles Office
888 S. Figueroa Street,
Suite 440
Los Angeles, CA 90017
Phone: (213) 202-3952

Rusty Whisman
Transportation Program
Specialist
Federal Transit
Administration Region 9
888 S. Figueroa Street,
Suite 440
Los Angeles, CA 90017
Phone: (213) 202-3956

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ACRONYMS AND ABBREVIATIONS

Acronym	Definition
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CPUC	California Public Utilities Commission
EIR	environmental impact report
EIS	environmental impact statement
FTA	Federal Transit Administration
LPA	Locally Preferred Alternative
LRT	light rail transit
Metro	Los Angeles County Metropolitan Transportation Authority
MSF	maintenance and storage facility
MWD	Metropolitan Water District
NEPA	National Environmental Policy Act
Project	West Santa Ana Branch Transit Corridor Project
SHPO	State Historic Preservation Office
UP	Union Pacific
WSAB	West Santa Ana Branch

S EXECUTIVE SUMMARY

The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (Metro) are sponsoring a transit project along the historic West Santa Ana Branch (WSAB) corridor within Los Angeles County, known as the WSAB Transit Corridor Project (Project).

S.1 Project Purpose and Need

S.1.1 Purpose of the Project

The Project's overall purpose is to provide high-quality reliable transit service to meet the future mobility needs of residents, employees, and visitors who travel within and through the corridor. This new transit service will increase mobility and connectivity for historically underserved and transit-dependent communities, improve travel times on local and regional transportation networks relative to not making this investment, and accommodate substantial future employment and population growth.

S.1.2 Need for the Project

Located in southeastern Los Angeles County, the Study Area is approximately 98 square miles and incorporates 20 individual cities (Figure S-1). The Study Area is currently home to 1.4 million residents and 618,500 jobs, which are projected to increase to 1.6 million residents and 746,000 jobs by 2042. Most of the Study Area is served by buses that operate primarily along a heavily congested freeway and arterial network. As the population and employment within the Study Area are predicted to grow substantially over the next 20 years, the congestion of the roadway network is expected to worsen, resulting in the further decreased reliability of transit service.

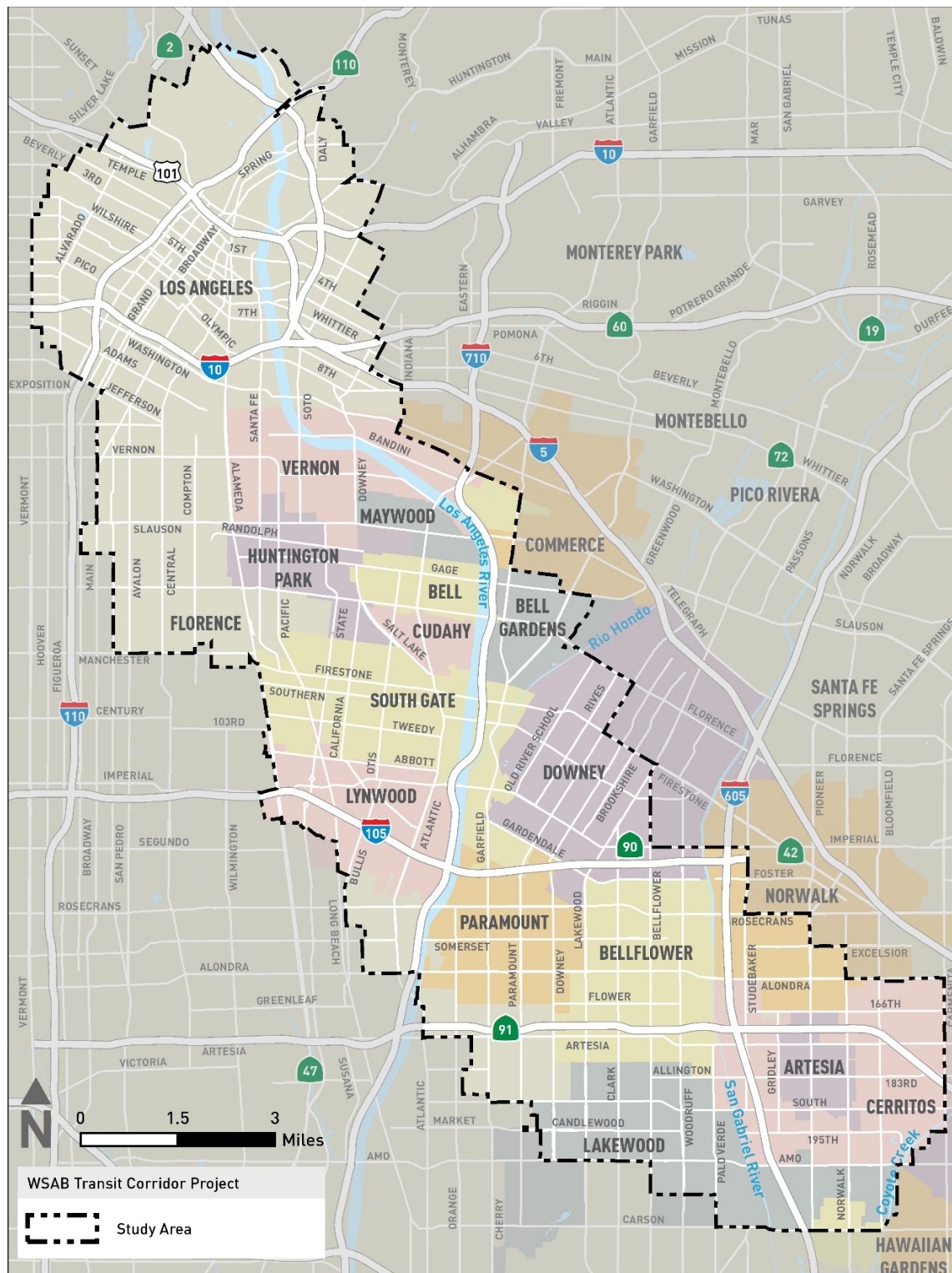
S.2 Alternatives Considered/Project Description

Metro has identified four Build Alternatives as well as a No Build Alternative that are considered and included in this Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Based on the findings for the Build Alternatives as evaluated in this Draft EIS/EIR, and in consideration of funding availability, Metro has identified Alternative 3 as the Staff Preferred Alternative.

S.2.1 No Build Alternative

The No Build Alternative provides the background transportation network, against which the Build Alternatives' impacts are identified and evaluated pursuant to the National Environmental Policy Act (NEPA). The No Build Alternative does not include the Project.

Figure S-1. WSAB Transit Corridor Study Area



Source: Prepared on behalf of Metro in 2020

S.2.2 Build Alternatives

Four Build Alternatives, two design options, and two site options for a maintenance and storage facility (MSF) are evaluated in this Draft EIS/EIR:

- Alternative 1: Los Angeles Union Station to Pioneer Station
 - Design Option 1: Los Angeles Union Station – Metropolitan Water District (MWD)
 - Design Option 2: Addition of Little Tokyo Station
- Alternative 2: 7th Street/Metro Center to Pioneer Station
- Alternative 3: Slauson/A Line (Blue) to Pioneer Station (Staff Preferred Alternative)
- Alternative 4: I-105/C Line (Green) to Pioneer Station
- Paramount MSF site option
- Bellflower MSF site option

Table S.1 summarizes the components for each Build Alternative, and Figure S-2 shows the alignments and station locations for the Build Alternatives.

Table S.1. Summary of Build Alternative Project Components

Project Components Alternatives	Build Alternatives			
	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Alignment length	19.3 miles	19.3 miles	14.8 miles	6.6 miles
Stations configurations	11 3 aerial; 6 at-grade; 2 underground ¹	12 3 aerial; 6 at-grade; 3 underground	9 3 aerial; 6 at-grade	4 1 aerial; 3 at-grade
Parking facilities	5 (up to approximately 2,795 spaces)	5 (up to approximately 2,795 spaces)	5 (up to approximately 2,795 spaces)	4 (up to approximately 2,180 spaces)
Length of underground, at-grade, and aerial	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial ²	2.3 miles underground; 12.3 miles at-grade; 4.7 miles aerial ²	12.2 miles at-grade; 2.6 miles aerial ²	5.6 miles at-grade; 1.0 mile aerial ²
At-grade crossings	31	31	31	11
Elevated street crossings	25	25	15	7
Freight crossings	10	10	9	2
Freeway crossings	6 (3 freeway undercrossings ³ at I-710; I-605, SR-91)	6 (3 freeway undercrossings ³ at I-710; I-605, SR-91)	4 (3 freeway undercrossings ³ at I-710; I-605, SR-91)	3 (2 freeway undercrossings ³ at I-605, SR-91)

Project Components Alternatives	Build Alternatives			
	Alternative 1	Alternative 2	Alternative 3	Alternative 4
River crossings	3	3	3	1
Radio towers	2	2	0	0
TPSS facilities	22 ¹	23	17	7
MSF site options ⁴	2	2	2	2
Capital cost (2020\$) with MSF ⁵	\$8.5 billion – \$8.8 billion	\$9.2 billion – \$9.5 billion	\$4.9 billion – \$5.1 billion	\$2.3 billion – \$2.6 billion

Source: Prepared on behalf of Metro in 2021

Notes: ¹ Under Design Option 2 – Add Little Tokyo Station, an additional underground station and TPSS site would be added under Alternative 1.

² Alignment configuration measurements count retained fill embankments as at-grade.

³ The light rail tracks crossing beneath freeway structures.

⁴ Only one maintenance and storage facility would be constructed.

⁵ Costs range from the low end (with the Bellflower MSF site option) to the high end (with the Paramount MSF site option). The cost ranges include the cost of Design Option 1. Costs for Design Option 2 are not included and may differ from Design Option 1. MSF = maintenance and storage facility; TPSS = traction power substation

The Build Alternatives would operate approximately 22 hours daily, seven days per week, from about 4:00 a.m. to 2:00 a.m.

Construction activities are anticipated to occur over the course of approximately six years, commencing in 2022 and ending in 2028. Revenue service is expected to begin in 2028.

S.3 Transportation

Chapter 3 of this Draft EIS/EIR discusses existing transportation conditions, effects, project measures, and mitigation measures (as applicable), and impacts after mitigation for operation and construction of the Project. Project measures are incorporated as part of the Project and consist of design features, best management practices, or other measures required by law and/or permit approvals that avoid or minimize potential effects. Mitigation measures are additional actions, not otherwise part of the Project, that are designed to avoid, minimize, or compensate for adverse or significant impacts.

A summary of impacts to the transportation system is provided in Table S.2. The analysis includes impacts to streets and intersections, freight tracks, transit, bicycle and pedestrian facilities, and parking. Table S.2 also identifies mitigation to address adverse and/or significant impacts.

Figure S-2. WSAB Transit Corridor Build Alternatives



Source: Prepared on behalf of Metro in 2020

Table S.2. Potential Transportation Impacts and Mitigation Measures

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Traffic Operations	Intersections where operations deteriorate because (1) tracks are through/adjacent to existing intersections and queues from mid-block rail crossings build up when gates are down, (2) vehicular traffic associated with proposed park-and-ride facilities, and (3) roadway modifications required to accommodate the Project.	NEPA: Alternatives 1, 2, 3, and the design options would result in adverse impacts at 20 intersections during one or both peak periods. Alternative 4 would result in adverse impacts at 7 intersections during one or both peak periods.	Signalization strategies to minimize impacts of queues and intersection modifications as described in Mitigation Measures TRA-1 through TRA-19, which are specific intersection improvements.	NEPA: Alternatives 1, 2, 3, and the design options would continue to have adverse impacts at 12 intersections. Alternative 4 would not have adverse impacts after mitigation.
Transit	Each of the Build Alternatives would increase the percentage of trips within Los Angeles County that are taken on transit. This mode shift is reflected in the number of daily new transit trips taken.	NEPA: Relative to the No Build Alternative, in 2042 daily new transit trips would increase by: Alternative 1 18,375 Alternative 2 20,224 Alternative 3 9,206 Alternative 4 4,749 Design Option 1 (MWD) ¹ 19,289 Design Option 2 (Add Little Tokyo) ¹ 17,007	None required	NEPA: None
Active Transportation	The Project would cause impacts to active transportation (pedestrian and bicycle) facilities where it would remove or degrade a bike facility or sidewalk. Beneficial effects would occur where new facilities are added, or existing facilities are upgraded.	NEPA: All Build Alternatives would displace sections of the Paramount Bike Trail and Bellflower Bike Trail, which could result in an adverse effect if not realigned. Active transportation enhancements would include physical improvements (e.g., barriers and gates), channelization and signing, illumination, and other design improvements.	Realign bike trails per Mitigation Measure LU-1 (Consistency with Bike Plans).	NEPA: With mitigation, these existing active transportation facilities would be realigned to maintain continuity under all Build Alternatives and there would not be adverse effects after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Parking	The Project could affect the supply of on- and off- street parking, and contribute to spillover parking impacts in the vicinity of future stations. Also, parking would be removed in some areas to accommodate the tracks.	NEPA: The Build Alternatives would not result in adverse effects related to off-street parking. Alternatives 1 and 2 would result in adverse effects related to on-street parking, as the loss of parking would not accommodate the existing demand. For Alternatives 1 and 2, the combined total of dedicated parking provided and on-street parking availability would not accommodate the projected demand at the Firestone Station, and adverse effects could occur.	Mitigation Measures TRA-21 (Parking Monitoring and Community Outreach) and TRA-22 (Parking Mitigation Program [Permanent]).	NEPA: Parking patterns near future stations and in areas where existing parking is removed would change. After mitigation, adverse effects would remain for Build Alternatives 1 and 2.
California Environmental Quality Act Determination —Operation	Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	CEQA: The Build Alternatives would improve transit service, accessibility, and reliability. Active transportation networks would be modified to accommodate the Project. The Build Alternatives could preempt the future development and implementation of planned bicycle paths.	Realign bike trails per Mitigation Measure LU-1 (Consistency with Bike Plans).	CEQA: Significant and unavoidable impacts due to conflicts with bicycle master plans for all Build Alternatives after mitigation.
	Would the Project conflict or be inconsistent with <i>CEQA Guidelines</i> Section 15064.3, subdivision (b)?	CEQA: Relative to the Existing Conditions, VMT would decrease by: Alternative 1 216,100 Alternative 2 215,000 Alternative 3 71,800 Alternative 4 36,300 Design Option 1 (MWD) ¹ 236,300 Design Option 2 (Add Little Tokyo) ¹ 218,500	None required	CEQA: Beneficial effects and less than significant impact for all Build Alternatives.
	Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	CEQA: For all Build Alternatives, at-grade crossings would be designed with safety measures.	Mitigation Measure SAF-1 (Encroachment Detection)	CEQA: Less than significant for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project result in inadequate emergency access?	CEQA: The Build Alternatives would not interfere with adopted emergency response or evacuation plans, emergency service providers, or otherwise increase the demand for emergency response services.	None required	CEQA: Less than significant for all Build Alternatives.
Construction Phase	Construction would include track and station construction at-grade through and adjacent to local streets with live traffic, underground track and station construction, overhead/aerial track and station construction, at-grade station parkway construction, and street closure/turning movement restrictions.	NEPA: For all Build Alternatives, workers and equipment accessing the construction site would increase traffic and require parking. Transportation system effects associated with aerial (columns) or underground (cut and cover) construction of rail lines could result in lane or roadway closures, which would affect vehicular traffic and transit services. Construction could also result in closure of bicycle and pedestrian facilities. Existing freight tracks would require relocation in some locations.	TRA-20 (Transportation Management Plan(s)) and TRA-23 (Loss of Parking (Construction)).	NEPA: Temporary construction-related impacts would be minimized, but adverse effects would still occur for all Build Alternatives after mitigation.
California Environmental Quality Act Determination—Construction	Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, and bicycle and pedestrian facilities?	CEQA: Construction activities would not conflict with plans, policies, or ordinances associated with the transportation system.	TRA-20 (Transportation Management Plan(s))	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	CEQA: Construction activity would be localized to the work area and would not significantly change vehicle circulation in the Study Area as a whole.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	CEQA: Construction of the Build Alternatives would require temporary modifications that would follow standard construction practices for temporary vehicle, freight, pedestrian, and bicycle handling that would minimize hazards.	TRA-20 (Transportation Management Plan(s))	CEQA: Less than significant for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project result in inadequate emergency access?	CEQA: Construction activity would require temporary modification of existing transportation facilities. Coordination with emergency responders would occur to maintain emergency access and to minimize project-related delays in response times.	TRA-20 (Transportation Management Plan(s)) and COM-1 (Construction Outreach Plan)	CEQA: Less than significant for all Build Alternatives after mitigation.

Source: Compiled on behalf of Metro in 2021

Notes: ¹ Data totals for Design Options 1 and 2 include the Alternative 1 alignment with the specified Design Option.

CEQA = California Environmental Quality Act; MWD = Metropolitan Water District; NEPA = National Environmental Policy Act; VMT = vehicle miles traveled

S.4 Affected Environment and Environmental Consequences

Chapter 4 of this Draft EIS/EIR discusses the existing conditions, environmental effects, project measures and mitigation measures (as applicable), and environmental impacts after mitigation for operation and construction of the Project. Both a NEPA finding, considering context and intensity of effect, and a California Environmental Quality Act (CEQA) determination are included. The CEQA determination included for each element of the environment identifies the CEQA significance thresholds that are applicable to that topic and provides an evaluation of the Project's effects relative to the thresholds.

Project and/or mitigation measures have been identified to address impacts. Project measures are incorporated as part of the Project and consist of design features, best management practices, or other measures required by law and/or permit approvals that avoid or minimize potential effects. These measures are requirements of the Project. Where relevant, the measures were included in the impact analyses. Mitigation measures are additional actions, not otherwise part of the Project, that are designed to avoid, minimize, or compensate for adverse or significant impacts. These measures are required where significant or adverse impacts have been identified based on the impact analyses.

A summary of operational environmental impacts and required mitigation measures is provided in Table S.3. Construction-phase impacts and mitigation measures are summarized in Table S.4. Growth-inducing, cumulative, and environmental justice impacts and mitigation measures are summarized in Table S.5.

Table S.3. Operational Environmental Impacts and Mitigation Measures

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Land Use	Project effects could relate to land use compatibility with surrounding land uses.	<p>NEPA: The Build Alternatives would not conflict with surrounding uses, change the function of the rail ROWs as rail corridors, impede or change the function of the freight tracks and freight sidings that are used by nearby industrial uses, or physically divide an established community.</p> <p>The Build Alternatives would require the realignment of the Bellflower Bike Trail segment east of Bellflower Boulevard and the relocation of a bus stop to accommodate the Bellflower Station. The bike trail and bus stop would continue to be available for use by the community and access would not be affected.</p>	Mitigation Measure LU-1 (Consistency with Bike Plans)	<p>NEPA: With implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), the Project would maintain function of the bike trails and continuity with the Paramount Bike Trail and Bellflower Bike Trail. Therefore, after mitigation no adverse effects would remain for any of the Build Alternatives.</p>
	Project effects could relate to consistency with applicable regional and local land use plans, policies, and regulations.	<p>NEPA: The Build Alternatives would be compatible with regional and local land use plans, policies, and regulations. However, all of the Build Alternatives could preempt future development and implementation of planned bike paths identified in local plans. While planned, the bike paths are unfunded and not scheduled for implementation. However, the reclassification of the bike paths is considered an inconsistency with the current bike plans and an adverse effect would occur.</p>	Mitigation Measure LU-1 (Consistency with Bike Plans)	<p>NEPA: With implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), all Build Alternatives may still preempt current plans for future development and implementation of bike paths and would result in inconsistencies with local plans. The process to amend bike plans is a local process, including public participation, and the ultimate outcome and resolution of plan elements cannot be predicted. Therefore, after mitigation, adverse effects would remain for all of the Build Alternatives.</p>

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project physically divide an established community?	CEQA: The Build Alternatives would not introduce physical barriers or generate permanent access disruptions to existing land uses on either side of the proposed alignment, and access to the surrounding community would remain available.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	CEQA: The Build Alternatives would be consistent with applicable land use plans, goals, objectives, and policies of regional agencies and local jurisdictions. However, Alternatives 1, 2, and 3 could preempt future development and implementation of planned bike paths identified for the Cities of Cudahy, Huntington Park, South Gate, and Bell. Alternative 4 could preempt future development and implementation of the planned bike path identified in the City of South Gate Bike Master Plan. While planned, the bike paths are unfunded and not scheduled for implementation. However, the reclassification of the bike paths is considered an inconsistency with the current bike plans and an adverse effect would occur. There would be inadequate space to accommodate a proposed bicycle path, project tracks, and relocated freight tracks.	Mitigation Measure LU-1 (Consistency with Bike Plans)	CEQA: The process to amend bike plans is a local process, including public participation, and the ultimate outcome and resolution of plan elements cannot be predicted. The Build Alternatives would result in significant and unavoidable impacts after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Communities and Neighborhoods	Project effects could relate to access and mobility, community character and cohesion, and community stability.	<p>NEPA: The Build Alternatives would improve and not adversely affect access and mobility; community character and cohesion would be maintained; and increased connections among communities would support community stability.</p> <p>The Build Alternatives would result in changes to access and mobility patterns, but surrounding access to the community and community resources would remain. Changes to the existing noise, traffic, visual character, land use, and expected population growth would occur but would not affect community character and cohesion.</p>	Mitigation Measures TRA-1 through TRA-19, which are specific intersection improvements, VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of “Belle”), and NOI-1 through NOI-7, which include soundwalls, low-impact frogs, wheel squeal noise monitoring, crossing signal bells, gate-down-bell stop variance, and TPSS noise reduction.	NEPA: With mitigation, the Build Alternatives would not result in adverse effects.
	Would the Project 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)?	CEQA: The Build Alternatives would not directly result in population growth within surrounding communities. Opportunities for TOD around stations is consistent with SCAG growth projections and local community plans.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation																
Acquisitions and Displacements	Acquisitions would be required to accommodate the structures and columns for the aerial segments of the alignment, TPSS sites, parking facilities, permanent underground easements to accommodate tunneling for underground alignments and underground TPSS sites, and station entrances, grade crossings and separations, freight track relocation, and other ancillary facilities.	NEPA: The Build Alternatives would require full and partial acquisition of a varying number of parcels: <table><tr><td>Alternative 1</td><td>220</td></tr><tr><td>Alternative 2</td><td>283</td></tr><tr><td>Alternative 3</td><td>172</td></tr><tr><td>Alternative 4</td><td>59</td></tr><tr><td>Design Option 1 (MWD)</td><td>12</td></tr><tr><td>Design Option 2 (Add Little Tokyo)</td><td>4</td></tr><tr><td>Paramount MSF site option</td><td>43</td></tr><tr><td>Bellflower MSF site option</td><td>2</td></tr></table> With compliance with the Uniform Act, California Relocation Act, and other applicable regulations, no adverse effect would occur.	Alternative 1	220	Alternative 2	283	Alternative 3	172	Alternative 4	59	Design Option 1 (MWD)	12	Design Option 2 (Add Little Tokyo)	4	Paramount MSF site option	43	Bellflower MSF site option	2	None required	NEPA: No adverse effect for all Build Alternatives.
	Alternative 1	220																		
Alternative 2	283																			
Alternative 3	172																			
Alternative 4	59																			
Design Option 1 (MWD)	12																			
Design Option 2 (Add Little Tokyo)	4																			
Paramount MSF site option	43																			
Bellflower MSF site option	2																			
	Acquired properties would result in business displacements.	NEPA: The Build Alternatives would displace a varying number of businesses: <table><tr><td>Alternative 1</td><td>89</td></tr><tr><td>Alternative 2</td><td>108</td></tr><tr><td>Alternative 3</td><td>65</td></tr><tr><td>Alternative 4</td><td>18</td></tr><tr><td>Design Option 1 (MWD)</td><td>0</td></tr><tr><td>Design Option 2 (Add Little Tokyo)</td><td>1</td></tr><tr><td>Paramount MSF site option</td><td>5</td></tr><tr><td>Bellflower MSF site option</td><td>2</td></tr></table> Metro would provide relocation assistance and compensation for all displaced businesses as required under the Uniform Act and California Relocation Act.	Alternative 1	89	Alternative 2	108	Alternative 3	65	Alternative 4	18	Design Option 1 (MWD)	0	Design Option 2 (Add Little Tokyo)	1	Paramount MSF site option	5	Bellflower MSF site option	2	None required	NEPA: No adverse effect for all Build Alternatives.
Alternative 1	89																			
Alternative 2	108																			
Alternative 3	65																			
Alternative 4	18																			
Design Option 1 (MWD)	0																			
Design Option 2 (Add Little Tokyo)	1																			
Paramount MSF site option	5																			
Bellflower MSF site option	2																			

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation																
	Acquired properties would result in residential displacements.	NEPA: The Build Alternatives would displace a varying number of residential units: <table><tr><td>Alternative 1</td><td>21</td></tr><tr><td>Alternative 2</td><td>21</td></tr><tr><td>Alternative 3</td><td>21</td></tr><tr><td>Alternative 4</td><td>8</td></tr><tr><td>Design Option 1 (MWD)</td><td>0</td></tr><tr><td>Design Option 2 (Add Little Tokyo)</td><td>0</td></tr><tr><td>Paramount MSF site option</td><td>7</td></tr><tr><td>Bellflower MSF site option</td><td>0</td></tr></table> Metro would provide relocation assistance and compensation for all displaced residences as required under the Uniform Act and California Relocation Act.	Alternative 1	21	Alternative 2	21	Alternative 3	21	Alternative 4	8	Design Option 1 (MWD)	0	Design Option 2 (Add Little Tokyo)	0	Paramount MSF site option	7	Bellflower MSF site option	0	None required	NEPA: No adverse effect for all Build Alternatives.
Alternative 1	21																			
Alternative 2	21																			
Alternative 3	21																			
Alternative 4	8																			
Design Option 1 (MWD)	0																			
Design Option 2 (Add Little Tokyo)	0																			
Paramount MSF site option	7																			
Bellflower MSF site option	0																			
	Would the Project displace substantial numbers of existing people, housing, or business, necessitating the construction of replacement housing or replacement business elsewhere?	CEQA: Displacements would occur as shown in prior rows. This would not necessitate the construction of replacement housing or business. Metro would provide relocation assistance and compensation for all displaced businesses as required under the Uniform Act and California Relocation Act.	None required	CEQA: Less than significant for all Build Alternatives.																

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Visual and Aesthetics	The Project could affect visual character and quality, scenic vistas, light, and glare.	NEPA: The Build Alternatives would introduce new visual elements to the surrounding area. The Build Alternatives would not change the natural topography of the Affected Area, and most changes would be neutral and compatible with the surrounding visual compatibility, viewer sensitivity, visual quality, and visual character. The Build Alternatives would result in adverse visual effects with the removal of the “Belle” public art cow statue and the decorative wall and landscaping at Somerset Boulevard.	Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of “Belle”)	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Would the Project have a substantial adverse effect on a scenic vista?	CEQA: No scenic vistas are present in the Affected Area. Therefore, no scenic vistas would be affected.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	CEQA: No state scenic highways are located within the Affected Area. Therefore, no scenic resources within a state scenic highway would be affected.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	In nonurbanized areas, would the Project 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). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	CEQA: The Affected Area is urbanized. The Build Alternatives would remove the existing decorative wall and landscaping on the south side of the World Energy storage tracks (east of the proposed LRT tracks) in the City of Paramount and the “Belle” public art cow statue in the City of Bellflower. These effects would conflict with the City of Paramount Municipal Code requirement to conceal views of open storage areas and the City of Bellflower’s public arts program.	Mitigation Measures VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of “Belle”)	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	CEQA: The Build Alternatives would not result in substantial change to existing lighting and glare.	None required	CEQA: Less than significant for all Build Alternatives.
Air Quality	The Project could affect daily air pollutant emissions in the Affected Area.	NEPA: The Build Alternatives would reduce regional air pollutant emissions through changes in regional transportation patterns due to mode shift and increased transit ridership. The Build Alternatives would not result in adverse effects related to MSAT emissions.	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project conflict with or obstruct implementation of the applicable air quality plan?	CEQA: The Build Alternatives would reduce daily VMT within the Affected Area resulting in reduced emissions from vehicle exhaust and road dust.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project 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?	CEQA: The Project is listed in the region's currently conforming 2020-2045 RTP/SCS. The Build Alternatives would not result in an incremental increase in daily emissions that would exceed any applicable SCAQMD threshold.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project expose sensitive receptors to substantial pollutant concentrations?	CEQA: The Build Alternatives would not introduce a new land use development that would constitute a substantial direct source of air pollutant emissions to the Affected Area during operation.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	CEQA: The Build Alternatives would not generate a substantial source of operational odors.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Greenhouse Gas Emissions	The Project would reduce annual GHG emissions during operation.	NEPA: The Build Alternatives would reduce GHG emissions relative to the No Build Alternative. GHG emission reductions relative to the No Build Alternative for 2042, including amortized construction emissions (MTCO ₂ e/year). Reduction compared to No Build Alternative: Alternative 1 -34,824 (-0.061%) Alternative 2 -27,234 (-0.048%) Alternative 3 -1,681 (-0.003%) Alternative 4 -4,916 (-0.008%) Design Option 1 (MWD) ¹ -38,783 (-0.068%) Design Option 2 (Add Little Tokyo) ¹ -35,992 (-0.063%)	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	CEQA: The Build Alternatives would generate direct GHG emissions through operations at the MSF, and indirect GHG emissions would be generated through energy use; however, they would result in a net reduction in GHG over time.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG?	CEQA: The Build Alternatives are consistent with the 2016-2040 RTP/SCS and relevant GHG reduction and conservation plans.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Noise and Vibration	The Project could cause noise impacts at sensitive land uses.	NEPA: Moderate and severe noise impacts from LRT pass-by, ancillary facilities, and relocated freight operation would occur at a varying number of sensitive land uses: Alternative 1 327 Alternative 2 328 Alternative 3 288 Alternative 4 164	Mitigation Measures NOI-1 through NOI-7, which include soundwalls, low-impact frogs, wheel squeal noise monitoring, crossing signal bells, gate-down-bell stop variance, and TPSS noise reduction	NEPA: Mitigation would reduce the number of sensitive land uses experiencing noise impacts to: Alternative 1 225 Alternative 2 225 Alternative 3 211 Alternative 4 120 Effects would remain adverse at those locations.
	The Project could cause vibration impacts at sensitive land uses.	NEPA: Project operation could create groundborne vibration that would exceed FTA impact criteria at a varying number of sensitive land uses: Alternative 1 102 Alternative 2 101 Alternative 3 96 Alternative 4 62	Mitigation Measures VIB-1 (Ballast Mat or Resilient Rail Fasteners) and VIB-2 (Low-Impact Frogs)	NEPA: Mitigation would reduce the number of sensitive land uses experiencing vibration impacts to: Alternative 1 14 Alternative 2 14 Alternative 3 13 Alternative 4 11 Effects would remain adverse at those locations.
	Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established by FTA or in the local general plans or noise ordinances?	CEQA: Noise impacts would occur as identified in prior rows.	Mitigation Measures NOI-1 through NOI-7, which include soundwalls, low-impact frogs, wheel squeal noise monitoring, crossing signal bells, gate-down-bell stop variance, and TPSS noise reduction	CEQA: Significant and unavoidable after mitigation for the number of receptors identified in prior rows.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?	CEQA: Vibration impacts would occur as identified in prior rows.	Mitigation Measures VIB-1 (Ballast Mat or Resilient Rail Fasteners) and VIB-2 (Low-Impact Frogs)	CEQA: Significant and unavoidable after mitigation for the number of receptors identified in prior rows.
	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 2 miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	CEQA: No public airports or private airstrips are located within 2 miles of the project area.	None required	CEQA: No impact for all Build Alternatives.
Ecosystems/ Biological Resources	The Study Area supports urban landscaping and ruderal/ ornamental vegetation. Wildlife resources are limited to those species adapted to highly urbanized environments.	NEPA: The Build Alternatives would not adversely affect any candidate, sensitive, or special status plant species or protected trees. The Build Alternatives are unlikely to affect wildlife species if present. The Build Alternatives would not impact jurisdictional water resources.	None required	NEPA: No adverse effect for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project 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 Wildlife or United States Fish and Wildlife Service?	CEQA: Operation of the Project would be unlikely to affect wildlife species and, therefore, impacts would be less than significant.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	CEQA: The Build Alternatives would not result in impacts to riparian habitat or other sensitive natural communities.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, and coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	CEQA: The Build Alternatives would not result in impacts to state or federally protected wetlands.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project 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?	CEQA: The Build Alternatives would not interfere with the movement of 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. CDFW does not identify any mapped California Essential Habitat Connectivity areas within the Affected Area, nor does it contain any Missing Linkages, as identified by the South Coast Wildlands Network.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	CEQA: The Build Alternatives would not conflict with any local policies or ordinances protecting biological resources.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	CEQA: The Build Alternatives would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Geotechnical, Subsurface, and Seismic	The Affected Area could be subject to seismic shaking and fault-induced ground rupture, liquefaction and seismically induced settlement, seismically induced inundation, expansive soils, ground settlement and collapsible soils, and naturally occurring oil and gas.	NEPA: No known active faults capable of ground rupture are mapped within the Affected Area. The Build Alternatives could subject people and structures to moderate to strong seismic ground shaking. In accordance with state and local seismic design criteria, structures would be designed and constructed to withstand the estimated seismic ground shaking and resulting ground loads and deformations.	None required	NEPA: No adverse effect for all Build Alternatives.
		NEPA: The Build Alternatives could subject people and structures to the effects of liquefaction or seismically induced settlement. Adverse effects would be avoided with implementation of mandatory design requirements.	None required	NEPA: No adverse effect for all Build Alternatives.
		NEPA: For Alternatives 1 and 2, the proposed portal and underground station locations are outside of the dam inundation areas. For the at-grade elements of Alternatives 1, 2, 3, and 4, if seismically induced inundation occurred, the inundation would be short-lived and accommodated by drainage systems.	None required	NEPA: No adverse effect for all Build Alternatives.
		NEPA: The Build Alternatives could subject people and structures to the effects of expansive soils, which could result in damage to structures. Adverse effects would be avoided with implementation of mandatory design requirements.	None required	NEPA: No adverse effect for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
		NEPA: The Build Alternatives could subject people and structures to the effects of ground settlement, which could result in damage to structures. Adverse effects would be avoided with implementation of mandatory design requirements.	None required	NEPA: No adverse effect for all Build Alternatives.
		NEPA: Naturally occurring methane vapor and hydrogen sulfide gases could impact the operation of tunnels and stations within Alternative 1 (including Design Options 1 and 2) and Alternative 2. Naturally occurring oil and gas hazards are not anticipated to be a concern during operation of Alternatives 3 and 4.	Mitigation Measures GEO-1 (Hazardous Gas [Operation]), GEO-2 (Structural Design), GEO-3 (Gas Monitoring [Operation]), and GEO-4 (Tunnel Advisory Panel)	NEPA: No adverse effect for Alternatives 1 and 2 after mitigation. No impact for Alternatives 3 and 4.
	Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?	CEQA: Alternatives 1 and 2 could experience impacts associated with a known earthquake fault. Alternatives 3 and 4 are not underlain by a known active fault capable of ground rupture and are not located within an Earthquake Fault Zone established by the State of California Alquist-Priolo Earthquake Fault Zoning Act. Impacts related to rupture along a known earthquake fault and co-seismic deformation would be less than significant with design and construction performed per applicable design criteria.	None required	CEQA: Less than significant for Alternatives 1 and 2. No impact for Alternatives 3 and 4.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	CEQA: The Build Alternatives could be exposed to strong seismic ground shaking. Impacts related to seismic shaking would be less than significant with design and construction performed per applicable design criteria.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	CEQA: The Build Alternatives could be exposed to seismic-related ground failure, including liquefaction, lateral spreading, and seismically induced settlement. Impacts would be less than significant with design and construction performed per applicable design criteria.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	CEQA: Natural landslides are not a hazard to the Build Alternatives.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project result in substantial soil erosion or the loss of topsoil?	CEQA: The Build Alternatives are located in an urban setting, and the topsoil layer in most of the Affected Area has been disturbed or concealed by previous human activities.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project 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 landslide, lateral spreading, subsidence, liquefaction, or collapse?	CEQA: The Build Alternatives are in an area that may be prone to collapse or settlement. Impacts related to settlement or collapsible soil would be less than significant with design and construction performed per applicable design criteria.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project 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?	CEQA: Clay-rich soils may exist locally within alluvial soils present in the Affected Area. The Build Alternatives could potentially subject people and structures to the effects of expansive soils, which could result in damage to structures. Impacts related to expansive soil would be less than significant with design and construction performed per applicable design criteria.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	CEQA: The Build Alternatives would not expose people or structures to significant impacts involving the adequacy of soils to support septic tanks or alternative waste disposal systems.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Hazards and Hazardous Materials	The Affected Area contains sites of environmental concern.	NEPA: The Build Alternatives would be near a varying number of sites with environmental concerns: <div><div>Alternative 1619</div><div>Alternative 2634</div><div>Alternative 3298</div><div>Alternative 479</div><div>Design Option 1 (MWD)¹23</div><div>Design Option 2 (Add Little Tokyo)¹1</div><div>Paramount MSF site option9</div><div>Bellflower MSF site option3</div></div>	If subsurface methane or other gases are present, installation of a passive or active venting system as described in Mitigation Measure GEO-1 (Hazardous Gas [Operations]).	NEPA: With mitigation, no adverse effects would occur for all Build Alternatives.
	Operation of the Project could use or encounter hazardous materials.	NEPA: The Build Alternatives, independent of activities at the MSF, would not include the use of hazardous materials or wastes for maintenance and operational purposes. Operation of the MSF would not emit hazardous air emissions. Extremely hazardous substances would not be used in quantities that exceed thresholds.	None required	NEPA: No adverse effect for all Build Alternatives.
	The Project could encounter oil and gas wells, oil fields, and hazardous subsurface gases.	NEPA: Alternatives 1 and 2 would traverse an abandoned oil field. Abandoned oil wells are in the areas of Alternatives 1, 2, and 3. Unidentified abandoned oil wells may be present. The design options would have the same effect as Alternative 1. Alternatives 3 and 4 do not pass through abandoned oil fields and methane zones.	Mitigation Measures GEO-1 (Hazardous Gas [Operation]), GEO-2 (Structural Design), GEO-3 (Gas Monitoring [Operation]), and GEO-4 (Tunnel Advisory Panel)	NEPA: No adverse effect for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<p>CEQA: The Build Alternatives would not result in the routine transport, use, or disposal of hazardous materials or wastes. Long-term groundwater monitoring or future maintenance could encounter contaminated soil or groundwater.</p> <p>Operation of the MSF could involve storage of hazardous materials and wastes for maintaining and repairing rail equipment. Impacts would be less than significant with the appropriate management of hazardous materials, affected groundwater, and contaminated soil during operation.</p>	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project 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?	<p>CEQA: The Build Alternatives would not involve the transport, storage, use, or disposal of hazardous materials in quantities greater than needed to support standard operations, and impacts would not occur.</p> <p>Operation of the MSF could involve storage of hazardous materials and wastes for maintaining and repairing rail equipment.</p>	Mitigation Measures GEO-1 (Hazardous Gas [Operation]), GEO-2 (Structural Design), GEO-3 (Gas Monitoring [Operation]), and GEO-4 (Tunnel Advisory Panel)	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<p>CEQA: Operation of the Build Alternatives would not emit hazardous materials or handle hazardous or acutely hazardous materials, substances, or waste during project operation. Operation of the MSF may use cleaners and greasers that could contain small amounts of hazardous or acutely hazardous materials, substances, or wastes during operation. Impacts would be less than significant with the appropriate management of hazardous materials.</p>	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project 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 it create a significant hazard to the public or the environment?	CEQA: The Build Alternatives would operate near or on regulatory-listed sites with hazardous material contamination. Operation of the Project would not disturb the soil, soil vapor, or groundwater.	None required	CEQA: Less than significant for all Build Alternatives.
	For a Project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	CEQA: No airports are located within 2 miles of the Build Alternatives.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	CEQA: The Build Alternatives would not impair or interfere with adopted emergency response plans or evacuation plans because evacuation plans would typically avoid crossing active rail corridors (U.S. Department of Health and Human Services 2003) and the at-grade portions are located within active rail corridors.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	CEQA: No wildlands are located in the vicinity of the Build Alternatives.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Water Resources	The Project would introduce new or modified features that could have direct and indirect impacts to existing rivers, including new structures over rivers and additional impervious area.	NEPA: The Build Alternatives would increase impervious area by (acres): Alternative 1 14.7 Alternative 2 14.9 Alternative 3 8.3 Alternative 4 3.4 Paramount MSF site option 1.3 Bellflower MSF site option 12.7	None required	NEPA: No adverse effect for all Build Alternatives.
	The Project would cross FEMA-established floodplains.	NEPA: Tracks and structures associated with the Build Alternatives would be built above the existing river channel walls or levees. They would not encroach along the length of the river or result in incompatible development within the floodplain.	None required	NEPA: No adverse effect for all Build Alternatives.
	The Project could affect groundwater.	NEPA: The Build Alternatives would be in a highly urbanized area; therefore, the net new impervious area would represent a negligible overall increase in total impervious area with respect to the watersheds and the corresponding groundwater recharge areas.	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	CEQA: The Build Alternatives would be subject to the LA County MS4 NPDES permit and IGP. The MS4 NPDES permit requires implementation of site design, source control, and treatment control BMPs to the maximum extent practical.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	CEQA: The Build Alternatives and MSF site options would result in new impervious area, as quantified in prior rows. The increase in impervious surfaces within the Affected Area would be a negligible fraction of the 177,000-acre basin area.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on-site or off-site?	CEQA: The Build Alternatives would not substantially increase the rate or amount of runoff from the project site that could cause flooding on- or off-site.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project 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 that would 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?	CEQA: The Build Alternatives would not adversely affect stormwater runoff.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project 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 addition of impervious surfaces, in a manner which would impede or redirect flood flows?	CEQA: The Build Alternatives would not impede or redirect flood flows.	None required	CEQA: Less than significant for all Build Alternatives.
	In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to project inundation?	CEQA: The Build Alternatives would not result in significant impacts related to pollutant releases due to inundation. The Affected Area is not subject to seiche or tsunami risk.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	CEQA: The Build Alternatives would not obstruct implementation of a water quality control plan or sustainable groundwater management plan.	None required	CEQA: Less than significant for all Build Alternatives.
Energy	Operation of the Project would require energy.	NEPA: Operational energy consumption reduction from the No Build Alternative (MMBTU/year) in 2042: Alternative 1 -626,621 (-0.08%) Alternative 2 -515,569 (-0.06%) Alternative 3 -123,011 (-0.02%) Alternative 4 -116,630 (-0.01%) Design Option 1 (MWD) ¹ -661,123 (-0.08%) Design Option 2 (Add Little Tokyo) ¹ -618,243 (-0.08%)	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	CEQA: The Build Alternatives would not result in wasteful, inefficient, or unnecessary consumption of energy resources during operation. The change in operational transportation energy consumption compared to if the Project had been operating in 2017 (MMBTU/year): Alternative 1 156,597 (0.02%) Alternative 2 -478,042 (-0.05%) Alternative 3 -147,833 (-0.02%) Alternative 4 -98,425 (0.01%) Design Option 1 (MWD) ¹ -682,705 (0.08%) Design Option 2 (Add Little Tokyo) ¹ -400,696 (0.044%)	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	CEQA: The Build Alternatives would be consistent with the applicable regional and local conservation plans.	None required	CEQA: Less than significant for all Build Alternatives.
Electromagnetic Fields	Project operation will generate electromagnetic fields.	NEPA/CEQA: EMF levels produced by LRT vehicles would be below health safety criteria. There are no facilities with EMF-sensitive equipment in the Affected Area.	None required	NEPA/CEQA: No adverse effect/No impact for all Build Alternatives.
Historic, Archaeological, and Paleontological Resources	The Project could affect historic architectural (built environment) properties.	NEPA: Operation of Alternatives 1 and 2 would require the physical alteration of historic properties; however, adverse effects would be avoided. Additionally, all Build Alternatives would alter the Century Freeway-Transitway Historic District in a manner that is not adverse. Operation of the Build Alternatives would not change the use or alter the historic characteristics of any of the extant built environment historic properties in a manner that would diminish their integrity of location, design, setting, materials, workmanship, feeling, or association.	CR-6 (Historic Design Review)	NEPA: No adverse effect for all Build Alternatives after mitigation.
	The Project could affect archaeological resources.	NEPA: Operation of the Build Alternatives would not affect archaeological historic properties.	None required	NEPA: No effect for all Build Alternatives.
	The Project could affect paleontological resources.	NEPA: Operation of the Build Alternatives would involve minimal, if any, ground disturbance, and there would be no adverse effect to paleontological resources during operation of the Project.	None required	NEPA: No adverse effect for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	CEQA: Operation of Alternatives 1 and 2 would require the physical alteration of historical resources, which has the potential to result in significant impacts to built environment historical resources. Additionally, all Build Alternatives would alter the Century Freeway-Transitway Historic District in a manner that is less than significant.	CR-6 (Historic Design Review)	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5?	CEQA: Operation of the Build Alternatives would result in no effect to archaeological historic properties.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?	CEQA: Operation of the Build Alternatives would have no impact to human remains.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	CEQA: Operation of the Build Alternatives would have no impact to paleontological resources.	None required	CEQA: No impact for all Build Alternatives.
Tribal Cultural Resources	Native American tribes were consulted in compliance with Section 106.	NEPA: No traditional cultural properties were identified within the Area of Potential Effect.	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project 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	CEQA: One presumed tribal cultural resource has been identified in the Affected Area for Alternative 1 and Design Option 1. Operation of Alternative 1 or Design Option 1 would have no direct or indirect impacts to the resource. No other resources have been identified.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	<p>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:</p> <ul style="list-style-type: none">a) Listed or eligible for listing in the California Register of Historical Resources, or a local register of historical resources as defined in Public Resources Code Section 5020.1(k), orb) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subsection (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Parklands and Community Facilities	Parklands and community facilities are located within the Affected Area of the Project.	<p>NEPA: The Build Alternatives would require a partial property acquisition of a LADWP utility right-of-way located along the northern boundary of Paramount Park and a termination of the lease for the Metro-leased parking area within Paramount Park. Off-site parking located in the San Pedro Subdivision ROW and used by Salt Lake Park would be removed/relocated.</p> <p>The Build Alternatives would require the realignment of the Bellflower Bike Trail and Paramount Bike Trail.</p>	Mitigation Measure LU-1 (Consistency with Bike Plans)	NEPA: With implementation of Mitigation Measure LU-1 (Consistency with Bike Plans), all Build Alternatives would maintain function of the bike trails and continuity with the Paramount Bike Trail and Bellflower Bike Trail. No adverse effect for all Build Alternatives after mitigation.
	Would the Project 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 standards for any park or recreational facility?	CEQA: The Build Alternatives could preempt or obstruct future development and implementation of planned bike paths and limit access to bicycle facilities identified in adopted local plans.	Mitigation Measure LU-1 (Consistency with Bike Plans)	CEQA: Significant and unavoidable for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project 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?	CEQA: The Build Alternatives could provide greater accessibility to parks and bike facilities with nearby transit stations, which could result in increased use by the local and surrounding communities; however, the increased use is not expected to severely impact the infrastructure of the bike facilities.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	CEQA: The existing Paramount Bike Trail and Bellflower Bike Trail would be reconfigured to accommodate the Project, and access and connectivity would be maintained. The Build Alternatives could preempt or obstruct future development and implementation of the planned Class I bicycle path along Salt Lake Avenue (Alternatives 1, 2, and 3) and the planned Class I bicycle path north of Rayo Avenue and south of the Los Angeles River (Alternatives 1, 2, 3, and 4). While planned, the bike paths are unfunded and not scheduled for implementation. In addition, the reclassification of the bike paths is considered an inconsistency with the current bike plans and an adverse effect would occur.	Mitigation Measure LU-1 (Consistency with Bike Plans)	CEQA: Significant and unavoidable for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Economic and Fiscal Impacts	The Project could affect employment, property values, connectivity, and local tax bases.	NEPA: The Build Alternatives could directly generate \$3.0 to \$7.6 million in additional wages and salaries by creating 113 to 282 new jobs. Overall effects on property values are anticipated to have a net benefit to the regional economy. Effects on local businesses would include lost parking and increased access by transit. Private property converted to right-of-way would decrease the local tax base; however, increasing property values and new construction would increase tax revenue. The Build Alternatives would displace businesses as identified under the heading Acquisitions and Displacements above and associated jobs, which would likely be relocated.	Mitigation Measure TRA-22 (Parking Mitigation Program [Permanent]).	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Would the Project result in substantial impacts to regional mobility and connectivity?	CEQA: The Build Alternatives would have beneficial economic and fiscal impacts by improving transit accessibility and mobility, enhancing regional connectivity, and reducing travel time and costs in the region.	None required	CEQA: Less than significant for all Build Alternatives.
Safety and Security	Transit system safety focuses on identifying, eliminating, and/or controlling safety hazards.	NEPA: The Build Alternatives would be designed to provide for the safety and security of passengers and employees. Portions of the right-of-way would be shared with freight operations, and an adverse effect could occur due to the potential for derailment and collision.	Mitigation Measure SAF-1 (Encroachment Detection) to detect potential derailments that may occur on Metro right-of-way.	NEPA: No adverse effect for all Build Alternatives.
	At-grade crossings would introduce the potential for collisions and potential hazards to motorist, pedestrian, and bicyclist safety.	NEPA: The Build Alternatives would comply with all applicable regulations. Traffic-control improvements and way-finding features would be implemented to provide safe passage and reduce potential conflicts between vehicles and pedestrians/bicyclists traveling between the parking facility and station entrances.	None required	NEPA: No adverse effect for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	The Project could interfere with local jurisdictions' emergency response plans or delay emergency service providers.	NEPA: Metro would coordinate with the applicable fire and police departments in addressing fire/life safety and security for the facilities within their respective jurisdictions. Metro, in coordination with local jurisdictions, would develop traffic management plans to reduce delays in response times for emergency service providers.	None required	NEPA: No adverse effect for all Build Alternatives.
	Security relates to protection of people from intentional acts that could result in injury or harm, and protection of property from deliberate acts.	NEPA: The Build Alternatives would be designed to include security features such as lighting, surveillance, CCTV, access control, and emergency call boxes to reduce the potential for crime and terrorist activity.	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	CEQA: The Build Alternatives would not impair or interfere with adopted emergency response plans or evacuation plans because evacuation plans would typically avoid crossing active rail corridors (U.S. Department of Health and Human Services 2003) and the at-grade portions are located within active rail corridors.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project result in substantial adverse physical impacts associated with the provisions of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain response times or other performance objectives for fire and police protection services?	CEQA: The Build Alternatives would not introduce the need for new or expanded facilities relative to emergency service providers.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	CEQA: The Build Alternatives would introduce new grade crossings. The LRT operations would share ROW with freight operations and impacts would be considered significant.	Mitigation Measure SAF-1 (Encroachment Detection) to detect potential derailments that may occur on Metro right-of-way.	CEQA: Less than significant for all Build Alternatives.

Source: Compiled on behalf of Metro in 2021

Notes: ¹ Data totals for Design Options 1 and 2 include the Alternative 1 alignment with the specified Design Option.

BMP = best management practices; CCTV= closed-circuit television; CDFW = California Department of Fish and Wildlife; CEQA = California Environmental Quality Act; EMF = electromagnetic fields; FEMA = Federal Emergency Management Agency; FTA = Federal Transit Administration; GHG = greenhouse gas; IGP = Industrial General Permit; LADWP = Los Angeles Department of Water and Power; LRT = light rail transit; MS4 = municipal separate storm sewer system; MMBTU = million British thermal units; MSAT = Mobile Source Air Toxics; MSF = maintenance and storage facility; MTCO_{2e} = metric tons of carbon dioxide equivalent; MWD = Metropolitan Water District; NEPA = National Environmental Policy Act; NPDES = National Pollutant Discharge Elimination System; ROW = right-of-way; RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy; SCAG = Southern California Association of Governments; SCAQMD = South Coast Air Quality Management District; TOD = transit-oriented development; TPSS = traction power substation; VMT = vehicle miles traveled.

Table S.4. Construction Environmental Impacts and Mitigation Measures

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Land Use	Temporary construction impacts on land uses in the Affected Area could include barriers and fencing, parking, lane and active transportation detours, and air quality and noise.	NEPA: The temporary construction activities associated with the Build Alternatives would be located within the public right-of-way and/or rail ROW or on sites acquired for construction. Temporary barriers and fencing along the perimeter of construction areas and additional temporary parking for construction personnel at construction staging areas would be provided. Sensitive land uses could also experience adverse effects related to air quality and intermittent construction noise. The Build Alternatives would comply with applicable regulations to minimize these effects.	Mitigation Measures COM-1 (Construction Outreach Plan), AQ-1 (Vehicle Emissions), NOI-8 (Noise Control Plan), and VIB-3 through VIB-7, which include a vibration control plan, minimizing the use of impact devices, drilling for building foundations, construction vibration limits, and construction monitoring	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Would the Project physically divide an established community?	CEQA: Temporary construction impacts on land uses in the Affected Area could include barriers and fencing, parking, and lane and active transportation detours.	Mitigation Measure COM-1 (Construction Outreach Plan)	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	CEQA: Construction activities would be temporary and would not directly conflict with applicable regional and local land use plans, policies, and regulations.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Communities and Neighborhoods	Construction effects on community and neighborhoods could include temporary impacts to access and mobility, community character and cohesion, and community stability.	NEPA: Construction activities for the Build Alternatives would be temporary and include barriers around construction activities and staging areas that would be removed upon completion of construction. Temporary street, lane, and bike path detours and closures would be returned to preconstruction conditions. However, based on the timing of temporary closures and the implementation of detour routes, adverse effects would occur. Construction activities would not permanently isolate or alter the physical layout and character of the communities, and are not expected to cause residents to move out of their communities.	Mitigation Measure COM-1 (Construction Outreach Plan)	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Would the Project 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)?	CEQA: Construction would be temporary and would not directly or indirectly induce unplanned population growth in the area.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Acquisitions and Displacements	Construction effects would include properties that are acquired for or affected by construction activities, and the affected businesses and residents.	NEPA: Construction would require acquisition of or temporary easement from a varying number of parcels in addition to those required for operation: Alternative 1 238 Alternative 2 235 Alternative 3 191 Alternative 4 87 Design Option 1 (MWD) 5 Design Option 2 (Add Little Tokyo) 3 Paramount MSF site option 2 Bellflower MSF site option 0 With compliance with the Uniform Act, California Relocation Act, and other applicable regulations, no adverse effect would occur.	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project displace substantial numbers of existing people, housing or business, necessitating the construction of replacement housing or replacement business elsewhere?	CEQA: Acquisitions and easements would occur as identified in the prior row. These acquisitions to support construction would not result in displacements that would necessitate the construction of replacement housing or business.	None required	CEQA: Less than significant for all Build Alternatives.
Visual and Aesthetics	Temporary construction activities and staging areas would be visible and could temporarily alter visual quality.	NEPA: Construction activities in these areas could result in adverse effects related to visual quality. Construction would not affect any scenic views, but construction activities would be temporarily visible to sensitive viewers. If nighttime construction activities occur, sensitive viewers would also be highly sensitive to spillover lighting and glare that originate from construction areas.	Mitigation Measures VA-3 (Landscaping at LAUS), VA-4 (Construction Screening), VA-5 (Construction Lighting), and NOI-8 (Noise Control Plan)	NEPA: No adverse effects for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project have a substantial adverse effect on a scenic vista?	CEQA: No scenic vistas are within the Affected Area.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	CEQA: No state scenic highways are located within the Affected Area.	None required	CEQA: No impact for all Build Alternatives.
	In nonurbanized areas, would the Project 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 a publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	CEQA: Construction has the potential to temporarily alter the visual character and quality of the Affected Area.	Mitigation Measures VA-3 (Landscaping at LAUS), VA-4 (Construction Screening), and NOI-8 (Noise Control Plan)	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	CEQA: Nighttime construction work could increase nighttime light or glare in the Affected Area and temporarily affect visibility.	Mitigation Measure VA-5 (Construction Lighting)	CEQA: Less than significant for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Air Quality	Construction effects would relate to criteria pollutant and ozone precursor emissions, and a nuisance of odor and dust.	NEPA: Construction would generate air pollution emissions, including earth moving, equipment and vehicle exhaust, and asphalt paving. Haul truck emissions for Alternatives 1 and 2 would exceed SCAQMD thresholds for daily NO _x emissions.	Mitigation Measure AQ-1 (Vehicle Emissions) for low-emission construction vehicles	NEPA: Construction activities could result in a temporary adverse effect related to emissions of criteria pollutants and ozone precursors for Alternatives 1 and 2 after mitigation.
	Would the Project conflict with or obstruct implementation of the applicable air quality plan?	CEQA: Haul truck emissions for Alternatives 1 and 2 would exceed SCAQMD thresholds for daily NO _x emissions.	Mitigation Measure AQ-1 (Vehicle Emissions) for low-emission construction vehicles	CEQA: Significant and unavoidable for Alternatives 1 and 2 after mitigation.
	Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	CEQA: Construction of Alternatives 1 and 2 would result in a significant and unavoidable air quality impacts related to regional emissions of NO _x .	Mitigation Measure AQ-1 (Vehicle Emissions) for low-emission construction vehicles	CEQA: Significant and unavoidable for Alternatives 1 and 2 after mitigation.
	Would the Project expose sensitive receptors to substantial pollutant concentrations?	CEQA: Neither regional nor localized emissions would expose sensitive receptors to substantial pollutant concentrations.	Mitigation Measure AQ-1 (Vehicle Emissions) for low-emission construction vehicles	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	CEQA: Construction activities would not generate a substantial source of construction odors or visible dust plumes.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Greenhouse Gas Emissions	Construction effects would relate to the generation of GHG emissions from construction activities, including equipment, worker travel, and construction methods.	NEPA: Temporary GHG emissions would be generated to construct an energy-efficient mass transit system that would reduce long-term regional GHG emissions through transportation mode shift.	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	CEQA: Temporary GHG emissions would be generated to construct an energy-efficient mass transit system that would reduce long-term regional GHG emissions.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG?	CEQA: Construction would not interfere with GHG reduction plans, policies, or regulations.	None required	CEQA: Less than significant for all Build Alternatives.
Noise and Vibration	Temporary construction impacts could include measurable annoyance and stress due to construction noise, as well as vibration damage and annoyance.	NEPA: Construction noise levels could exceed impact criteria. Construction noise could increase community annoyance and potentially stress and the potential for stress-related diseases at affected sensitive uses. Construction vibration could cause less than significant short-term annoyance. Vibration is unlikely to result in building damage.	Mitigation Measures NOI-8 (Noise Control Plan) and VIB-3 through VIB-7, which includes a vibration control plan, minimizing the use of impact devices, drilling for building foundations, construction vibration limits, and construction monitoring	NEPA: Adverse noise effect for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established by FTA or in the local general plans or noise ordinances?	CEQA: Construction would result in temporary and periodic increases in ambient noise levels that would exceed FTA criteria, and, where applicable, the standards established by the local noise ordinances	Mitigation Measure NOI-8 (Noise Control Plan)	CEQA: Significant and unavoidable for all Build Alternatives after mitigation.
	Would the Project result in generation of excessive ground-borne vibration or groundborne noise levels?	CEQA: Vibration is unlikely to result in building damage.	Mitigation Measures VIB-3 through VIB-7, which includes a vibration control plan, minimizing the use of impact devices, drilling for building foundations, construction vibration limits, and construction monitoring	CEQA: Less than significant for all Build Alternatives after mitigation.
	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 2 miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	CEQA: No public airports or private airstrips are located within 2 miles of the project area.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Ecosystems/ Biological Resources	Construction could affect bats, nesting birds, jurisdictional waters, and protected trees.	<p>NEPA: The Build Alternatives could adversely impact maternal roosting bats and their young and nesting birds. Alternatives 1, 2, and 3 would cross three jurisdictional resources, whereas Alternative 4 would only cross the San Gabriel River.</p> <p>The piers and debris walls related to construction would be permanent fill impacts to jurisdictional water resources.</p> <p>An estimated 110 trees could be affected by Alternatives 1 and 2; 85 trees could be affected by Alternative 3; and 75 trees could be affected by Alternative 4.</p>	Mitigation Measures BIO-1 (Special-Status Bats), BIO-2 (Nesting Birds), BIO-3 (Jurisdictional Resources), and BIO-4 (Protected Trees)	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Would the Project 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 Wildlife or United States Fish and Wildlife Service?	CEQA: Impacts to roosting western mastiff bats and nesting birds may occur during project construction.	Mitigation Measures BIO-1 (Special-Status Bats) and BIO-2 (Nesting Birds)	CEQA: Less than significant for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	CEQA: The Project is located in a highly developed/urban area, and no quality habitat that would support native riparian plant or wildlife species is present. Impacts to sensitive natural communities would not occur.	None required	CEQA: No impact for all Build Alternatives.
	Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, and coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	CEQA: Construction would include crossings of jurisdictional waters and would require filling the following areas of jurisdictional waters (acres): Alternative 1 0.12 Alternative 2 0.12 Alternative 3 0.12 Alternative 4 0.02 The design and MSF options would not change these values.	Mitigation Measure BIO-3 (Jurisdictional Resources)	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project 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?	CEQA: The Build Alternatives would not interfere 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.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	CEQA: Protected street trees in the Cities of Los Angeles, Huntington Park, Bell, South Gate, Downey, Bellflower, and Cerritos are present within the Affected Area. Construction could require pruning or removal of street trees.	Mitigation Measure BIO-4 (Protected Trees)	CEQA: Less than significant for all Build Alternatives.
	Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	CEQA: The Project is not located in an area with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	None required	CEQA: No impact for all Build Alternatives.
Geotechnical, Subsurface, and Seismic	Construction could affect naturally occurring gas and unconsolidated/saturated alluvial soils.	NEPA: Hazardous subsurface gases are present in the Affected Area of Alternatives 1 and 2. There is moderate-to-high potential to encounter naturally occurring oil and/or gas during tunneling or deep excavation for Alternatives 1 and 2. Construction of the Build Alternatives could result in an adverse effect related to unconsolidated/saturated alluvial soils, if construction would cause settlement resulting in distress to existing adjacent improvements. Construction of Alternatives 1 and 2 would include tunnel boring in alluvial soils, which may result in running or flowing ground, resulting in ground loss.	Mitigation Measure GEO-5 (Gas Monitoring [Construction])	NEPA: No adverse effect for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?	CEQA: Construction would not have a significant impact on the faults in the Affected Area.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	CEQA: Construction would not have a significant impact on the seismic potential in the Affected Area.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	CEQA: Construction would not have a significant impact on the geologic environment in the Affected Area.	None required	CEQA: less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	CEQA: Construction would not have a significant impact on the unconsolidated/saturated alluvial soils in the Affected Area.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project result in substantial soil erosion or the loss of topsoil?	CEQA: Construction would occur in an urban setting and the topsoil layer in most of the Affected Area has been disturbed or concealed by previous human activities.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project 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 landslide, lateral spreading, subsidence, liquefaction, or collapse?	CEQA: Construction would not exacerbate existing geologic conditions related to potential on- or off-site lateral spreading, subsidence, liquefaction or collapse, or seismic-related ground failure, including liquefaction.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project 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?	CEQA: Construction would not have a significant impact on the expansive potential of soils in the Affected Area.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	CEQA: Construction would occur within highly urbanized areas served by existing municipal sewage systems.	None required	CEQA: No impact for all Build Alternatives.
Hazards and Hazardous Materials	Construction could affect known, potential, and historical concern sites; landfills; groundwater contamination; hazardous materials; oil and gas wells; and oil and gas fields.	NEPA: There are 619 known, potential, or historical environmental concern sites in the Affected Area of Alternative 1, 634 in Alternative 2, 298 in Alternative 3, and 79 in Alternative 4. LBP, asbestos/ACM, and PCBs would likely be encountered during demolition. The Build Alternatives may affect soil and/or groundwater by common railroad corridor contaminants and the relocation or disturbance of hazardous material pipelines. The disturbance of historical agricultural locations may also result in adverse effects related to pesticides, arsenic, and lead. Three abandoned oil and gas wells are known to be located within 200 feet of Alternatives 1 and 2, and one within 200 feet of Alternative 3. Oil and gas wells, fields, and hazardous subsurface gases may be present in the vicinity of Alternatives 1 and 2 underground tunnels and stations, and adverse effects could occur.	Mitigation Measures HAZ-1 (Oil and Gas Wells in Tunnel Areas), GEO-2 (Structural Design), and GEO-5 (Gas Monitoring [Construction])	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	CEQA: Hazardous materials would be managed appropriately. Ventilation of subsurface gases would require additional controls. Construction of Alternatives 1 and 2 could expose the public and the environment to subsurface gas.	Mitigation Measures HAZ-1 (Oil and Gas Wells in Tunnel Areas), GEO-2 (Structural Design), and GEO-5 (Gas Monitoring [Construction])	CEQA: Less than significant for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project 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?	CEQA: Construction teams may use hazardous materials such as fuels, paints and coatings, solvents, and welding materials during construction. For Alternatives 1 and 2, an accidental release of hazardous subsurface gases could occur from within the tunnel areas.	Mitigation Measures HAZ-1 (Oil and Gas Wells in Tunnel Areas), GEO-2 (Structural Design), and GEO-5 (Gas Monitoring [Construction])	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	CEQA: Construction would not require emitting hazardous materials or handling of hazardous or acutely hazardous materials, substances, or wastes at greater than regulated quantities within 0.25 mile of an existing or proposed school.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project 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 it create a significant hazard to the public or the environment?	CEQA: Potential impacts from construction with regard to environmental concern sites include the potential exposure of construction workers or members of the public to chemical compounds in soils, soil gases, and groundwater. Impacts would be less than significant with the appropriate management of hazardous materials, affected groundwater, and contaminated soil during construction.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	For a Project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	CEQA: No airports are located within 2 miles of the Build Alternatives.	None required	CEQA: No Impact for all Build Alternatives.
	Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	CEQA: Construction-related impacts on emergency response plans or emergency evacuation plans could be caused by temporary construction activities.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	CEQA: No wildlands are located in the vicinity of the Build Alternatives.	None required	CEQA: No Impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Water Resources	Construction activities could adversely affect hydrology and surface water quality, floodplains, and groundwater.	<p>NEPA: Construction activities could degrade water quality by increasing the risk of discharge of contaminants to surface water, and could adversely affect groundwater by dewatering or exposure to contamination.</p> <p>Alternatives 1, 2, and 3 would cross three floodplains, whereas Alternative 4 would only cross the San Gabriel River. Construction within the rivers could result in potential impacts.</p> <p>Implementation of the project design features and best practices would minimize potential impacts, and no adverse effect would occur.</p>	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	CEQA: Construction would involve ground disturbance that would expose bare soils to stormwater and could lead to erosion and sedimentation. Construction activities could result in temporary impacts to water quality. Compliance with permits would be mandatory.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	CEQA: Dewatering of the construction site, if needed, would be subject to the requirements of the Construction Dewatering Permit and other applicable permits.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on-site or off-site?	CEQA: Construction may temporarily increase the impervious area within the Affected Area.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project 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 that would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	CEQA: Construction may temporarily increase the impervious area within the Affected Area. Construction would implement a SWPPP that complies with the CGP.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project 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 that would 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?	CEQA: Construction may temporarily increase the impervious area within the Affected Area. Construction would implement a SWPPP that complies with the CGP.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project 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 addition of impervious surfaces, in a manner which would impede or redirect flood flows?	CEQA: Construction may temporarily increase the impervious area within the Affected Area. Construction would implement a SWPPP that complies with the CGP.	None required	CEQA: Less than significant for all Build Alternatives.
	In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to project inundation?	CEQA: Construction activities would not release pollutants due to project inundation. Construction would be located more than 20 miles from the ocean and, therefore, would not be within areas potentially affected by seiches or tsunamis.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	CEQA: Construction may temporarily increase the impervious area around the Project. Construction would implement a SWPPP that complies with the CGP.	None required	CEQA: Less than significant for all Build Alternatives.
Energy	Construction effects relate to energy consumption associated with construction activities.	NEPA: Construction would consume energy varying by alternative (MMBTU/year): Alternative 1 1,472,110 Alternative 2 1,501,546 Alternative 3 1,045,014 Alternative 4 862,469 Design Option 1 (MWD) ¹ 1,503,815 Design Option 2 (Add Little Tokyo) ¹ 1,508,077	None required	NEPA: No adverse effect for all Build Alternatives.
	Would the Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	CEQA: Construction would not require new or expanded sources of energy or infrastructure to meet energy demands and would not result in the wasteful or inefficient use of energy.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	CEQA: Construction would comply with state and local plans for energy efficiency in construction activities.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	CEQA: Construction would not require new or relocated distribution infrastructure such as transmission lines from power facilities and transformers.	None required	CEQA: Less than significant for all Build Alternatives.
Electromagnetic Fields	Construction effects would relate to electromagnetic field levels generated by construction activities.	NEPA/CEQA: Construction activities would generate EMF levels similar to household appliances and would not cause adverse/significant levels of EMF.	None required	NEPA/CEQA: No adverse effect/Less than significant for all Build Alternatives.
Historic, Archaeological, and Paleontological Resources	Construction effects would relate to impacts to built environment historic properties.	NEPA: Construction would not significantly alter historic properties in the existing urban environment. The introduction of temporary construction-related visual elements to historic properties or their vicinity would not alter any of the characteristics of historic properties in the APE.	None required	NEPA: No adverse effect for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Construction effects would relate to impacts to archaeological historic properties.	NEPA: Construction would involve ground disturbance with the potential to alter buried archaeological deposits associated with known and unknown archaeological historic properties in the APE. Unanticipated archaeological historic properties may be encountered during ground-disturbing activities associated with construction of the Project. Direct alteration of known or unanticipated archaeological historic properties would represent an adverse effect.	Mitigation Measures CR-1 (Development of Cultural Mitigation and Monitoring Program), CR-2 (Treatment of Known Significant Archaeological Resources), CR-3 (Archaeological Worker Environmental Awareness Program), CR-4 (Archaeological Monitoring), and CR-5 (Treatment of Unanticipated Discoveries)	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Construction effects would relate to impacts to paleontological resources.	NEPA: Construction would involve ground disturbance with the potential to discover paleontological resources. An adverse effect could occur if construction of the Build Alternatives results in the disturbance or destruction of paleontological resources.	Mitigation Measure PR-1, which includes a paleontological resources mitigation and monitoring program, a worker environmental awareness program, construction monitoring, and the preparation and curation of recovered fossils, would effectively reduce the Project's adverse effects to these resources.	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Would the Project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	CEQA: The construction of the Build Alternatives would not physically permanently alter any of the built environment historical resources in the APE.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5?	CEQA: Construction of the Build Alternatives would involve substantial ground disturbance with the potential to physically impact known and unknown archaeological resources within the direct APE. Five archaeological resources are documented in the direct APE for Alternative 1 and one resource for Alternatives 2 and 3.	Mitigation Measures CR-1 through CR-5, which includes the development of a cultural resource mitigation and monitoring program, treatment of known significant archaeological resources, a worker environmental awareness program, archaeological monitoring, and treatment of unanticipated discoveries.	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project disturb any human remains, including those interred outside of dedicated cemeteries?	CEQA: Construction activities have the potential to physically alter, remove, or destroy buried human remains that may extend into the direct APE. One known prehistoric Native American cemetery was documented in the direct APE of Alternative 1. The Build Alternatives would adhere to existing state regulations concerning the discovery of human remains.	None required	CEQA: Less than significant for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	CEQA: Construction impacts to paleontological resources would be greatest for activities such as grading, excavation, trenching, and wide-diameter auguring that require displacement.	Mitigation Measure PR-1, which includes a paleontological resources mitigation and monitoring program, a worker environmental awareness program, construction monitoring, and the preparation and curation of recovered fossils, would effectively reduce the Project's significant impacts to these resources.	CEQA: Less than significant for all Build Alternatives after mitigation.
Tribal Cultural Resources	Effects would relate to impacts to known traditional cultural properties during construction.	NEPA: No traditional cultural properties have been identified in the Affected Area for traditional cultural properties for the Project. Therefore, construction would not result in effects to known traditional cultural properties.	Mitigation Measures TCR-1 (Native American Monitoring), TCR-2 (Unanticipated Discovery of Tribal Cultural Resources), CR-1 (Development of a Cultural Resource Mitigation and Monitoring Program), and CR-2 (Treatment of Known Significant Archaeological Resources)	NEPA: No adverse effect for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	<p>Would the Project 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, or 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:</p> <p>a) Listed or eligible for listing in the California Register of Historical Resources, or a local register of historical resources as defined in Public Resources Code Section 5020.1 (k), or</p>	<p>CEQA: One presumed tribal cultural resource has been identified in the Affected Area for tribal cultural resources for Alternative 1 and Design Option 1. Construction of Alternative 1 or Design Option 1 could impact this resource. No other resources have been identified. No tribal cultural resource has been identified in the Affected Area for tribal cultural resources for Alternatives 2, 3, or 4, Design Option 2, or the Paramount or Bellflower MSF site options. Construction of these alternatives, design options, and MSF site options would not result in significant impacts to known tribal cultural resources.</p>	<p>Mitigation Measures TCR-1 (Native American Monitoring), TCR-2 (Unanticipated Discovery of Tribal Cultural Resources), CR-1 (Development of Cultural Resource Mitigation and Monitoring Program), and CR-2 (Treatment of Known Significant Archaeological Resources)</p>	<p>CEQA: Less than significant for all Build Alternatives after mitigation.</p>

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subsection (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			
Parklands and Community Facilities	Construction activities would result in impacts to access and parking for parks and community facilities.	<p>NEPA: Construction activities of the Build Alternatives would not permanently affect existing buildings or permanently disrupt parklands, recreation facilities, bike facilities, and community facilities, and no adverse effect would occur. Construction activities would not cause indirect air quality, noise, or vibration impacts to parklands or recreation facilities.</p> <p>Construction-related traffic, detours, lane closures, sidewalk detours, and bike facility detours could affect access and parking for parklands, recreational facilities, and community facilities, and could result in adverse effects.</p>	Mitigation Measure COM-1 (Construction Outreach Plan)	NEPA: No adverse effect for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project 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 standards for any park or recreational facility?	CEQA: Pedestrian and bicycle access routes in the construction area would be temporarily disrupted during construction. In addition, off-street parking that may be used by parkland, recreational facility, bike facility, and community facility visitors may be temporarily removed for the duration of construction.	Mitigation Measure COM-1 (Construction Outreach Plan)	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project 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?	CEQA: Construction would not generate permanent residences that would increase the use of existing neighborhood and regional parks or other recreational facilities resulting in accelerated physical deterioration of the facilities.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	CEQA: Construction would be temporary and would not include the construction of recreational facilities or require the expansion of existing recreational facilities.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Economic and Fiscal Impacts	Construction effects would relate to regional economic construction impacts and localized project impacts.	NEPA: Construction would represent a substantial capital investment in the regional economy that would increase employment, earnings, and economic output during the construction period. Construction activities would likely result in access modifications, and potential transportation delays that would result in temporary impacts to the surrounding communities.	Mitigation Measures COM-1 (Construction Outreach Plan) and TRA-23 (Loss of Parking [Construction])	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Would the Project result in substantial impacts to regional mobility and connectivity?	CEQA: Construction activities would likely result in access modifications and potential transportation delays that would result in temporary impacts to the surrounding communities.	Mitigation Measures COM-1 (Construction Outreach Plan) and TRA-23 (Loss of Parking [Construction])	CEQA: Less than significant for all Build Alternatives after mitigation.
	Would the Project result in substantial construction-related impacts to businesses and residences that would result in physical deterioration of the existing environment?	CEQA: While the construction spending effects would be a positive for the overall regional economy, construction of the Build Alternatives would have potential impacts on businesses and residences near active construction areas. Construction would require additional right-of-way for project alignments, construction staging areas, tunnel portals, and parking areas, resulting in displacements of businesses and residences.	Mitigation Measures COM-1 (Construction Outreach Plan) and TRA-23 (Loss of Parking [Construction])	CEQA: Less than significant for all Build Alternatives after mitigation.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Safety and Security	Construction effects would relate to construction-related activities and conditions that could impact pedestrian, bicyclist, and motorist safety, emergency response services, and security and prevention of crime.	NEPA: The Build Alternatives would implement advance notices, signage, barriers, and fencing to direct pedestrian, bicyclist, and motorist travel, and reduce the potential for temporary safety impacts. However, these methods may interfere with or potentially block Safe Routes to School, and an adverse effect could occur. The Build Alternatives would not have adverse impacts to emergency response services. Construction sites would include security features such as CCTV, on-site guards and security teams, and perimeter fencing to reduce potential impacts related to security and crime	Mitigation Measures COM-1 (Construction Outreach Plan), SAF-2 (School District Coordination), and SAF-3 (Construction Site Measures)	NEPA: No adverse effect for all Build Alternatives after mitigation.
	Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	CEQA: Construction-related impacts on emergency response plans or emergency evacuation plans could be caused by temporary construction activities.	None required	CEQA: Less than significant for all Build Alternatives.
	Would the Project result in substantial adverse physical impacts associated with the provisions of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain response times or other performance objectives for fire and police protection services?	CEQA: There would be no construction-related activities associated with new or physically altered government facilities to maintain response times or other performance objectives for fire and police protection services.	None required	CEQA: No impact for all Build Alternatives.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
	Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	CEQA: Temporary construction-related activities and conditions that could impact pedestrian, bicyclist, and motorist safety.	Mitigation Measures COM-1 (Construction Outreach Plan), SAF-2 (School District Coordination), and SAF-3 (Construction Site Measures)	CEQA: Less than significant for all Build Alternatives after mitigation.

Source: Compiled on behalf of Metro in 2021

Notes: ¹ Data totals for Design Options 1 and 2 include the Alternative 1 alignment with the specified Design Option.

ACM = asbestos-containing materials; APE = Area of Potential Effect; CCTV= closed-circuit television; CEQA = California Environmental Quality Act; CGP = Construction General Permit; EMF = electromagnetic fields; FTA = Federal Transit Administration; GHG = greenhouse gas; LBP = lead-based paint; MMBTU = million British thermal units; MSF = maintenance and storage facility; MWD = Metropolitan Water District; NEPA = National Environmental Policy Act; NOx = nitrogen oxides; PCB = polychlorinated biphenyls; ROW = right-of-way; SCAQMD = South Coast Air Quality Management District; SWPPP = Stormwater Pollution Prevention Plan

Table S.5. Growth-Inducing, Cumulative, and Environmental Justice Impacts and Mitigation Measures

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Growth-Inducing	Could the Project foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.	NEPA/CEQA: Population, housing, and employment growth is anticipated along the project alignment with population and housing growth being closely related. The Build Alternatives are a transit infrastructure project proposed to serve forecasted population, housing, and employment growth. They would not result in growth-inducing impacts or unplanned growth beyond growth already anticipated.	None required	NEPA/CEQA: No adverse effect for all Build Alternatives after mitigation.
Cumulative Impacts	In combination with identified past, present, and reasonably foreseeable future projects would the Project have significant impacts?	NEPA/CEQA: The Build Alternatives could have cumulative effects to land use; communities and neighborhoods; acquisitions and displacements; visual quality and aesthetics; air quality; GHG; noise and vibration; ecosystems and biological resources; geotechnical, subsurface, and seismic hazards; hazards and hazardous materials; water resources; energy; historic, archaeological, and paleontological resources; tribal cultural resources; parklands and community facilities; safety and security; economic and fiscal; and environmental justice.	Mitigation Measures LU-1 (Consistency with Bike Plans), VA-3 (Landscaping at LAUS), VA-4 (Construction Screening), VA-5 (Construction Lighting); NOI-1 through NOI-7, which include soundwalls, low-impact frogs, wheel squeal noise monitoring, crossing signal bells, gate-down-bell stop variance, and TPSS noise reduction; GEO-1 through GEO-5, which include hazardous gas detection, structural design, gas monitoring, and a tunnel advisory panel; HAZ-1 (Oil and Gas Wells in Tunnel Areas), SAF-1 (Encroachment Detection), SAF-2 (School District Coordination), SAF-3 (Construction Site Measures), AQ-1 (Vehicle Emissions); VIB-3	NEPA/CEQA: During operation, transportation, land use, noise, vibration, parklands, and community facilities would result in significant cumulative impacts that would be cumulatively considerable. During construction, transportation, air quality (NO _x emissions for Alternatives 1 and 2 only), noise, and economic and fiscal (a beneficial cumulative effect) would result in significant cumulative construction impacts that would be cumulatively considerable.

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
			through VIB-7, which includes a vibration control plan, minimizing the use of impact devices, drilling for building foundations, construction vibration limits, and construction monitoring; BIO-1 through BIO-4, which include special status bats, nesting birds, jurisdictional resources, and protected trees; PR-1, which includes a paleontological resources mitigation and monitoring program, a worker environmental awareness program, construction monitoring, and the preparation and curation of recovered fossils; CR-1 through CR-6, which include the development of a cultural resource mitigation and monitoring program, treatment of known significant archaeological resources, a worker environmental awareness program, archaeological monitoring, treatment of unanticipated discoveries, and historic design review; TCR-1 (Native American Monitoring) and TCR-2 (Unanticipated Discovery of Tribal Cultural Resources), COM-1 (Construction Outreach Plan), and TRA-23 (Loss of Parking [Construction])	

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
Environmental Justice	What is the potential for disproportionately high and adverse effects on environmental justice communities?	<p>NEPA: During operation, environmental justice communities would experience adverse effects with regard to traffic operations and parking; land use consistency; parklands and communities; displacement and acquisition; visual quality; and noise and vibration levels.</p> <p>During construction, environmental justice communities would experience adverse effects with regard to air quality (Alternatives 1 and 2), transportation, land use, displacement and acquisition, communities and neighborhoods, noise and vibration, ecosystems and biological resources, parkland and community facilities, communities and neighborhoods, and safety and security.</p> <p>Adverse effects with regard to intersection improvements and traffic operations on the environmental justice community of Huntington Park would be appreciably more severe or greater in magnitude than the other affected communities along the project corridor based on the concentration on affected intersections. This would result in a disproportionately high and adverse effect to the environmental justice community of Huntington Park.</p>	<p>Mitigation Measures TRA-1 through TRA-19, which are specific intersection improvements, TRA-20 (Transportation Management Plan(s)), TRA-21 (Parking Monitoring and Community Outreach), TRA-22 (Parking Mitigation Program [Permanent]), and TRA-23 (Loss of Parking [Construction]), LU-1 (Consistency with Bike Plans); VA-1 (Screening at Somerset Boulevard) and VA-2 (Relocation of “Belle”); NOI-1 through NOI-8, which include soundwalls, low-impact frogs, wheel squeal noise monitoring, crossing signal bells, gate-down-bell stop variance, TPSS noise reduction, and a noise control plan; VIB-1 through VIB-7, which include a ballast mat or resilient rail fasteners, low-impact frogs, a vibration control plan, minimizing the use of impact devices, drilling for building foundations, construction vibration limits, and construction monitoring; AQ-1 (Vehicle Emissions), COM-1 (Construction Outreach Plan)</p>	<p>NEPA: A disproportionately high and adverse effect would occur in the environmental justice community of Huntington Park with regard to intersection improvements and traffic operations after the implementation of Mitigation Measures TRA-1 through TRA-20 for Alternatives 1, 2, 3, Design Options 1, and 2. Mitigation Measures TRA-1 through TRA-20 would be implemented and sufficient to reduce adverse effects to the extent feasible. Nonetheless, adverse effects would remain.</p> <p>A disproportionately high and adverse effect would not occur to the other environmental justice communities under all Build Alternatives after mitigation.</p>

	Description of Identified Impacts	Impact Before Mitigation	Mitigation Measures	Impact Remaining After Mitigation
		Adverse effects on the other environmental justice communities would not be appreciably more severe or greater in magnitude than other affected communities along the project corridor, all of which are environmental justice communities. The Project would not cause a disproportionately high and adverse effect on the other environmental justice communities. Where adverse effects would occur, mitigation measures would be provided and implemented equally throughout all of the environmental justice communities in the Affected Area.		

Source: Compiled on behalf of Metro in 2021

Notes: CEQA = California Environmental Quality Act; GHG = greenhouse gas; NEPA = National Environmental Policy Act

S.5 Section 4(f) Evaluation

Section 4(f) of the U.S. Department of Transportation Act of 1966 provides special protection of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance (as determined by the official(s) with jurisdiction over the park, area, refuge, or site) (49 United States Code Section 303). The FTA may not approve the non-*de minimis* use of Section 4(f) property unless the FTA determines that (1) there is no prudent or feasible alternative, and (2) the project includes all possible planning to minimize harm to these resources resulting from such use (23 Code of Federal Regulations (CFR) 774.3).

Prior to making Section 4(f) approvals under Section 774.3(a), the Section 4(f) evaluation shall be provided for coordination and comment to the official(s) with jurisdiction over the Section 4(f) resource and to the Department of the Interior, and as appropriate to the Department of Agriculture and the Department of Housing and Urban Development (23 CFR Section 774.5).

Pending completion of consultation and concurrence of the officials with jurisdiction, the FTA has made a preliminary determination that the Project would have a *de minimis* impact on four historic sites under Alternative 1, five historic sites under Alternative 2, three historic sites under Alternative 3, and one historic site under Alternative 4 that qualify for protection under Section 4(f). All Build Alternatives would have a *de minimis* impact on one park that qualifies for protection under Section 4(f). The FTA also has made a preliminary determination that the temporary occupancy exception to Section 4(f) use would apply to 11 historic sites under Alternative 1, 21 historic sites under Alternative 2, and 1 historic site under Alternative 3. The temporary occupancy exception would also apply to 3 recreational trails under Alternatives 1, 2, and 3. Under Alternative 4, the temporary occupancy exception would not apply to any historic sites, but would apply to one recreational trail. This determination for the Project is pending concurrence from the agencies with jurisdiction that the conditions for application of the temporary occupancy exception are met.

The Project would have no use of other Section 4(f) properties. There would be no constructive use of any Section 4(f) properties (Metro 2021l). FTA has preliminarily determined that the Project would satisfy the requirements of Section 4(f) because the only impacts to Section 4(f) properties would be *de minimis* or meet the requirements of the temporary occupancy exception.

S.6 Evaluation of Alternatives

Both NEPA and CEQA recommend identifying the preferred alternative in the Draft EIS/EIR. In addition to considering the effectiveness in meeting the Purpose and Need, goals and objectives, and environmental impacts and benefits, the financial capacity to construct, operate, and maintain the Project as well as strategies to fund the Project were primary considerations in determining the Staff Preferred Alternative. Alternative 3 is the Staff Preferred Alternative.

All of the Build Alternatives would achieve the four major elements of the Project's Purpose by establishing reliable transit service, accommodating future travel demand, improving access, and addressing mobility and access constraints faced by transit-dependent communities in the corridor (Table S.6). Total capital costs for Alternatives 1 and 2 are significantly higher (\$8.1 and \$8.8 billion, respectively) than Alternatives 3 and 4 (\$4.4 and \$1.9 billion, respectively) due to the length of the alignment and the resulting number of stations.

Table S.6. Alternatives Benefit Evaluation

Environmental and Social Benefits	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Vehicle miles traveled reduction (existing plus project compared to existing conditions)	216,100 (-0.05%)	215,000 (-0.05%)	71,800 (-0.02%)	36,300 (-0.01%)
Average weekday daily boardings (2042)	60,839	82,826	30,964	11,119
Emissions and greenhouse gas reduction	Greatest reduction	Greatest reduction	Moderate reduction	Lower reduction
Community benefits (number of cities and the number of communities in the City of Los Angeles served within one-quarter mile of stations ¹)	12 cities (3 communities in City of Los Angeles)	12 cities (3 communities in City of Los Angeles)	12 cities (1 community in City of Los Angeles)	5 cities (0 communities in City of Los Angeles)
Daily new transit trips (average number of trips per mile)	952	1,048	622	720
User benefit hours ²	15,400	19,700	8,400	4,000
Economic benefits ³ (jobs gained in the region)	81,700 – 89,800 construction jobs 245 permanent jobs	88,100 – 89,800 construction jobs 282 permanent jobs	44,000 – 45,700 construction jobs 189 permanent jobs	22,400 – 24,000 construction jobs 113 permanent jobs
Economic benefits (2020\$) (generated/earned in economic activity per year in the region)	\$6.6 million	\$7.6 million	\$5.1 million	\$3.0 million
Regional mobility and connectivity ⁴	High	High	Medium	Low
Approximate residential population within one-half mile of stations ⁵	236,000	260,000	203,000	90,400
Population growth (percent change from 2017 to 2042 within one-quarter mile of alignment)	60%	75%	59%	62%
Employment growth (percent change from 2017 to 2042 within one-quarter mile of alignment)	32%	25%	22%	20%

Source: Prepared for Metro in 2021

Notes: ¹ For purposes of this analysis, the City of Los Angeles is split into Central City, Central City North, and Southeast Los Angeles Community Plan Areas. These are considered established communities within the Affected Area. As such, the number of communities in the City of Los Angeles is described in the table.

² User benefit hours presented in total daily hours. This value is based on travel time savings and cost savings that new riders and existing riders would experience.

³ The number presented is person-year jobs (one job for one person for one year).

⁴ Based on number of proposed stations that would improve local and regional access, mobility, and connectivity to transit.

⁵ The residential populations identified are located within one-half mile of the station areas for each Build Alternative.

While each of the Build Alternatives would result in varying levels of impacts and benefits, Alternative 3 would have an overall environmental advantage compared to the other Build Alternatives. Alternative 3 would have fewer permanent acquisitions, business displacements, noise and vibration impacts, and be in proximity to fewer hazardous materials sites compared to Alternatives 1 and 2. Construction of Alternative 3 would affect access to fewer community facilities, require fewer construction laydown areas, and would not result in exceedances in daily regional emissions compared to Alternatives 1 and 2. Due to the lack of connectivity and limited benefits achieved with four stations, Alternative 4 would provide a lower level of environmental benefits to the region when compared to the other Build Alternatives. Overall, the Bellflower MSF site would require fewer acquisitions, displace fewer businesses, and have lower capital cost compared to the Paramount MSF site.

Alternative 3 is designated as the Staff Preferred Alternative. Alternative 3 is identified as the environmentally superior alternative pursuant to CEQA requirements.

S.7 Public Outreach, Agency Consultation, and Coordination

Metro initiated a comprehensive outreach program for the Project beginning in 2017. Metro has continued to keep elected officials, agency staff, community stakeholders, and the general public informed on the status of the Project as well as progress of the environmental review process.

The FTA published the Notice of Intent pursuant to NEPA in the *Federal Register* on July 26, 2017. Metro issued a Notice of Preparation pursuant to CEQA on May 25, 2017, with supplemental publications June 14, 2017 and July 11, 2018. Metro used the scoping process to seek agency and public feedback on the scope of the Draft EIS/EIR. Metro hosted one agency scoping meeting and eight public scoping meetings with the option to join a live webcast or access the video recording on the Project's website.

Metro has communicated project information and provided opportunities for public and agency input during preparation of the Draft EIS/EIR. Meetings have been held with participating agencies and interested federal, state, regional, and local agencies in support of the Draft EIS/EIR. Metro conducted an Assembly Bill 52 compliant consultation with California tribes with traditional lands or cultural places in Los Angeles County. The FTA invited the Native American groups to participate in the Section 106 consultation process and included information on the identification of prehistoric sites, and sacred and/or traditional cultural properties in the Area of Potential Effect). Metro sent consultation letters to local government, local historic preservation advocacy and history advocacy groups, and historical societies and organizations. The Final Cultural Resources Survey Report—Rev 1 (Metro 2020d) was submitted to the State Historic Preservation Office (SHPO) on March 30, 2020, requesting concurrence on the eligibility determinations. No comments or objections were received from SHPO.

Following the release of this Draft EIS/EIR, a 45-day public comment period will be held to promote review of the Draft EIS/EIR and gather public comments. Metro will also host public hearings throughout the project area to present findings of the Draft EIS/EIR and solicit public comments on the document.

S.8 Areas of Controversy and Issues to Be Resolved

S.8.1 Areas of Controversy

The following areas of controversy or concerns were identified based on public comments submitted during the scoping period and through ongoing stakeholder coordination:

- Construction impacts within the Little Tokyo community
- Alignment configuration (at-grade, aerial, or underground) at intersections
- Alignment configuration within the City of Cerritos
- Elimination of an alignment with a northern terminus at Pershing Square
- Partial acquisition of residential properties
- Safety and security on the alignment and at stations
- Noise and vibration impacts

S.8.2 Issues to be Resolved

The following issues will be resolved as the Project proceeds through the environmental process as well as through ongoing stakeholder coordination:

- Selection of the Locally Preferred Alternative – The Metro Board of Directors will select the Locally Preferred Alternative (LPA) after circulation of the Draft EIS/EIR. Public and agency comments received on the Draft EIS/EIR will be considered as part of the selection process. Currently Alternative 3 is identified as the Staff Preferred Alternative. As part of the Metro Board action, a decision may be made to phase implementation of the LPA. Any such decision would be made in consideration of public comments and funding availability.
- Selection of design options – If Alternative 1 is selected as the LPA, the Metro Board of Directors will also determine whether Design Option 1 (MWD) and/or Design Option 2 (Add Little Tokyo) are included as part of the Project. Public comments received on the Draft EIS/EIR will be considered as part of the selection process.
- Selection of MSF site – Concurrent with selection of the LPA, the Metro Board of Directors will also determine which MSF site option will advance into the Final EIS/EIR. Public comments received on the Draft EIS/EIR will be considered as part of the selection process. Currently, the Bellflower MSF site option is the staff preferred site option.
- Design of at-grade crossings – Metro has begun coordination with the California Public Utilities Commission (CPUC) to determine design requirements where the alignment passes through intersections at grade. Coordination will continue through the environmental clearance and design phases of the Project. Approvals from CPUC will be required.
- Design and construction of the alignment within Union Pacific (UP) right-of-way – Metro has begun coordination with UP for the portion of the Project that would be within UP right-of-way. Coordination has and will continue to focus on design of the light rail transit (LRT) alignment and clearances, relocation of freight tracks, design of the new freight bridge over I-105, track separation between the WSAB LRT tracks and the existing freight tracks, and construction methods and phasing. Approval and/or a permanent easement will be required from UP.
- Mitigation measures – several mitigation measures identified to avoid or minimize adverse and/or significant impacts would be outside Metro's jurisdiction to

implement. These mitigation measures include modifications to travel lanes at intersections for traffic impacts (subject to the jurisdiction in which the intersection is located), modifications to proposed bicycle facilities that conflict with the Project (subject to the jurisdiction where the facility is proposed), relocation of the “Belle” public art statue (subject to the City of Bellflower), and modification to crossing signal bells and gate-down-bell-stop signal variance (subject to CPUC). Coordination has begun with several entities regarding these measures and will continue prior to issuance of the Record of Decision and Notice of Determination for the Project. If the applicable jurisdiction does not approve the measure, then adverse and/or significant impacts would occur as no other mitigation has been identified for these impacts.

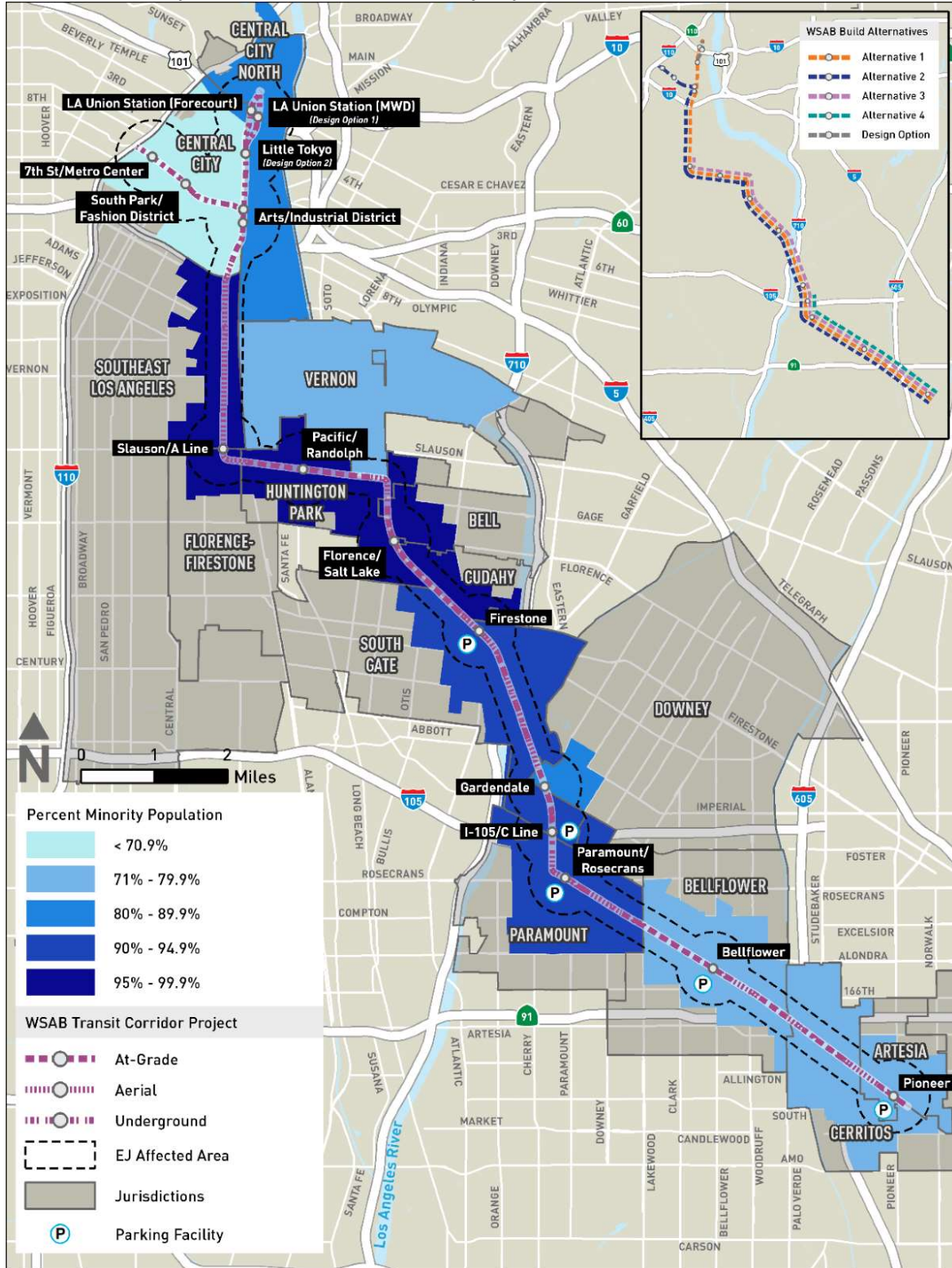
West Santa Ana Branch Transit Corridor

Project Alternatives Overview



Northern endpoint for Alternative 1 would be located at the LA Union Station Forecourt or behind the Metropolitan Water District Building on the east side of LA Union Station.

Percent of the Population identified as Minority Populations

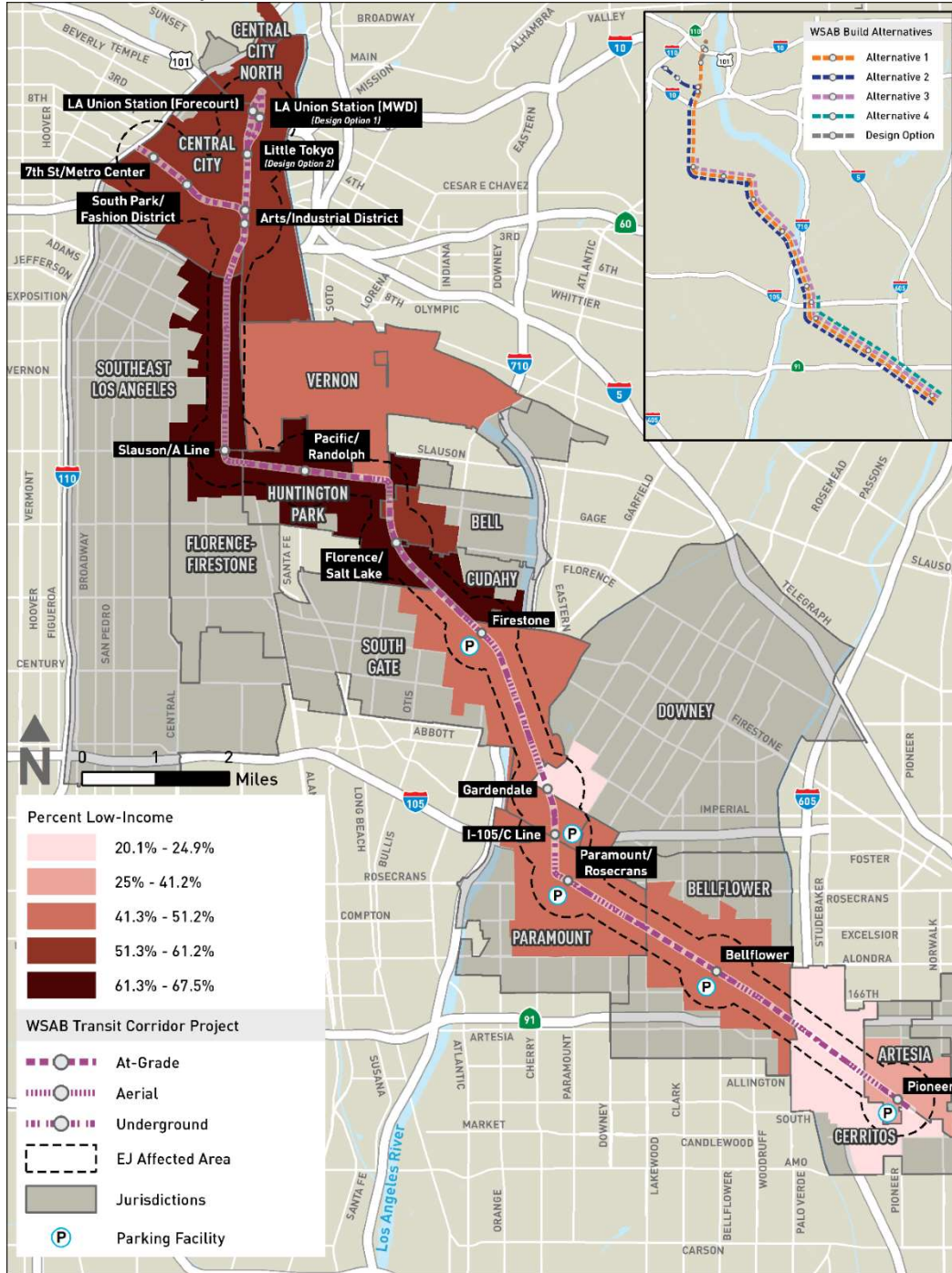


Source: Metro 2021z

Note:

¹ Minority is defined as an individual who identifies as any race or ethnicity except for non-Hispanic/Latino White Alone.

Percent of the Population Identified as Low-Income



Source: Metro 2021z

Note: ¹ The percent of low-income is illustrated using 2011-2015 ACS 5-year estimates for the Census Block Groups that intersect both the EJ Affected Area and affected community

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



West Santa Ana Branch

Legistar: 2021-0724

Planning & Programming Committee

January 19, 2022

WSAB Recommendation

- A. **APPROVING** the **Los Angeles Union Station (LAUS)** as the terminus for the 19.3-mile West Santa Ana Branch (WSAB) Project; and
- B. **APPROVING** the **Locally Preferred Alternative (LPA) as Slauson/A Line (Blue) to Pioneer Station** with the Maintenance and Storage Facility located in the City of Bellflower; and
- C. **ACCELERATING** the Slauson/A Line to LAUS segment before Measure M Expenditure Plan FY 41-43 by:
 - Identifying a **cost-effective alignment** route in lieu of the all-grade separated configuration currently assumed for the Slauson/A Line (Blue) to Union Station segment;
 - Reengaging the community to best define a project, including alignment profile, station locations and design, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area residents, employees, and businesses;
 - Preparing a separate environmental document for this segment; and
- D. **IDENTIFYING** interim bus connections to connect Slauson/A Line to Union Station, as part of the Slauson/A Line to LAUS Segment study

Slauson/A Line to Pioneer Station Segment (14.8 mile, 9 Stations)

- **14.8 miles**
 - 12.2 mile at-grade
 - 2.6-mile aerial
- **9 WSAB stations**
 - 6 at-grade
 - 3 aerial
- **1 new C Line Station at I-105**
- **5 park & ride facilities**
 - 4 surface lots
 - 1 parking structure
- **River crossings**
 - Los Angeles River
 - Rio Hondo Channel
 - San Gabriel River
- **4 freeway crossings**
 - SR-91, I-605, I-105, I-710
- **LRT Crossings**
 - 15 aerial grade-separations
 - 31 at-grade crossings
- **8.1 miles of freight realignment**
- **MSF facility**



Anticipated Project Schedule for 14.8-mile Initial Segment

LPA Selection:	January 2022
First Last Mile Planning:	Following LPA Selection
Work with Communities; Evaluate Ways to Reduce Cost on Northern Segment:	Following LPA Selection
Board Selection of Project Delivery Method:	Summer 2022
Metro Board to Certify Final EIR:	Winter 2022
FTA to issue Record of Decision:	Spring 2023
Begin CPUC Application*	2023 to 2025 (18-month process)
Begin Right of Way Acquisition*	2023 to 2026 (2 to 3-year process)
Groundbreaking*	As early as 2023/25
Advanced Engineering Works (IOS):	2023 to 2026/29
LRT Construction (IOS):	2026 to 2033/35

** Final EIR Certification/FTA ROD prerequisite*

Bellflower Maintenance and Storage Facility (MSF) Site

> Bellflower MSF site option

- 21 acres city-owned parcel
- Currently developed with a recreational commercial business (the Hollywood Sports Paintball and Airsoft Park and Bellflower BMX)



Downtown Study: Slauson/A Line to LAUS Segment (4.5 miles)

- **March 2022 to Early 2023:** Work with downtown communities to address impacts and evaluate ways to reduce cost of this segment & reassess station locations, including Little Tokyo
- Begin environmental for this segment after completion of study
- Open this segment **before Measure M Expenditure Plan FY 41 to FY 43**

Terminus Approval & LPA Approval	January 2022
Begin Slauson/A Line to Downtown Study	March 2022
Work with Communities Evaluate Ways to Reduce Cost on Northern Segment:	March 2022 to Early 2023
Board approval	Early/Spring 2023
Begin Environmental Process	Spring 2023 – Spring 2025/26 (2 to 3 years)

New Starts: Request for Entry into PD Phase

- **December 2021:** Metro requested entry into Project Development from FTA in initiating a 45-day FTA review and response process
 - Project Development is the **first formal phase** of the New Starts process
 - Key New Starts requirements to be completed during Project Development include Federal environmental review process, selecting the LPA, and adopting it into the fiscally constrained long range transportation plan.
- **January 2021:** Update request to FTA after LPA Selection

Back-up slides

Value Capture Timeline

Jan 2022:	Update COG and city managers
Feb to Mar 2022:	Technical advisors on-board
Mar to Jul 2022:	Meet with cities along corridor
Apr to Jul 2022:	Submit Board Box status report
Jul to Dec 2022:	Evaluate/implement value capture



Board Report

File #: 2021-0588, File Type: Motion / Motion Response

Agenda Number: 25.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JANUARY 20, 2022

SUBJECT: STATUS UPDATE OF MOTION 40: ELECTRIFICATION OF THE J (SILVER) LINE AND METRO'S FLEET

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE response to Motion 40: Electrification of the J (Silver) Line and Metro's Fleet.

ISSUE

At the November 18, 2020 Planning & Programming committee meeting, Metro Board Directors Hahn, Garcetti, Solis Butts and Bonin introduced Motion 40 directing the CEO to:

- A. Meet with the County of Los Angeles, City of Los Angeles, the Ports of Long Beach and Los Angeles, and neighboring transit agencies to discuss the potential private property, joint-use, and public right of way opportunities for charging stations that could serve the Harbor Area, beginning with the Silver Line
- B. Provide recommendations on how to fully electrify the Silver Line in the Zero Emission Bus Implementation Master Plan due before the Board in Spring of 2021
- C. Continue Silver Line service to San Pedro until the Board discusses and chooses a recommendation on how to move forward

BACKGROUND

Metro's Zero Emission Bus Program continues to progress the goal of systemwide electrification in line with the March 2021 ZEB Rollout plan and Board directives. As part of the Program, it is staff's intent to fully electrify the entire J Line service from its northeastern terminus at the El Monte Transit Center to its southern terminus in San Pedro as expeditiously as possible in the most fiscally and technically responsible manner. To that end, staff has pursued state and federal funding applications with a focus on the J Line to enact the first phases of systemwide electrification.

From the onset, staff has been aware of the challenges with introducing a Battery Electric Bus (BEB) with limited range into our service environment. Given the range and performance challenges coupled with the absence of empirical data, staff proposed BEB services be transitioned to the BRT

segments of the bus system starting with the G (Orange) Line and thereafter the J (Silver) Line.

The J Line was first implemented in December 2009, providing service between Harbor Gateway Transit Center (HGTC) and El Monte Station via downtown LA. In December 2015, specific trips were extended to provide a one seat ride every 20-30 minutes between San Pedro and downtown LA. The NextGen Bus Plan, approved in October 2020, proposed to terminate all J Line service at HGTC to improve service reliability. A new Line 450 would be implemented between San Pedro and downtown LA during the weekday peak hours with the service operating between San Pedro and HGTC during off-peak periods and weekends. While approved, this service change may not be implemented or may be modified, contingent on the resolution of the ZEB roll-out strategy for J Line.

Metro staff is committed to converting the J Line to a cleaner and quieter electrified bus service for the benefits of the ridership along the alignment. Lessons learned from the G Line would be applied to the J Line service plan to minimize service risks and reduce negative patron impacts. Ultimately, the plan for the J Line is to provide BEB services from El Monte to San Pedro. This transition will be executed in strategic phases to ensure similar implementation successes as the G line and will accomplish this task with to minimize risk to operations and impacts to patrons. The initial phase would electrify the trips operating between HGTC and El Monte Station. Thereafter, staff will provide electrified service between San Pedro and downtown LA as charging infrastructure is added and/or as bus range improvements are realized. With assistance from the Office of Supervisor Hahn, staff has been proactive in its outreach to identify potential partners for charging infrastructure installation (s) in the southern terminus of the J Line.

In parallel, Metro staff continues to pursue all available funding sources, including a recent application submitted in November 19, 2021 for Federal grant support under Section 5307 Bus and Bus Facilities grant.

DISCUSSION

Operations is tasked with providing an efficient and fiscally responsible level of service. To that end, buses with greater range capabilities optimize the efficiency of labor and equipment for service scheduling. Currently CNG buses provide services along the 38.8 mile one way trip between the El Monte Station and San Pedro. On average, CNG buses have a range of 300-320 miles. This compares against BEBs which can provide approximately 155 miles of range on a single charge with 20% charge remaining in reserve. Ideally, a 30% reserve will permit the bus to reliably return to the depot. Range limitations of 40' foot BEBs prevent staff from assigning one seat electrified service from El Monte to San Pedro. Therefore, based on current BEB range capabilities, electrified service will need to terminate at HGTC. There are other options to electrify service to San Pedro:

- 1) Implement the NextGen Bus Plan proposal and electrify Line 246, providing service between San Pedro and HGTC. This proposal does not provide a one seat ride between San Pedro and downtown LA as in the current service plan.
- 2) Implement the NextGen Bus Plan proposal and identify charging opportunities in San Pedro, downtown LA, and/or en-route. Electrify new Line 450, providing a one seat ride service

between San Pedro and downtown LA during weekday peak hours and between San Pedro and HGTC during off-peak periods.

- 3) No change to current J Line service which provides a one seat ride between San Pedro and downtown LA all day and on weekends, and electrify these trips once manufacturers increase battery capacity and range capability on the BEBs.

Motion 40 item A requested Metro staff meet with parties for potential charging installation opportunities. To address item A, Metro staff revisited its strategic plan to identify opportunity locations for charging infrastructure installations to support the southernmost San Pedro portion of the J Line. Guiding principles to identify charging infrastructure locations were applied and are presented as follows:

- 1) Metro owned and managed properties and facilities to ensure continued ownership and access to charging equipment; including sites in the ownership and control of public/governmental entities which agree to continuous access by Metro
- 2) Proximity to layover locations on service routes to preclude added dead-heading and associated inefficient operating costs.
- 3) Restricted access to Metro BEB vehicles and other transit carriers for which cost and use agreements are in place with Metro.

In early summer, Metro coordinated with LADOT staff to identify if joint installation opportunities were possible. Reviewing service routes and applying these principles yielded two potential LADOT owned park and ride locations in San Pedro for consideration. The meeting agenda included discussions on other potential locations beyond the identified sites. Due to differences in planned bus types, charging interfaces, and minimal route commonalities, it was found that LADOT and Metro interests did not intersect for San Pedro installations to support J Line electrification at this time.

Late September 2021, Metro staff prepared an information package and reached out to the entities below. Metro staff will continue to follow up with the respondents who have responded or expressed potential interest.

Ln	Agency	Status as of Nov 03, 2021
1	Gtrans	Committed to depot charging for the foreseeable future
2	LA Cleantech Incubator	Will assist in coordination and advocacy opptys in utility / facility works
3	LADOT	No Interest. LADOT policy is to pursue overnight depot charging only
4	Long Beach Transit	Interested in participating in further assessments and planning
5	Palos Verdes Transit	Under review. Potential interest for route 225 terminating at Pacific / 7th.
6	Port of Long Beach	Interested to coordinate if opptys arise, especially in joint utility work
7	Port of Los Angeles	Under review. Initial questions submitted to Metro.
8	Torrance Transit	Under review. Metro info to be shared with their BEB Team

Metro continues to pursue range extending options with battery technology. Continued outreach and coordination with other BEB transit carriers and port authorities are planned to discuss potential opportunities.

Item B requested staff provide recommendations on how to fully electrify J Line in the ZEB Implementation Plan. The following is provided.

- Full J Line electrification can be achieved by identifying a location(s) to add en-route charging or by increasing BEB range, or a combination of the two.
- Although not yet successful in identifying a viable en-route charging location(s); staff will continue looking to partner with other transit carriers and agencies.
- Evaluate and test the latest generation of longer-range BEBs from BYD to upgrade the range on the buses ordered.
- Staff requested a \$50M Life of Project (LOP) to further develop range and charging solutions along the J Line alignment to meet objectives A and B of Motion 40. This LOP request was presented as Item 44 in June 2021 under Legistar ID # 2021-0193.

By extending BEB range, the need for southern charging infrastructure can be reduced and fully electrified J Line service to San Pedro may be considered in future service plans. The extended range battery appears to be the most comprehensive solution to allow for longer distance BEB services to meet the Motion 40 objectives and meet the agency's long-term objectives for BEB conversion. Staff will continue to evaluate and negotiate the battery capacity redesign to address longer distance service needs.

EQUITY PLATFORM

The J Line provides bus services to Equity Focused Communities (EFC's) from El Monte Station to Downtown Los Angeles to Harbor Gateway Transit Center. The J Line runs through the 10 and 110 Freeways along a dedicated BRT lane and serves the following ridership (Fall 2019 Silver Line Rider Survey):

- 48% below \$25K household income (42.5% below poverty line)
- 68.3% had no car available

- 74% use transit 5+ days a week
- Rider Ethnicity: Latino 58.3%; Black 15.2; White 10.6%; Asian/Pacific Islander 9.8%;
- Other 6.1%

It is recognized that BEBs provide improved air quality and quieter services compared to current Renewable Natural Gas (RNG) bus fleet. Accordingly, BEBs stand to improve air quality, reduce noise pollution, improve overall health and quality of life aspects for affected J Line EFCs. However, RNG compared to BEB ranges are not at the point where 1 for 1 service replacement can be provided without increasing risks to the quality of service. Staff will provide options for further electrified J Line services as BEB range performance is improved and/or additional charging infrastructure installations are completed.

DETERMINATION OF SAFETY IMPACT

This item will not have an impact on safety at Metro.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This item supports the following Strategic Goal: 1) Provide high-quality mobility options that enable people to spend less time traveling.

NEXT STEPS

Metro will continue investigating feasible and applicable solutions for BEB range improvements as well as enhancing en-route charging capabilities. In parallel, staff will continue to pursue funding sources, technology partnerships and develop solutions in battery electric technology to mimic RNG bus range. Staff will provide updates as change order(s) are negotiated and service changes are proposed to meet the intent of Motion 40 BEB service along J line.

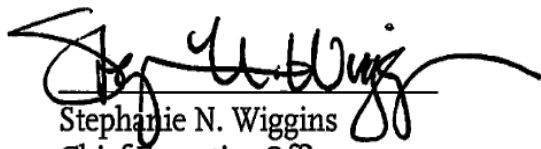
ATTACHMENTS

Attachment A - Motion 40-Dated November 18, 2020

Prepared by:

Jesus Montes, Sr. EO, Vehicle Engineering & Acquisition, (213) 418-3277

Reviewed by: Conan Cheung, Acting Chief Operations Officer, Bus (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A



Metro

Board Report

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

File #: 2020-0781, **File Type:** Motion / Motion Response

Agenda Number: 40.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 18, 2020

Motion by:

DIRECTORS HAHN, GARCETTI, SOLIS, BUTTS, AND BONIN

Electrification of the Silver Line and Metro's Fleet

Over the last few years, the Board has aggressively pursued many strategies that will require Metro to do their part to tackle climate change. One of them is to convert Metro's bus fleet to Zero Emission Buses by 2030, as was directed by the Board in April of 2016.

In October of 2016, the Board also directed Metro to develop an implementation plan for the electrification of the Orange Line by 2020, and to report back on the feasibility of electrifying the Silver Line. A year later in October of 2017, the Board approved a Strategic Plan for Metro's Transition to Zero Emission Buses. Metro is currently developing a Zero Emission Bus Implementation Master Plan, which anticipates replacing Metro's aging bus fleet at a rate of 200 buses per year, completing the Metro Orange Line transition to Zero Emissions by 2020, and transitioning the Silver Line by approximately 2021.

In December 2015, Metro extended the Silver Line to San Pedro via existing Harbor Freeway transitway stations south of Harbor Gateway Transit Center. This service delivered a valuable direct connection between Harbor communities and Downtown Los Angeles and provided enhanced Silver Line frequency north of Harbor Gateway.

Last month, the Board approved the NextGen Bus Plan, which would terminate the Silver Line at the Harbor Gateway Transit Center, effectively undoing the December 2015 San Pedro extension. This service change is planned to go into effect in December 2021. While there is plenty of ridership on the San Pedro segment, Metro cited operational constraints due to the lack of Metro-owned land for charging stations and battery range limitations as the reason for this future service change. Metro also disclosed that the forthcoming Zero Emission Bus Implementation Master Plan currently only considers land already owned by Metro for potential locations for charging infrastructure as a means of reducing risk. This Plan has not yet been finalized by Metro or considered by the Board.

Electrifying the transportation system will require unprecedented levels of coordination among many different government agencies. The California Air Resources Board (CARB) passed regulations

ATTACHMENT A (continued)

File #: 2020-0781, **File Type:** Motion / Motion Response

Agenda Number: 40.

requiring public agencies to transition to Zero Emission Fleets by 2040, both the Ports of Los Angeles and Long Beach have committed to build infrastructure to transition to Zero Emission Goods Movement, and our very own agency is developing a Regional Clean Truck Initiative and Clean Truck Program. These changes provide Metro with the opportunity to develop new partnerships with other agencies trying to achieve the same goals. Metro should thoroughly evaluate the feasibility of leveraging these partnerships to provide critically needed charging infrastructure before making any service changes to the Silver Line that will affect ridership.

SUBJECT: ELECTRIFICATION OF THE SILVER LINE AND METRO'S FLEET

RECOMMENDATION

APPROVE Motion by Directors Hahn, Garcetti, Solis, Butts, and Bonin that the Board direct the CEO to:

- A. Meet with the County of Los Angeles, City of Los Angeles, the Ports of Long Beach and Los Angeles, and neighboring transit agencies to discuss potential private property, joint-use, and public right of way opportunities for charging stations that could serve the Harbor Area, beginning with the Silver Line
- B. Provide recommendations on how to fully electrify the Silver Line in the Zero Emission Bus Implementation Master Plan due before the Board in Spring of 2021
- C. Continue Silver Line service to San Pedro until the Board discusses and chooses a recommendation on how to move forward



Metro

Board Report

File #: 2022-0044, **File Type:** Oral Report / Presentation

Agenda Number: 41.

REGULAR METRO BOARD MEETING JANUARY 27, 2022

SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS REPORT

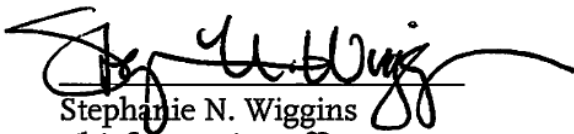
ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on the Major Project Status by the Chief Program Management Officer.

DISCUSSION

Update report covering the month of January 2022 by the Chief Program Management Officer.



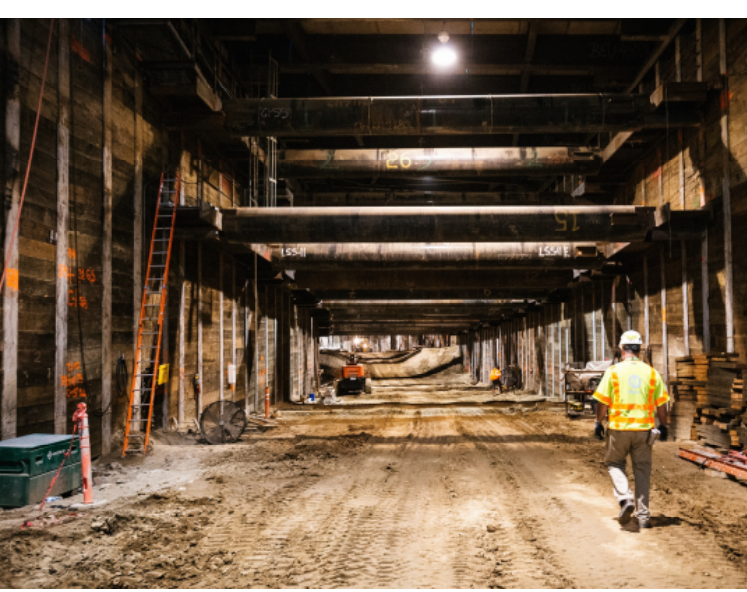
Stephanie N. Wiggins
Chief Executive Officer

Program Management Major Project Status Report

Presented By

Bryan Pennington

Chief Program Management Officer



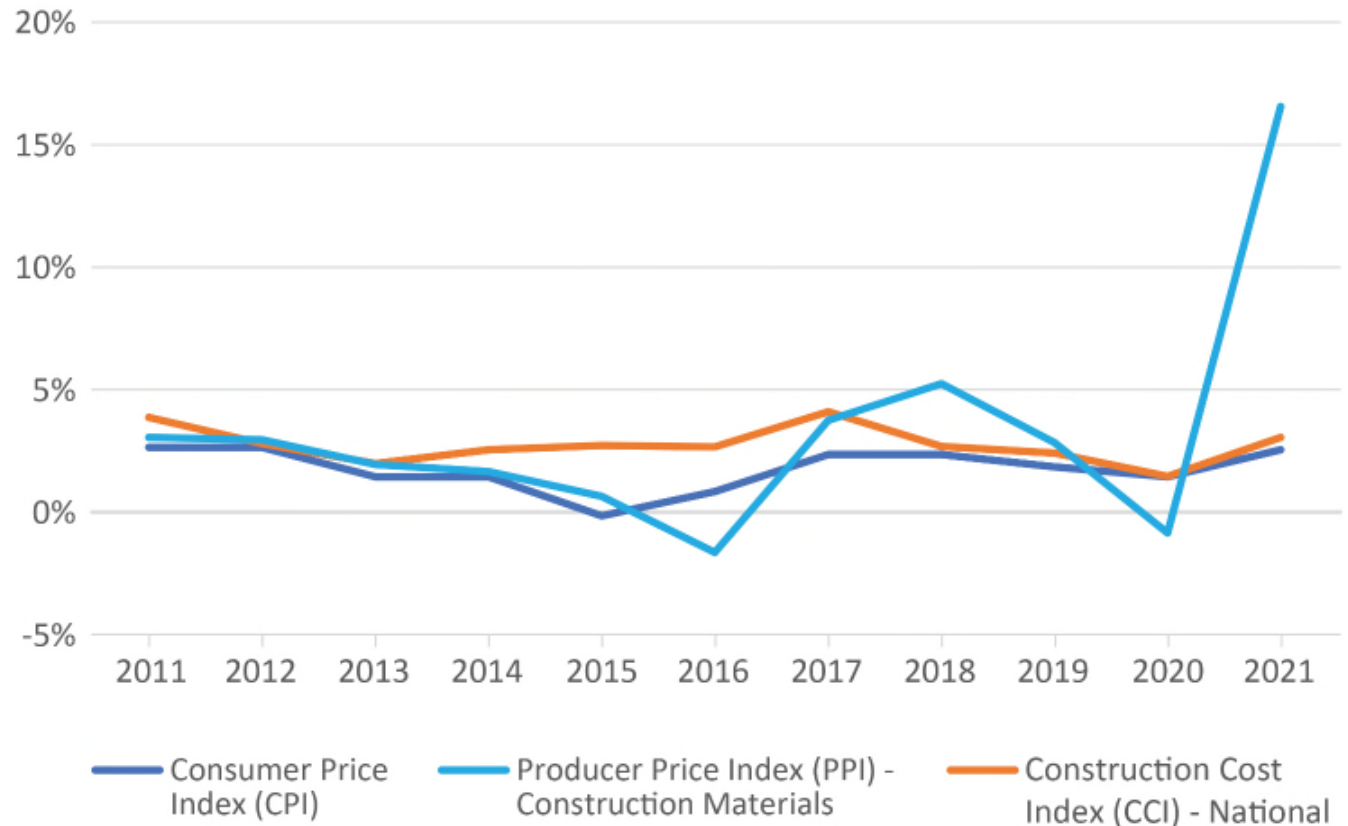
CONSTRUCTION MARKET TRENDS 2021 - 2022



2021

SOARING CONSTRUCTION MATERIAL PRICES - MAY 2021

- Construction materials are seeing rapid cost escalation
- Largely due to:
 - Impediments to importation
 - Uptick in demand
 - COVID-19 impacts to domestic production, and transport/delivery

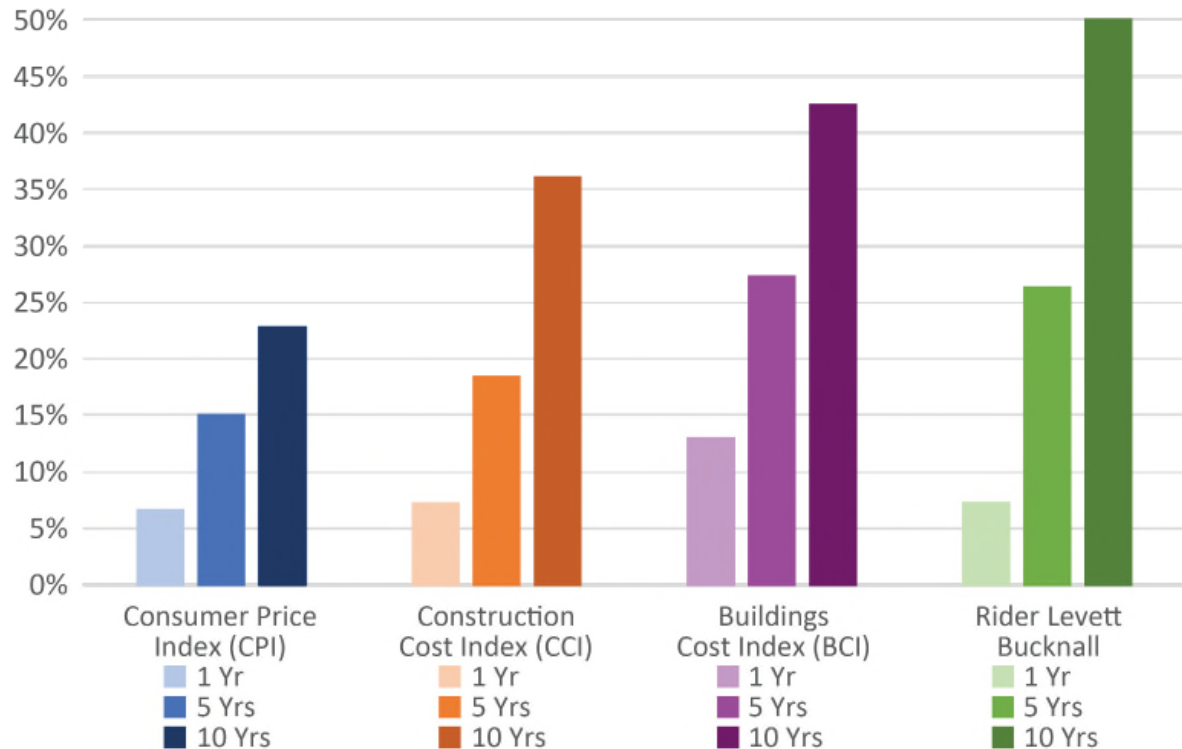


Source: Bureau of Labor Statistics

CONSTRUCTION COSTS OUTPACING MARKET – MAY 2021

- November's consumer market inflation rate of 6.8% (the highest since 1982) is lower than the construction inflation rate of 7.4%
- Since the passage of Measure M, construction costs have outpaced consumer market inflation
- Over the past ten years, increase in construction prices are near double the consumer market inflation rate

Percent Change in 1-Year, 5-Year, and 10-Years by Index

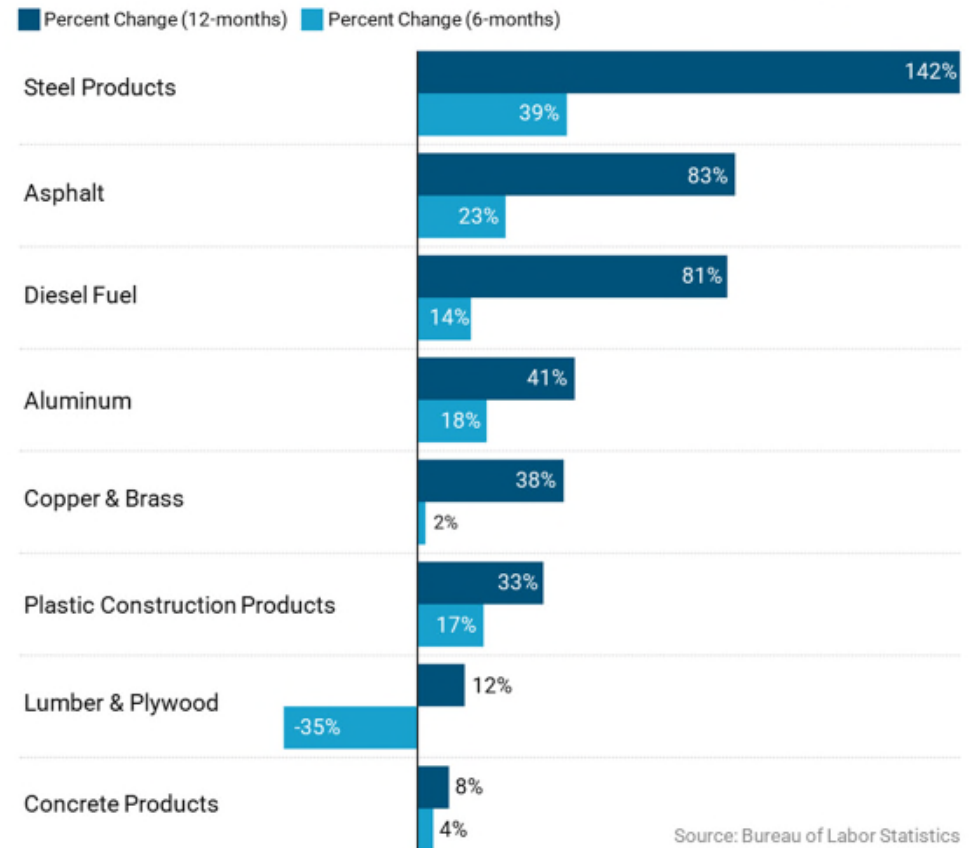


Sources: Bureau of Labor Statistics, Engineering News Record, Rider Levett Bucknall

CONTINUED INCREASE IN MATERIALS PRICES – DEC 2021

- Majority of materials prices have jumped in the past year
- Lumber prices are normalizing
- Key drivers increasing the price of steel products:
 - High demand
 - Tariffs
 - Supply chain issues
 - Consolidation in the industry
 - Pandemic related shutdowns of steel mills

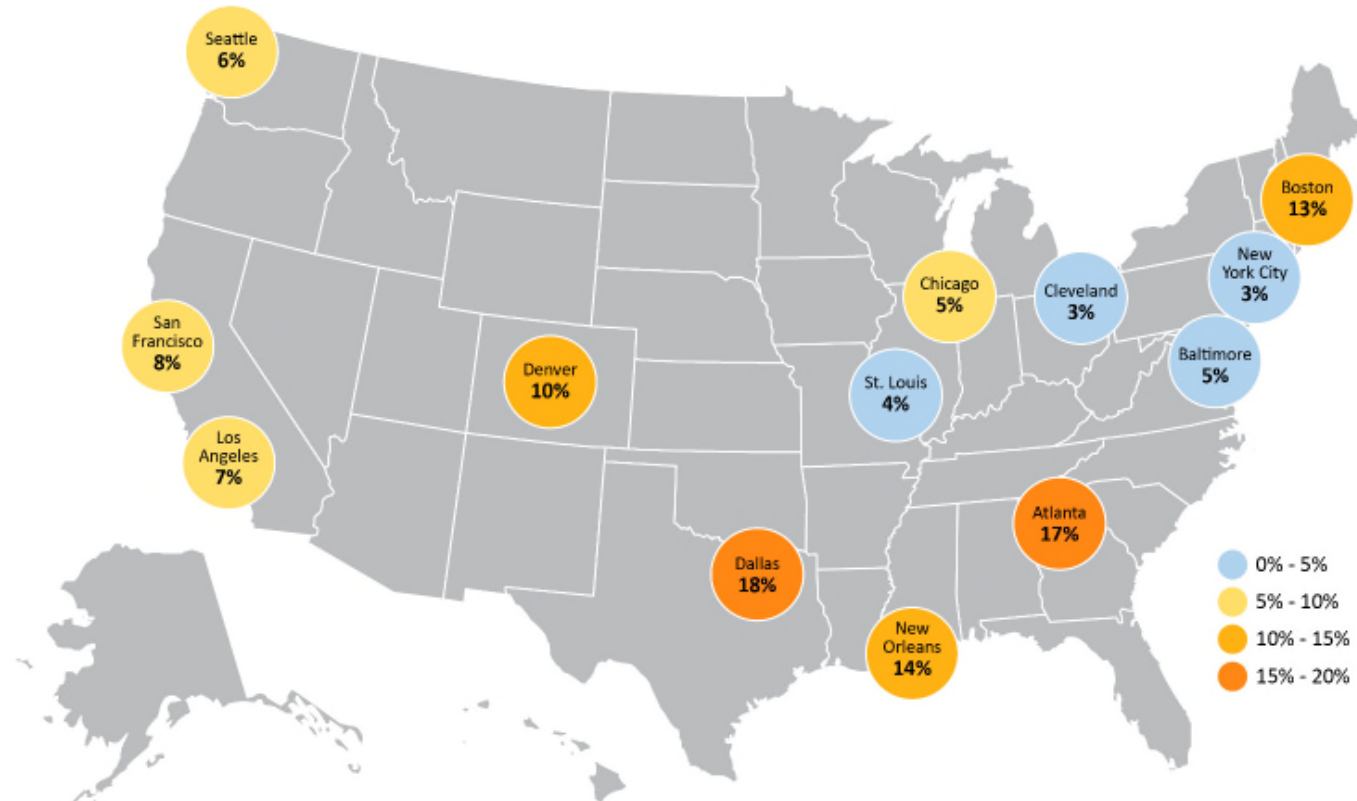
Construction Materials Cost: Percent Change



Source: Bureau of Labor Statistics

COVID IMPACT ON CONSTRUCTION INFLATION – DEC 2021

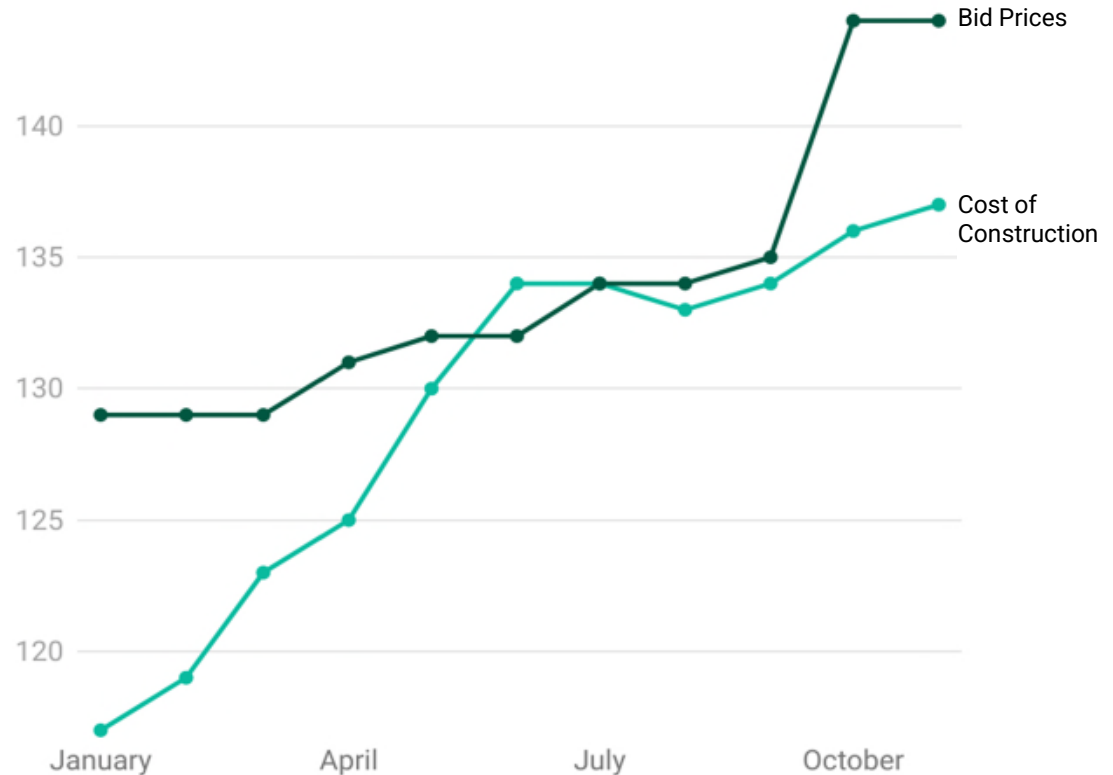
- Los Angeles and national average peaked in the summer at 11% and 9% respectively
- Los Angeles experienced similar increases to the national average over the past year
- Current construction inflation rates for Los Angeles and national average are at 7%



BID PRICES VS CONSTRUCTION COST – DEC 2021

- Cost of construction has increased by 19% this year
- Bid prices have increased by 12% this year
- Within the last 3 months, bid prices have jumped by 7%
- Contractors are passing along higher costs to owners
- High bid prices are anticipated to continue through the first half of 2022

Bid Prices vs Cost of Construction



Source: Engineering News Record Construction Cost Index

2022 CONSTRUCTION MARKET OUTLOOK – DEC 2021

- Transportation construction activity to increase by 5% compared to last year
- Inflation likely to remain high with a drop in the later half of the year
- Challenges likely to continue in 2022:
 - Supply chain disruptions
 - High construction materials and services costs
 - Labor shortages
 - COVID-19 variants

AGC Workforce Survey Results

- 86%** of contractors are having a hard time filling positions
- 72%** of contractors have difficulty finding quality workers
- 61%** of contractors say shortage of workers resulting in delays

Labor-Related Construction Costs Increase in the Past Year



CONCLUSION

- Market factors arising from the ongoing recovery from the Covid pandemic continue to escalate project related costs. Updated economic projections indicate that this will continue into 2022 and supply chain issues and labor impacts will continue to be potential cost and schedule drivers.
- Staff will address the implication for Metro projects in our upcoming fiscal year Annual Program Evaluation. Staff will continue to monitor the market condition, develop and initiate mitigation strategies and continue Federal and State funding advocacy.



Metro

Board Report

File #: 2022-0045, **File Type:** Oral Report / Presentation

Agenda Number: 42.

REGULAR BOARD MEETING JANUARY 27, 2022

**SUBJECT: ORAL REPORT ON OPERATIONS PROPOSED TEMPORARY SERVICE
REDUCTION**

RECOMMENDATION

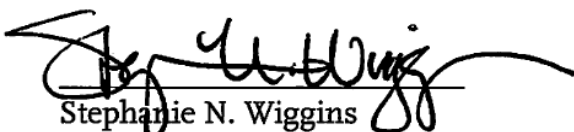
RECEIVE oral report on Operations Proposed Temporary Service Reduction

Equity Platform

Operations will collaborate with the Office of Equity and Race to identify and mitigate any concerns to ensure equitable outcomes relative to service.

Prepared by: Dan Nguyen, DEO Operations, Service Planning & Scheduling (213) 418-3233
Joseph Forgiarini, Sr. Executive Officer, Service Development, Scheduling & Analysis, (213)
418-3400

Reviewed by: Conan Cheung, Acting Chief Operations Officer, Bus
(213) 418-3034
Bernard Jackson, Acting Chief Operations Officer, Rail
(213) 418-3001
Nicole Englund, Chief of Staff, (213) 922-7950

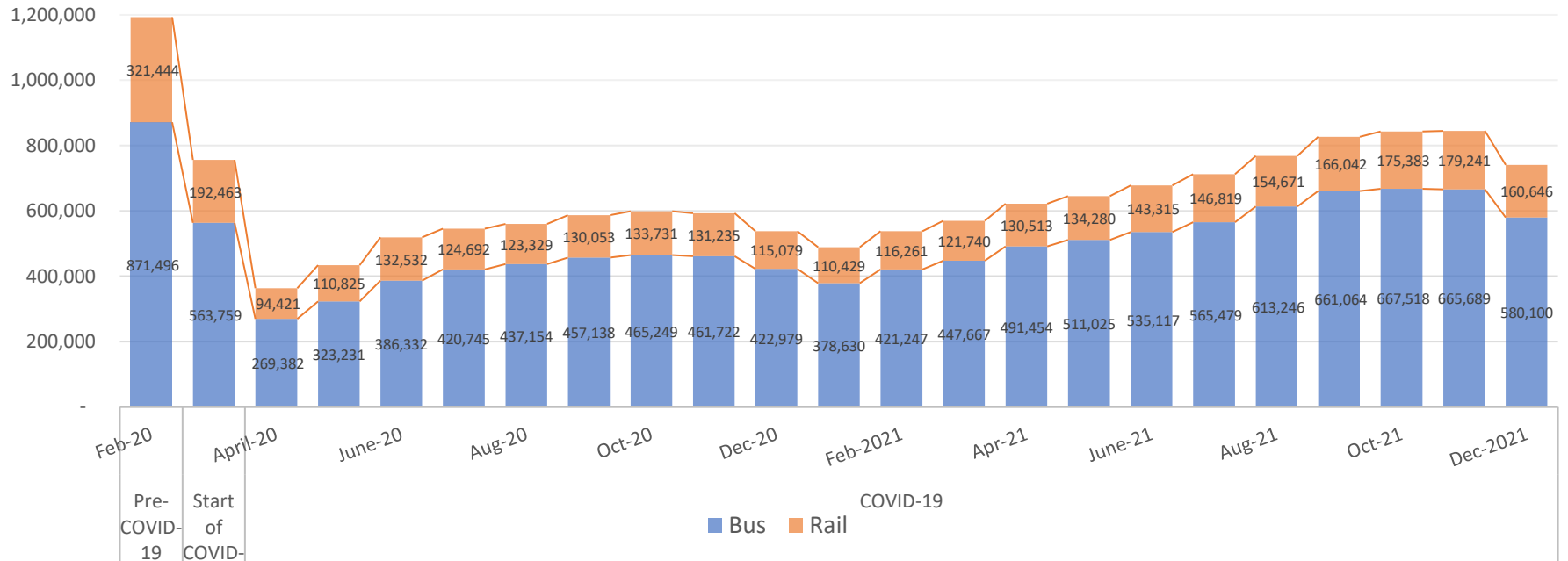


Stephanie N. Wiggins
Chief Executive Officer

Operations Proposed Temporary Service Reduction

Weekly Ridership Update

SYSTEMWIDE AVERAGE WEEKDAY RIDERSHIP

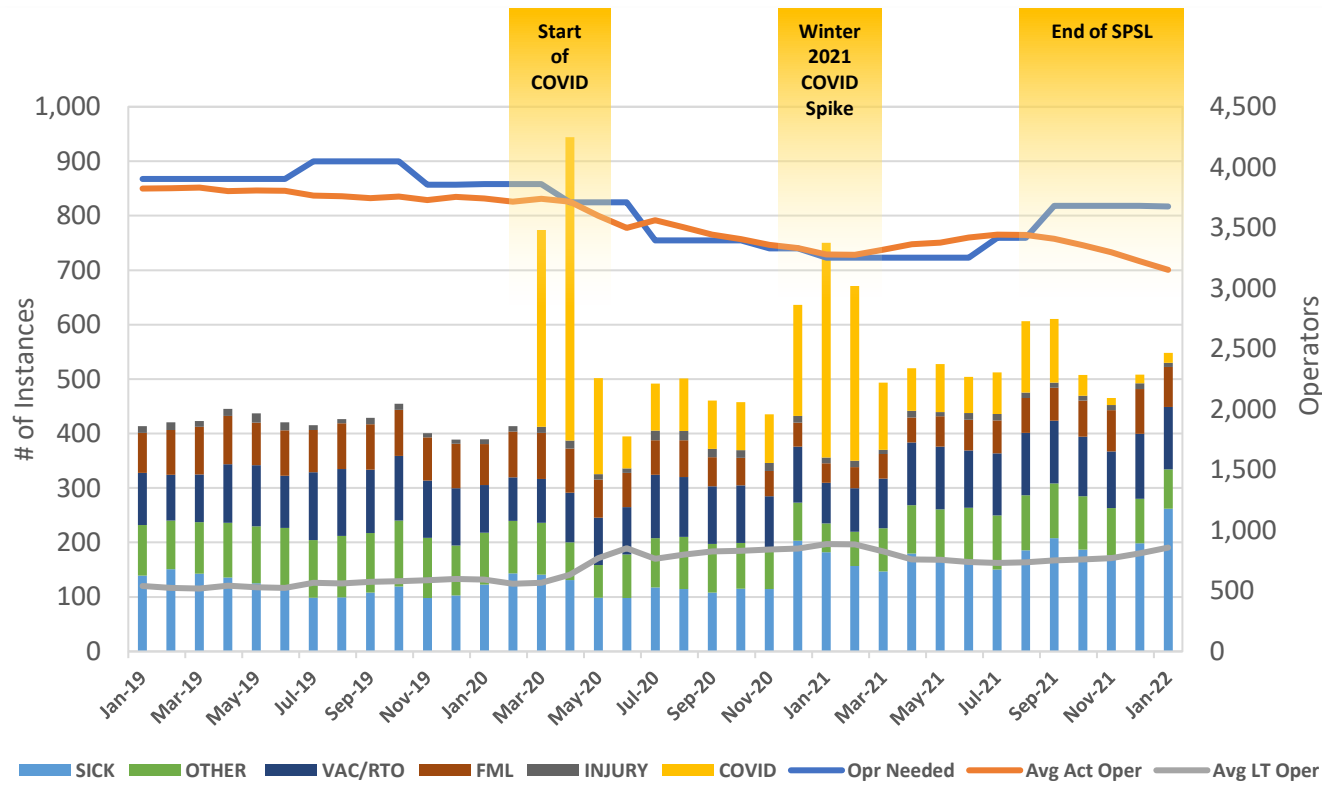


	Pre- COVID-19	Start of COVID-19																					
Ridership	Feb-20	Mar-20	April-20	May-20	June-20	July-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-2021
TOTAL	1,192,940	756,222	363,803	434,056	518,864	545,437	560,483	587,191	598,980	592,957	538,058	489,059	537,508	569,407	621,967	645,305	678,432	712,298	767,917	827,106	842,901	844,930	740,746

Ridership Analysis Relative to Equity Focused Communities

- **Bus:** Percent of all weekday bus activity occurring within Equity Focus Communities increased from 73% in Oct 2019 to 76% in Oct 2021 (bus stop data available month to month)
- **Rail:** Percent of all weekday rail activity occurring within Equity Focus Communities increased from 51.7% to 59.9% from FY19 to FY21 (rail station data available Fiscal Year level)

Operator Availability



Net reduction in available operators:

- Operator separations outpacing hirings
- COVID increased short term leave further reducing operator availability
- Operator shortage virtually eliminates extra operators usually available to cover absences

Operator Shortage may be Metro's Single Biggest Issue

“Perfect Storm”:

- National labor shortage
- Attrition greater than hiring
- COVID surge impacts

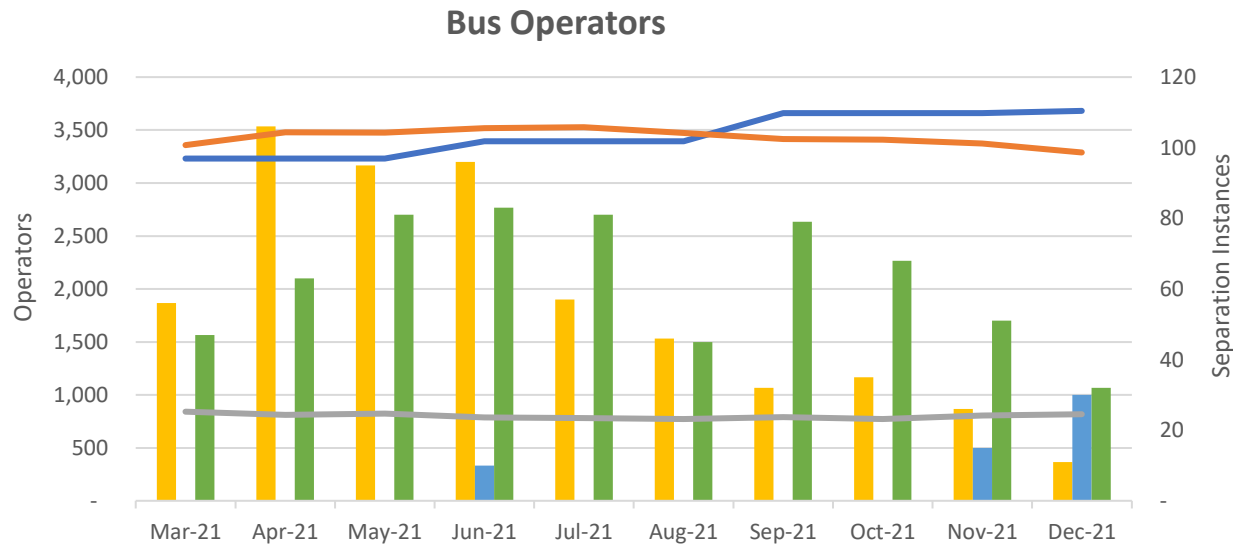
Undermines Metro's Mission:

- Customer experience, service performance & reliability
- Customer retention
- Mobility, equity and climate goals
- Ridership recovery
- NextGen, MetroMicro, and rail expansions
- Metro's reputation

A lot of great work has been done, but the landscape has changed



Bus Operator Hiring vs. Separation



Operator separations outpacing hirings since July 2021

Bus Operator Loss Update

Reasons for Operator Shortage:

Despite hiring efforts, operations is currently in need of 558 bus operators and 28 rail operators due various reasons outlined below:

- **Turnover** - Approximately 378 operators have separated from the Agency since July 2021 for reasons ranging from retirements, personal reasons, misconduct, new job acceptance, and unsatisfactory performance
- **Absenteeism** – Such as sick, family medical leave, suspension, injury, labor code 233, emergency, missing out/unexcused absences, Metro required quarantine & vacations, etc.
- **Promotions to Supervisory Positions** - including vacancies from VSIP
- **Transfers to Other Metro Depts** – Approx. 45 operators transferred into other roles
- **Dec. 19, 2021 Service Changes** - Rail operator assignments increased by 13 to support 8 min peak LRT service (per the CBA, bus operators transfer to rail)
- **Rail Vehicle Testing/Project Support** - Rail operators needed to support on-going light and heavy rail vehicle testing

Impacts of operator shortage on cancellations:

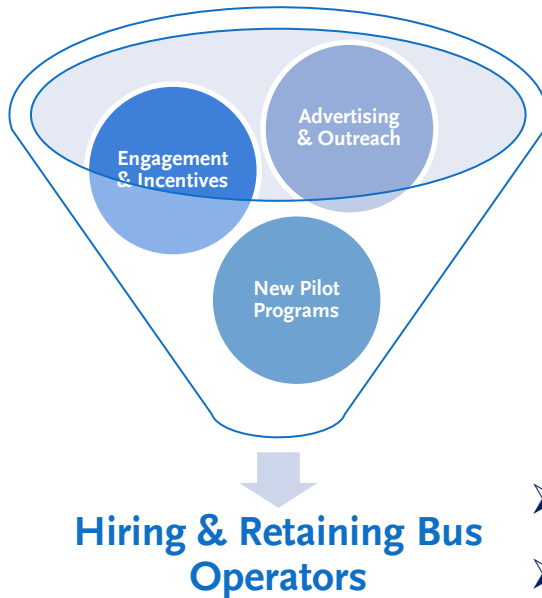
- ✓ Pre-pandemic bus service cancellations averaged about 1-2%
- ✓ Bus service cancellations are currently trending at about 10-15%

Current Recruitment Efforts

- 3,845 (and counting) applications received to date, and of those:
 - 21% (791) failed in various process stages
 - 36% (1,461) did not respond to scheduled appointments
 - 28% (1,000) are in process
 - 15% (593) have been hired

- 1,000 candidates are in process, and of those:
 - 20% take 30-days or more to receive Department of Justice (DOJ) results

Continuing to Attract Talent



➤ Strategies

- Implement survey for applicants who declined the job on what it would take to want the job and how we can improve our customer service experience (i.e.: comfort, shift/division assignments, etc.) – Feb. 2022
- Career Kiosks at Rosa Parks/Willowbrook, East LA & Wilshire/Vermont – April 2022
- Work with Unions to bring in full time Bus Operators – April 2022
- Pay increase from \$17.75 to \$19.12 (6-month pilot) – Feb. 2022
- Bringing back Bus Operator Retirees – Feb. 2022
- Retiree as a Face of the Agency – Jan/Feb. 2022

➤ Continue media strategies and search campaigns

➤ Continue employee engagement, incentive, and hiring programs

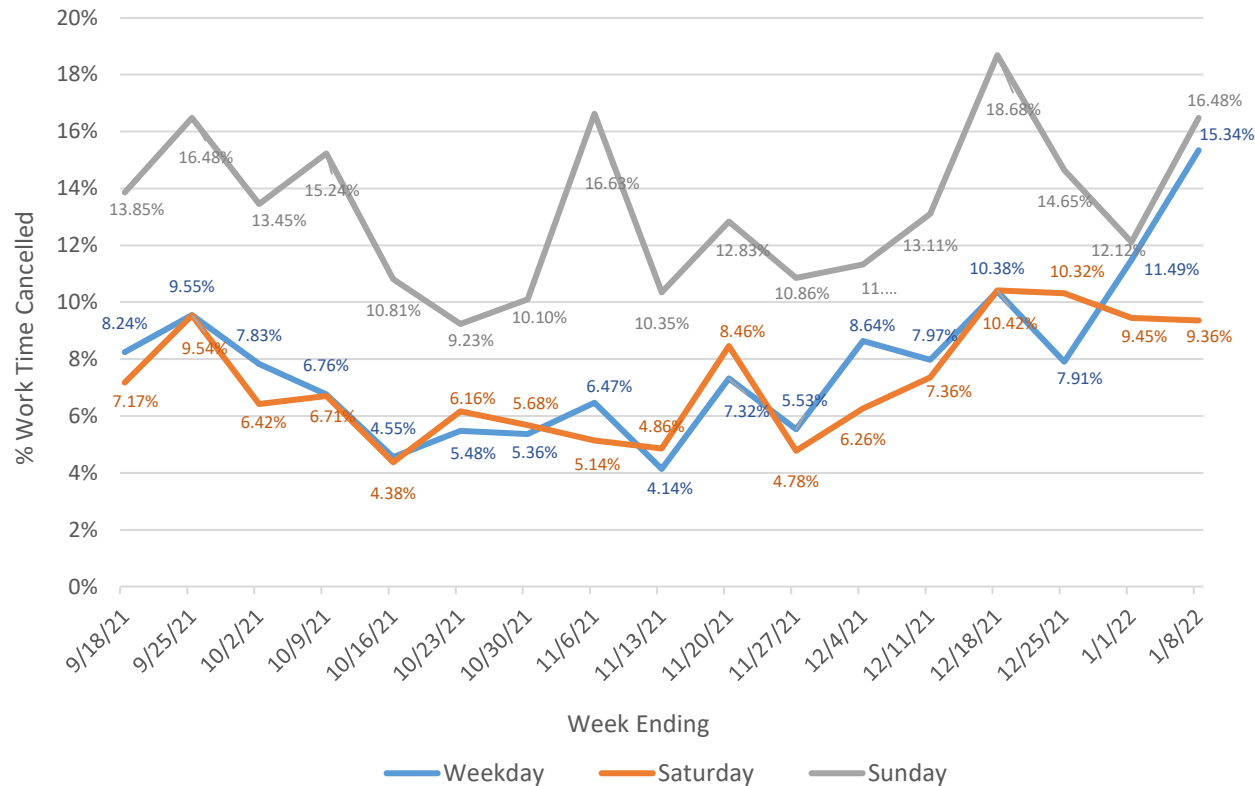
- Weekend Rewards
- New Hire Sign-On Bonus
- Employee Referral Program
- In-Person Hiring Events

Streamlining the Selection Process

- Candidates who have successfully completed the Interview and Bus Operator Candidate Assessment Test (BOCAT) will be given conditional offers and scheduled for training
- Any pending results (DOJ & DOT) must be resolved before the completion of training



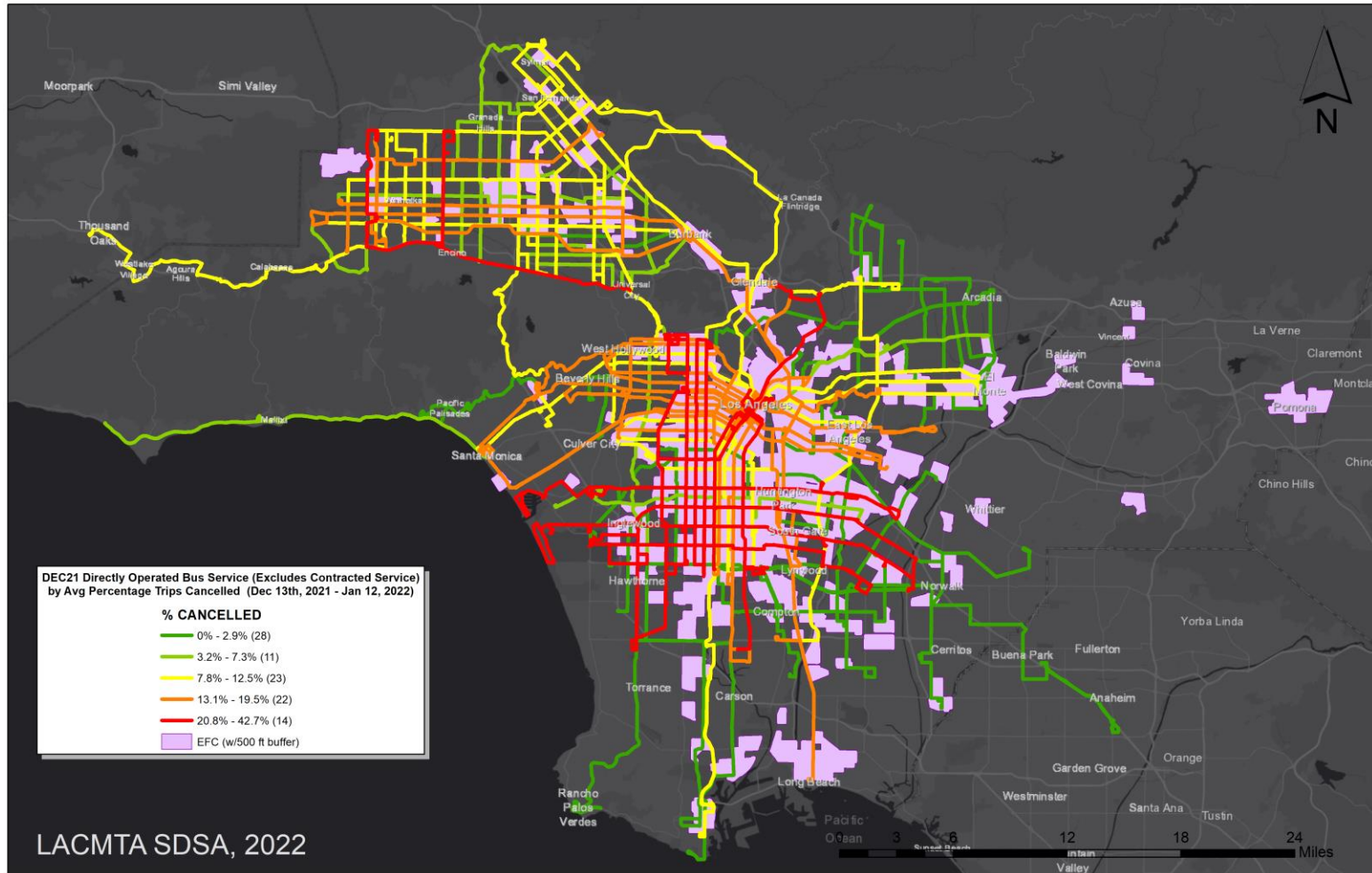
Bus Service Cancellations



Impacts of Cancellations

- Unreliable service with different trips cancelled each day
- Inconsistent headways
- Significant operator callbacks to cover cancelled assignments increases operator fatigue and burn out, impacting morale

Distribution of Cancelled Service 12/13/21 – 1/12/22



Lines With 20% or More Trips Cancelled: Dec 13th –Jan 12th

Line	Name	NextGen Tier	% Cancelled Trips	% within EFC*	Area
754	Vermont Rapid	1	42.7%	100%	Hollywood-South LA
207	Western Av	1	28.9%	89%	Hollywood-South LA
206	Normandie	2	25.8%	98%	Hollywood-South LA
204	Vermont Local	1	25.1%	100%	Hollywood-South LA
111	Florence Av	1	25.1%	69%	South LA-Gateway Cities
150	W. Ventura	3	25.1%	27%	San Fernando Valley
210	Crenshaw Bl	1	23.7%	63%	Hollywood-South LA
108	Slauson	1	23.4%	62%	South LA-Gateway Cities
240	Ventura/Reseda	1	22.6%	13%	San Fernando Valley
40	MLK/Hawthorne	1	22.5%	62%	Downtown LA South LA
53	Central Av	1	22.3%	72%	Downtown LA South LA
117	Century Bl	2	22.1%	64%	LAX-South LA-Gateway Cities
115	Manchester-Firestone	2	21.2%	48%	LAX-South LA-Gateway Cities
81	Figueroa	2	20.8%	71%	Eagle Rock-DTLA-South LA

*Equity Focused Communities

Despite best efforts to spread cancellations evenly across the system, protect school trippers and late night and owl trips, high OCBs, the increased operator shortages coupled with COVID surge, current cancellations disproportionately impacts EFCs.

Service Cancellations by Divisions Since September 2021

Division	EFC* (Y/N)	Scheduled Worktime	Canceled Worktime	Percent Cancelled
1 - Downtown LA	Y	256,552	26,802	10%
2 – Downtown LA	Y	243,904	11,624	5%
3 – Cypress Park	Y	241,064	21,828	9%
5 – South LA	Y	252,110	30,585	12%
7 – West Hollywood	N	301,860	28,916	10%
8 – Chatsworth	N	271,961	30,181	11%
9 – El Monte	Y	252,482	8,522	3%
13 – Downtown LA	N	268,903	29,947	11%
15 – Sun Valley	Y	329,493	13,932	4%
18 – South Bay	N	370,473	44,524	12%
Total		2,788,801	246,859	9%





*Equity Focused Communities

Cancellations significantly impacting most divisions





Goal: Improve Service Reliability in an Equitable Way

Potential Strategies...

No Service Adjustments

-  Significant random daily cancellations
-  Uneven headways and unbalanced loads leading to overcrowding
-  Disproportionately impacts EFCs
-  Operator burnout, fatigue and low morale

Reduce Service Based on Where Cancellations Occur Now

-  Significantly reduces cancellations and improves service predictability and reliability
-  Significantly reduces operator burnout and fatigue from ordered callbacks
-  Significantly degrades NextGen Tier 1 network
-  Disproportionately burdens Equity Focused Communities (EFC) while excess service operates in other areas

Result: Inequitable Solutions

Temporary Service Stabilization in an Equitable Way

In the name of equity...

- ✓ **Reduce Service Strategically throughout the Network with Equity lens using the NextGen framework:**
 - ✓ Significantly reduces cancellations and improves service predictability and reliability
 - ✓ Significantly reduces operator burnout and fatigue from ordered callbacks
 - ✓ No change to NextGen route network or operating days and times
 - ✓ Retain additional trips on high cancellation lines within EFC
 - ✓ Minor frequency adjustments within each of the NextGen Service Tiers (see below)

NextGen Tier	Current Frequency	Temp. Proposed Frequency
Tier 1	5-10 min. weekday 7.5–15 min. weekend	5-15 min weekday 7.5-20 min. weekend
Tier 2	12-15 min. weekday 15-30 min. weekend	12-20 min. weekday 15-40 min. weekend
Tier 3	20-30 min. weekday 30-60 min. weekend	20-45 min weekday 30-60 min. weekend
Tier 4	40-60 min weekday and weekend	40-60 min weekday and weekend

Proposed Temporary Service Stabilization in an Equitable Way

	BUS	RAIL
Service Adjustment	<p>Temporarily reduce 800k annualized Revenue Service Hours (RSH):</p> <ul style="list-style-type: none"> • 550k to reduce weekday cancellations from 10% to 5% • 250k to reduce OCB by 2/3 from every week to once every 3 weeks 	<p>Temporarily reduce service:</p> <ul style="list-style-type: none"> • B/D Lines from 10 to 15 min peak and 12 to 15 min midday and weekend service • A/C/E/L Lines from 8 to 10 min peak service
Scheduling Framework	<ul style="list-style-type: none"> • Adjust frequencies based on ridership and load standard • Maintain span of service and NextGen route structure • Maintain minimum frequency of 60 	<ul style="list-style-type: none"> • Adjust frequencies and consist length based on load standard
Benefits	<ul style="list-style-type: none"> • Improve service predictability and reliability for customers • Even out headways and balance bus loads • Reduce operator fatigue 	
Implementation	Sunday, February 20, 2022	
Restoration Conditions	Four metrics focused on operator COVID status, available staffing, minimized cancelled service and ordered call backs will trigger progressive restoration, earliest June 2022	

Conditions for Equitable and Reliable Service Restoration

Full service restoration requires all conditions below to be met:

- No pandemic spike, no more than 30 new COVID cases per month for operators;
- Metro operator numbers (4,003) required to meet the needs of 7 million revenue service hours;

Operator	Bus	Rail	Total
Need	3,677	326	4,003
Active	3,119	298	3,417
Deficit	-558	-28	-586

- No more than 200 mandatory (ordered) call backs per week systemwide (currently averaging 800); and
- No more than 2% systemwide bus service cancellations (currently averaging 10-15%).

Progressive Restoration: If sustained progress towards these conditions, incremental service recovery can begin with June 2022 service change. Monthly progress reports to the Board.



Metro

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

Board Report

File #: 2022-0041, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
JANUARY 27, 2022**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held December 2, 2021.



MINUTES

Thursday, December 2, 2021

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Hilda L. Solis, Chair
Ara Najarian, 1st Vice Chair
Jacquelyn Dupont-Walker, 2nd Vice Chair
Kathryn Barger
Mike Bonin
James Butts
Fernando Dutra
Eric Garcetti
Janice Hahn
Paul Krekorian
Sheila Kuehl
Holly Mitchell
Tim Sandoval

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:00 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 10, 13, 17, 18, 23, 27, 28, 29, 32, 34, 41, and 47.

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

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

2. SUBJECT: MINUTES

2021-0752

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held October 28, 2021.

3. SUBJECT: REMARKS BY THE CHAIR

2021-0720

RECEIVED remarks by the Chair.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
P	P	P	P	P	P	P	P	P	P	P	P	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

2021-0721

RECEIVED report by the Chief Executive Officer.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
P	P	P	P	P	P	P	P	P	P	P	P	P

5. SUBJECT: METRO RIDESHARE PROGRAM SUPPORT

2021-0601

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 4 to the Metro Rideshare Program Support Contract No. PS42183000 with Innovative TDM Solutions (ITS) to exercise the second, one-year option in the amount of \$630,555, increasing the total contract value from \$2,462,863 to \$3,093,418 and extending the period of performance from February 1, 2022 to January 31, 2023.

KB = K. Barger	FD = F. Dutra	SK = S. Kuehl	HS = H. Solis
MB = M. Bonin	EG = E. Garcetti	HM = H. Mitchell	
JB = J. Butts	JH = J. Hahn	AN = A. Najarian	
JDW = J. Dupont Walker	PK = P. Krekorian	TS = T. Sandoval	

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

6. SUBJECT: METRO FREEWAY SERVICE PATROL

2021-0684

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. FS73888-2000 to Navarro's Towing, the lowest responsive & responsible bidder, for Metro Freeway Service Patrol (FSP) towing services in the amount of \$7,530,460 for Beat 3 & Beat 43 for 56 months, subject to resolution of protest(s), if any;
- B. AWARD a firm fixed unit rate Contract No. FS73888-2001 to Classic Tow, dba Tip Top Tow, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$7,581,984.20 for Beat 5 & Beat 17 for 56 months, subject to resolution of protest(s), if any;
- C. AWARD a firm fixed unit rate Contract No. FS73888-2002 to Neighborhood Towing 4U, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$7,926,007.32 for Beat 6 & Beat 39 for 56 months, subject to resolution of protest(s), if any;
- D. AWARD a firm fixed unit rate Contract No. FS73888-2004 to Bob & Dave's Towing, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$8,243,687.38 for Beat 18 & Beat 38 for 56 months, subject to resolution of protest(s), if any;
- E. AWARD a firm fixed unit rate Contract No. FS73888-2005 to Safeway Towing Services, Inc., dba Bob's Towing, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$6,949,125 for Beat 20 & Beat 37 for 56 months, subject to resolution of protest(s), if any;
- F. AWARD a firm fixed unit rate Contract No. FS73888-2006 to Hovanwil, Inc., dba Jon's Towing, the lowest responsive & responsible bidder, for FSP towing services in the amount of \$5,418,511.17 for Beat 31 for 56 months, subject to resolution of protest(s), if any; and,
- G. INCREASE Contract Modification Authority (CMA) to 19 existing FSP contracts for an aggregate amount of \$7,250,000 thereby increasing the CMA amount from \$21,750,632 to \$29,000,632 and extend periods of performance for the following contracts to assure no gap in service as follows:
 - Beat 3: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$565,000 for up to 5 months
 - Beat 5: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$365,000 for up to 5 months
 - Beat 6: Neighborhood Towing 4 U Contract No. FSP3469600B6, for \$670,000 for up to 5 months

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- Beat 17: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$505,000 for up to 5 months
- Beat 18: Bob & Dave's Towing, Inc. Contract No. FSP2690300FSP1418, for \$605,000 for up to 5 months
- Beat 20: Bob's Towing Contract No. FSP2836600FSP1420, for \$480,000 for up to 5 months
- Beat 24: T.G. Towing, Inc. Contract No. FSP2833200FSP1424, for \$460,000 for up to 5 months
- Beat 27: Hovanwil, Inc. dba Jon's Towing Contract No. FSP3470400B27/39, for \$195,000 for up to 5 months
- Beat 29: Platinum Tow & Transport, Inc. Contract No. FSP3470600B29, for \$350,000 for up to 5 months
- Beat 31: Navarro's Towing Contract No. FSP3470700B31/50, for \$300,000 for up to 5 months
- Beat 33: Mid Valley Towing Contract No. FSP2851900FSP1433, for \$320,000 for up to 5 months
- Beat 37: Reliable Delivery Service Contract No. FSP3696000FSP1437, for \$600,000 for up to 5 months
- Beat 38: Steve's Towing Contract No. FSP38468001438, for \$245,000 for up to 5 months
- Beat 39: Hovanwil, Inc. dba Jon's Towing Contract No. FSP5966400FSPB39, for \$325,000 for up to 5 months
- Beat 42: Platinum Tow & Transport Contract No. FSP2842100FSP1442, for \$350,000 for up to 5 months
- Beat 43: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$635,000 for up to 5 months
- Beat 50: Navarro's Towing Contract No. FSP3470700B31/50, for \$280,000 for up to 5 months
- Beat 60: Freeway Towing, Inc. Contract No. FSP5768900B60, for up to 16 months
- Beat 61: All City Tow Service Contract No. FSP5769100B61, for up to 16 months.

7. SUBJECT: 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

2021-0666

APPROVED ON CONSENT CALENDAR:

- A. PROGRAMMING of up to \$60,514,000 in Regional Transportation Improvement Program funds to the proposed projects and the program Amendments; and
- B. SUBMITTAL of the 2022 Los Angeles County Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC).

8. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

2021-0521

AUTHORIZE the Chief Executive Officer to execute Modification No. 13 to Contract No. AE5999300 with WSP USA Inc. to provide additional environmental technical work during the completion of the Draft Environmental Impact Statement / Environmental Impact Report (EIS/EIR) in the amount of \$1,302,845, increasing the Total Contract Value from \$28,484,036 to \$29,786,881, and extend the period of performance through June 30, 2022.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	C	Y	Y

9. SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLE FOUR

2021-0630

AUTHORIZED:

- A. AWARDING \$5 million to 13 new Open and Slow Streets events scheduled through December 2023; and
- B. REPROGRAMMING of any Cycle Three and FY 2020 Mini-Cycle Funding not expended by December 31, 2021 towards the next highest scored event(s) applied for in Cycle Four.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

9.1. SUBJECT: OPEN AND SLOW STREETS GRANT PROGRAM CYCLE FOUR MOTION

2021-0771

APPROVED Motion by Directors Hahn, Solis, Garcetti, Sandoval, and Dutra that the Board direct the Chief Executive Officer to:

- A. Program an additional up to \$2 million toward the Open and Slow Streets Grant Program Cycle Four, to be awarded to events in accordance with their scores, and
- B. Identify and program funding sources, including Prop C 25%, for the additional funds to be provided in Cycle Four.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

**10. SUBJECT: ANTELOPE VALLEY LINE SERVICE AND CAPACITY
IMPROVEMENT PROJECT FINAL ENVIRONMENTAL
IMPACT REPORT**

2021-0667

APPROVED ON CONSENT CALENDAR:

- A. CERTIFYING the Final Environmental Impact Report for the Antelope Valley Line Service and Capacity Improvement Project, in accordance with the California Environmental Quality Act (CEQA) and file the Notice of Determination for the Project with the Los Angeles County Clerk and the State of California Clearinghouse;
- B. ADOPTING, in accordance with CEQA, the:
 - 1. Findings of Fact and Statement of Overriding Considerations, and
 - 2. Mitigation Monitoring and Reporting Plan; and
- C. FINDING that the Project meets all Public Resources Code Section 21080 (b)(10) requirements and is declared statutorily exempt under CEQA, and AUTHORIZING Metro staff to file the Notice of Exemption for the Project with Los Angeles County Clerk and the State of California Clearinghouse.

13. SUBJECT: HEALTH BENEFITS CONSULTING SERVICES

2021-0673

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a seven-year, firm fixed price Contract No. PS41236000, to The Unisource Group, Inc. to provide employee health benefits consulting and actuarial services in the amount of \$781,000 for the three-year base period, \$265,950 for option year one, \$240,600 for option year two, \$265,950 for option year three and \$240,600 for option year four, for a combined amount of \$1,794,100, effective February 1, 2022, subject to resolution of protest(s), if any.

**17. SUBJECT: PROGRAM FUNDS FOR METROLINK SERVICE
RESTORATION**

2021-0685

APPROVED ON CONSENT CALENDAR up to \$1,526,932 in additional funding to the Southern California Regional Rail Authority (SCRRA) FY-2021-22 budget to pay for Metro's share to partially restore Metrolink commuter rail service, effective December 2021.

**18. SUBJECT: LEASE AGREEMENT WITH THE CITY OF AZUSA FOR THE
SYSTEM SECURITY OFFICE LOCATED AT 890 THE
PROMENADE IN AZUSA**

2021-0461

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute a ten (10)-year lease agreement with four (4) five-year options

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commencing May 1, 2022 with the City of Azusa (“Lessor”), for the System Security and Law Enforcement (SSLE) office for 8,206 rentable square feet located at 890 The Promenade in Azusa at a rate of \$20,555 per month with escalations of three percent (3%) annually and approximately \$2,865,318 in tenant improvements for a total of \$5,443,930 over the initial term with four 5-year options, if needed.

- B. AMENDING the FY22 budget to include an additional \$1,920,878 for FY2022 and one-time tenant improvements (initial lease costs).

19. SUBJECT: OPERATION AND MAINTENANCE OF COMPRESSED NATURAL GAS FUELING STATIONS AT DIVISIONS 1, 3, 5, 7, 10 & 18 **2021-0659**

AUTHORIZED the Chief Executive Officer to award a firm fixed unit rate Contract No. OP749030003367 with Clean Energy, for Operation and Maintenance (O&M) of Compressed Natural Gas (CNG) fueling stations at divisions 1, 3, 5, 7, 10 & 18, for a not-to-exceed amount of \$5,285,439 for the five-year base period, and \$5,623,284 for the five (5), one-year option terms, for a combined not-to-exceed amount of \$10,908,723, effective March 1, 2022, subject to resolution of all properly submitted protest(s), if any.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

23. SUBJECT: PUBLIC SAFETY MISSION AND VALUE STATEMENTS **2021-0731**

ADOPTED ON CONSENT CALENDAR the Public Safety Mission and Value Statements.

24. SUBJECT: INFRASTRUCTURE PROTECTION SERVICES **2021-0665**

AUTHORIZED the Chief Executive Officer to:

- A. EXECUTE scope modifications to align with the move towards reimagining public safety;
- B. EXECUTE Contract Modification No. 9 to Contract No. PS560810024798 with RMI International, Inc. for a six (6) month (April -September 2022) extension to the period of performance inclusive of scope modifications, for an amount not-to-exceed \$19M, increasing the total contract price from \$120,453,758 to \$139,453,758; and extend the period of performance from April 1, 2022, to September 30, 2022; and

(continued on next page)

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- C. EXERCISE one (1) six-month option (October 2022 - March 2023), for an additional amount not-to-exceed \$19M, increasing the total contract price from \$139,453,758 to \$158,453,758, only if necessary to complete the procurement process of a new contract award.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

25. SUBJECT: TRANSIT LAW ENFORCEMENT SERVICES

2021-0672

APPROVED AS AMENDED:

- A. SEEKING scope of work modifications to align with the move towards reimagining public safety;
- B. AUTHORIZING up to \$75.2M for the remaining six months of the original contract inclusive of scope of work modifications;
- C. EXTENDING the contract for an additional six months (Jul-Dec 2022) with a 6-month option (Jan-Jun 2023) to allow PSAC recommendations to come forward to support the new procurement and timeline and award of the contract; and
- D. FUNDS for the extension will be requested during the FY23 budget process.

HAHN AMENDMENT: The extension of a contract with any law enforcement agency shall be conditioned on that agency having an enforced COVID vaccination mandate.

Report back in January 2022 on how to enforce the vaccine amendment and come back with a plan on how to move forward with the vaccination requirement. Additionally, report back in March 2022 regarding whether we can continue to contract with the Sheriff's Department.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	ABS	A	Y	A	Y	Y	Y	ABS	Y	Y

25.1.SUBJECT: COMMITMENT TO REIMAGINING PUBLIC SAFETY

2021-0745

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

- A. In February 2022, report on the status of the initiatives funded by Motion 26.2 (March 2021), including projected launch dates, program elements, input received from PSAC, and projected funding needs in FY23.

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- B. During the development of the FY23 budget, ensure a continued minimum commitment of \$40 million for the public safety alternatives outlined in Motion 26.2, in addition to rolling over unspent funding from FY22.
- C. In April 2022, report to the Operations, Safety, and Customer Experience Committee with a recommended public safety budget for FY23, including proposed funding levels for police services and public safety alternatives, with consideration of the Board's directive to realign resources.
- D. Consult with PSAC throughout the FY23 budget development process.

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

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

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

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
ABS	Y	Y	Y	A	Y	A	Y	Y	Y	Y	Y	Y

27. SUBJECT: ROSECRANS/MARQUARDT GRADE SEPARATION PROJECT

2021-0675

APPROVED ON CONSENT CALENDAR:

- A. ESTABLISHING a Life of Project (LOP) budget in the amount of \$156,437,550 million for the Rosecrans/Marquardt Grade Separation Project; and
- B. AUTHORIZING the Chief Executive Officer to approve the award of and execute all contracts and agreements within the LOP budget for the Rosecrans/Marquardt Grade Separation Project.

**28. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT - 2021-0677
ADVANCED UTILITY RELOCATION DESIGN FOR DWP**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Modification No. 26 to Contract No. AE58083E0129 with Gannett Fleming, Inc. for the East San Fernando Valley Transit Corridor Project, for the final design of advanced utility relocation for DWP Design Package 2&3, in the amount of \$1,926,053, increasing the total Contract amount from \$74,851,987 to \$76,778,040.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	C	Y	Y	C	Y	Y	A/C	Y	Y	Y	Y

29. SUBJECT: PROGRAM MANAGEMENT SUPPORT SERVICES 2021-0670

AUTHORIZED ON CONSENT CALENDAR:

- A. The exercise of the two-year option for Contract No. AE35279 with Kal Krishnan Consulting Services/Triunity Engineering and Management Joint Venture (KTJV), a small business prime, in the amount not-to-exceed \$27,461,365 for FY23 and FY24, increasing the authorized total funding limit from \$73,644,591 to \$101,105,956; and
- B. The CEO or designee to execute individual Contract Work Orders (CWOs) and Contract Modifications within the Board authorized contract funding amount.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	C	Y	Y	Y	Y	Y	A	Y	C	Y	Y

32. SUBJECT: COMMUNICATIONS SUPPORT SERVICES BENCH 2021-0596

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 5 to Bench Contract Nos. PS44432001 through PS44432010 to:

- A. INCREASE the contract value by \$3,000,000, increasing the contract value from \$18,955,568 to \$21,955,568; and
- B. AWARD AND EXECUTE task orders for a not-to-exceed total authorized amount of \$21,955,568.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	C	Y	Y	C	A	Y	C	Y	Y

**33. SUBJECT: CUSTOMER CODE OF CONDUCT AMENDMENTS - 2021-0680
TRANSIT COURT**

APPROVED AS AMENDED in Title 6, Chapter 6-05 of the Los Angeles County Metropolitan Transportation Authority ("Metro") Administrative Code (the "Code"),

(continued on next page)

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Otherwise known as the Metro Customer Code of Conduct (“Code”), effective January 1, 2022 A through D as follows:

- A. In the Penalty Schedule, replace section “6-05-050.A-I” with “6-05-050.A-E, H, I”;
- B. In the Schedule concerning Violations of the Customer Code That Will Be Addressed Through Ejection, replace section “6-05-050.E-G” with “6-05-050.E”;
- C. In the Schedule insert a new section “Violations of the Customer Code That Will Be Addressed through Alternative Means,” and insert thereunder “6.05 -050.F, G Obstruction and occupying more than one seat. First Offense or Greater, Warning, referral placement preconditioned removal, and/or other remedy Placement or Other Remedy”; and
- D. In the Code insert a new section “6-05-010.C. Metro and its representatives shall enforce the Code of Conduct with fairness, equity, civility, compassion and without bias.”

SOLIS AND DUPONT-WALKER AMENDMENT: Directed the Chief Executive Officer to review the recommendation in E (below) and the current Code of Conduct, including but not limited to any potential implicit biases, and return in February 2022 with recommended changes.

- E. In the Code delete sections “6-05-050.F and G” in their entirety and conform the Schedule to the Code concerning deletions of those sections.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

34. SUBJECT: 2022 LEGISLATIVE PROGRAM

2021-0694

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2022 Federal Legislative Program; and
- C. ADOPTING the proposed 2022 State Legislative Program.

35. SUBJECT: RESPONSE TO JUNE 2021 BOARD MOTION 49: LA RIVER BIKE PATH PROJECT DELIVERY

2021-0556

AUTHORIZED the Chief Executive Officer (CEO) to:

- A. NEGOTIATE and enter into a funding agreement between Metro and the

(continued on next page)

City of Los Angeles in the amount not to exceed \$60 million for design and construction of the LA Riverway in the San Fernando Valley.

- B. NEGOTIATE and conditionally enter into a Cooperative Agreement with Los Angeles County Department of Public Works (LACDPW), City of Los Angeles and City of Vernon for Metro to manage and coordinate on final design and construction of the LA River Path through downtown Los Angeles. The conditions to be negotiated include:

1. Accessibility to right of way owned by each entity for construction permits
2. Commitment from each entity on cooperative engagement on securing additional funding when needed;
3. Metro will partner with the City, County, and Federal agencies with ownership and responsibility in the LA River corridor in regards to the overall management structure of the completed project, but will not assume any financial responsibility for operating and maintaining the completed project.

- C. ENTER into a Funding Agreement with LACDPW in the amount not to exceed \$773,870 to support LACDPW to perform and lead the environmental clearance for the Lower LA River Bike Path.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

**41. SUBJECT: IMPROVING THE EFFECTIVENESS AND SUSTAINABILITY 2021-0743
OF METRO BIKE SHARE**

APPROVED ON CONSENT CALENDAR Motion by Directors Krekorian, Garcetti, Kuehl, and Sandoval that the Board direct the Chief Executive Officer to report back in 90 days on:

- A. An action plan to stabilize the current fleet size including actions for how to identify, prioritize, and address new mechanisms of theft as they arise.
- B. An action plan to address equitable access in the current program and in any future form of the program. This plan shall include recommendations on issues such as serving people who may be unbanked, addressing the digital divide, and keeping fare cost low.
- C. A plan to provide uninterrupted service as the next iteration of the program is determined and executed.
- D. A plan to convene an industry forum (as was performed for Metro Micro) to

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bring together academics, cities with existing bike share programs, community stakeholders, and industry experts to provide recommendations on advancing Metro Bike Share beyond the current contract in one of several forms including but not limited to:

1. Continuing Metro Bike Share as a contracted service,
 2. Operating the program In-house with Metro employees,
 3. A private-sector model with financial subsidy provided by Metro.
- E. Performing a market survey to identify best practices and business models among existing bike-share systems in the US, and comparable global systems (e.g., Paris, London, Barcelona, Madrid, and Mexico City), and to develop comparative data on subsidy cost per ride, total ridership, size of fleet, vehicle technology, theft and damage loss and prevention, and alternative financing sources like sponsorship and advertising.
- F. Recommendations for continuing and evolving the Metro Bike Share program to meet the goals of the agency, with countywide stakeholder engagement and consideration of cost-sharing, with the goal of expanding service area and local participation to all subregions in the County. These recommendations should include eligible local, state, and federal funding sources for capital and operations budgets, as well as legislative opportunities to expand such funding eligibility.

42. SUBJECT: WEST SANTA ANA BRANCH FUNDING PLAN AND P3 ASSESSMENT UPDATE **2021-0698**

RECEIVED AND FILED the:

- A. West Santa Ana Branch (WSAB) Funding Plan; and
- B. WSAB P3 Assessment Update.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	P	P	P	A	P	A	P	P	P	A	P	A

43. SUBJECT: 48 BY '28: INCREASING SMALL AND DISADVANTAGED BUSINESS PARTICIPATION **2021-0766**

APPROVED Motion by Directors Solis, Hahn, Dupont-Walker, Sandoval, and Butts that the Board of Directors direct the Chief Executive Officer to establish an aspirational policy objective for Metro to reach 48% participation by small and disadvantaged businesses on contracts and procurements by 2028, and to report back in March 2022 with recommendations to achieve the goal.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

44. SUBJECT: ALAMEDA CORRIDOR-EAST PROJECTS**2021-0767**

APPROVED Motion by Directors Solis, Hahn, Barger, Sandoval, and Butts that the Board of Directors direct the Chief Executive Officer to:

- A. Collaborate with the SGVCOG to evaluate the cost increases for the three projects and potential strategies such as value engineering to close the funding gap;
- B. Explore funding streams such as grant funding and other sources to help the SGVCOG secure sufficient funding to complete all three projects, with priority placed on securing full funding for the grade separation projects prior to the CTC funding allocation vote by no later than June 2022;
- C. Assist and collaborate with SGVCOG in developing Project Labor Agreements for the two grade separation projects to prioritize partnerships with labor in expeditiously advancing construction of the grade separation projects and the employment of Los Angeles County workers;
- D. Report back on all directives in March 2022.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

45. SUBJECT: ADDRESSING CLIMATE CHANGE THROUGH VEHICLE MILES TRAVELED REDUCTION: ALIGNING WITH STATE OF CALIFORNIA CLIMATE GOALS**2021-0769**

APPROVE Motion by Directors Garcetti, Solis, Kuehl, Bonin, and Mitchell that Metro develop VMT reduction and mode shift targets consistent with and supportive of those in the OurCounty Plan and SCAG RTP/SCS for Board adoption as part of the annual Sustainability Plan update in September 2022.

WE FURTHER DIRECT the CEO to:

- A. Include in the Long Range Transportation Plan, Sustainability Plan, and regular reports on the progress of each, financially unconstrained analysis providing options to meet the above goals; and,
- B. Include, and present to the Board for consideration, VMT reduction and mode shift projections in project alternatives, operations budgets, program performance, or similar actions that allocate resources toward climate change reduction.

WE FURTHER DIRECT the CEO to use the VMT reduction and mode shift targets of the 2019 OurCounty Plan, as follows, for interim planning and forecasting purposes:

(continued on next page)

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- 2025 Targets:
 - Reduce average daily VMT per capita to 20 miles
 - Increase to at least 15% all trips by foot, bike, micromobility, or public transit
- 2035 Targets:
 - Reduce average daily VMT per capita to 15 miles
 - Increase to at least 30% all trips by foot, bike, micromobility, or public transit
- 2045 Targets:
 - Reduce average daily VMT per capita to 10 miles
 - Increase to at least 50% all trips by foot, bike, micromobility, or public transit

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	Y

46. SUBJECT: IMPROVED MOBILITY THROUGH STRATEGIC HIGH SPEED RAIL PROJECTS IN L.A. COUNTY **2021-0768**

APPROVED Motion by Directors Barger, Najarian, and Solis that the Board of Directors:

- A. Reaffirm the importance of the partnership with the California High Speed Rail Authority for the delivery of the Link Union Station project and urge continued dialogue for release of the \$423 million in state funding;
- B. Establish a new agency policy that prioritizes the early delivery of additional, strategic, California High Speed Rail (CHSR) capital projects in Los Angeles County rail corridors that currently serve and/or will one day serve regional and inter-city rail, consistent with the State Rail Plan, if and when new sources of state and federal funding become available, and so long as pursuit of those funding sources would not create competition with established Board transit priorities;
- C. Amend the Board's state legislative program to include advocacy and support for a new dedicated funding program for the early delivery of strategic CHSR capital projects in Los Angeles County that would help realize the goals of the State Rail Plan and Metrolink's SCORE program, facilitating improved efficiency, speed, frequency and safety for existing and future inter-city and regional rail service;

We further move that the CEO:

- D. Work with agencies who provided lists of projects in the May 2019 report

(continued on next page)

back on the Board's Readiness for High-Speed Rail motion to update the status and estimated costs of those projects;

- E. Identify a strategic list of CHSR capital projects, including but not limited to the updates above, that would benefit regional and inter-city rail in L.A. County by realizing immediate and transformative efficiency, speed, frequency and safety improvements and that are consistent with the State Rail Plan and Metrolink's SCORE Program;
- F. Lead an advocacy effort with the L.A. County state legislative delegation and appropriate state and local agencies, to align with upcoming state budget deliberations, that includes:
 - 1. Promotion of the strategic list of CHSR projects and the need for a new source of funds for these efforts, separate from Prop 1A, and not competitive with other statewide funding programs for transit;
 - 2. A state commitment to rapidly fund advanced engineering and design of the Palmdale-to-Burbank, Burbank-to-LAUS, and LAUS-to-Anaheim CHSR segments, and inclusion therein of options for early implementation of the strategic CHSR projects list identified in response to this motion; and,
- G. Report back to the Board in 60 days with a progress update.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	Y	Y	Y	A	Y	A	Y	Y	Y	A	Y	A

**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**

2021-0742

APPROVED ON CONSENT CALENDAR the following findings:

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

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

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

(continued on next page)

(Item 47 – continued from previous page)

- 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.

48. SUBJECT: CLOSED SESSION

2021-0763

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

1. Fernando E. Gomez v. LACMTA, Case No. 18STCV08696

AUTHORIZED settlement in the sum of \$2,000,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	Y	Y	Y	A	A	A	Y	Y	Y	A	Y	A

2. John Kim, et al. v. LACMTA, Case No. 20STCV16478

AUTHORIZED settlement in the sum of \$1,349,998.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	Y	Y	Y	A	A	A	Y	Y	Y	A	Y	A

3. Cesar Machado v. LACMTA, Case No. 19STCV27374

AUTHORIZED settlement in the sum of \$1,000,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	Y	Y	Y	A	A	A	Y	Y	Y	A	Y	A

4. Gisela Del Carmen Sanchez v. LACMTA, Case No. 19STCV18832

AUTHORIZED settlement in the sum of \$1,100,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	Y	Y	Y	A	A	A	Y	Y	Y	A	Y	A

5. Jennifer E. Loew v. LACMTA, et al, Case No. 20STCV07756

AUTHORIZED settlement the terms of which will be made available after all documents are signed.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
A	Y	Y	Y	A	A	A	Y	Y	Y	A	Y	A

(continued on next page)

(Item 48 – continued from previous page)

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

NO REPORT.

- C. Public Employee Performance Evaluation - Government Code Section
54957(b)(1)
Titles: Chief Executive Officer, General Counsel, Board Clerk, Chief
Ethics Officer, Inspector General

NO REPORT.

49. SUBJECT: LONG-TERM ADVERTISING - CULVER CITY STATION 2021-0536

WITHDRAWN:

~~APPROVE a long-term advertising purchase, up to 12 months, at Culver City Station from HBO, generating up to \$400,000 plus, estimated net revenues for Metro. This is not a title sponsorship, and will not affect Culver City Station's title nor the adjacent private property's title, Ivy Station.~~

ADJOURNED AT 5:00 P.M.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration



Collette Langston, Board Clerk



SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

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

November 18, 2021

The Honorable Hilda Solis, Chair
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

**RE: SBCCOG SUPPORT FOR METRO STAFF RECOMMENDATION TO ALLOCATE \$75.2
MILLION NEEDED TO FUND CONTINUED LAW ENFORCEMENT SERVICES ON
METRO'S TRANSIT SYSTEM**

Dear Chair Solis,

The South Bay Cities Council of Governments (SBCCOG) respectfully requests the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors to authorize the allocation of the \$75.2 million needed to fund continuing law enforcement services on Metro's transit system as the agency re-imagines an excellent customer experience and its reliance on perceived and real system security and safety to grow transit ridership.

Recent Metro customer experience surveys have highlighted that many Metro passengers and employees support greater law enforcement presence on the transit system due to significant concerns regarding operator and rider personal safety. For that reason alone, the SBCCOG does not support Metro's Public Safety Advisory Council's recommendation to end the current law enforcement contracts with the Los Angeles County Sheriff, LAPD, and Long Beach PD by the end of December.

The Metro staff recommendation begins a complex process to improve the experience of customers and operators using an appropriate mix of law enforcement, security and customer experience personnel aboard Metro buses and trains. The initiative redirects \$1.6 million of Metro's security and safety budget to the Los Angeles County Department of Mental Health to provide mental health outreach services on the Metro system. The initiative also removes fare collection enforcement from the law enforcement team's duties, and seeks protocols for Metro to access body-worn camera footages. Policy modifications, such as those related to training, screening, accountability, and transparency are also recommended for Metro's contracted and in-house non-law enforcement security services.

Failure to approve the staff recommendations at the December 2021 Metro Board meeting would result in the termination of all Metro law enforcement services beginning January 1, 2022. This would lead to passengers and employees without law enforcement protection and Metro staff with insufficient time to procure alternative services.

Thank you for considering the perspectives of the SBCCOG Board of Directors.

Sincerely,

Drew Boyles
Chair, South Bay Cities Council of Governments
Mayor, City of El Segundo

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita
Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County



CITY OF LA VERNE CITY HALL

3660 "D" Street, La Verne, California 91750-3599
www.cityoflaverne.org

November 29, 2021

Honorable Chair Solis and Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Honorable Chair Solis and Metro Board of Directors:

The purpose of this letter is to express our serious concern and strong opposition to the recent recommendation made by the Public Safety Advisory Committee (PSAC) to shift away from and ultimately reduce uniformed law enforcement contracts from Metro. While we recognize and appreciate the need for a comprehensive, multi-faceted approach to addressing existing social inequities and the needs of our at-risk populations, local municipalities would face deep consequences if Metro were to reduce its strong law enforcement presence on its rail lines and platforms. As a city along the Gold Line extension with a stop in our community, we in particular believe that the safety of light-rail users, our residents, and business community would be severely compromised.

In preparation for the Gold Line we spent several years updating our codes to accommodate the Transit Oriented Development Projects that would be supported in the area. We have also begun the process of outlining the phasing of over \$30 million local public investment to improve the area. Even though rail service in La Verne is several years away, we are already experiencing significant interest and activity from the private sector. No doubt that convenient access to transportation, shopping, and other essential amenities is a key driver. However, all of that would be for nothing if people did not feel safe in and around our Metro stations. Removing the presence of uniformed law enforcement sends the wrong message to those interested in investing, visiting, and living in our great city.

SISTER CITIES



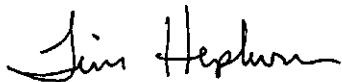
General Administration 909/596-8726 • Water Customer Service 909/596-8744 • Community Services 909/596-8700
Public Works 909/596-8741 • Finance 909/596-8716 • Community Development 909/596-8706 • Building 909/596-8713
Police Department 909/596-1913 • Fire Department 909/596-5991 • General Fax 909/596-8737

Furthermore, it should be noted that the station is in close proximity to existing amenities including the University of La Verne, county fairgrounds, and our historic old town. Without a strong law enforcement presence along Metro's corridors and infrastructure, we fear these areas will see an uptick in public safety issues and decrease in response times.

Our Police Department cannot be tasked with patrolling platforms or responding to incidents on trains and parking structures without additional personnel, training, and resources. Many of our communities simply do not have the capacity nor the resources to do so, and expecting smaller agencies to pick up the slack places the safety of riders and our very own officers in jeopardy. The existing structure works; our officers communicate regularly and coordinate responses in and around the stations effectively with Los Angeles County Deputies. While we support creative solutions toward addressing homelessness and ensuring equity, law enforcement is a fundamental need that cannot be substituted.

We respectfully ask that you reject the recommendation and continue contracting with appropriate law enforcement agencies to patrol and help keep the light-rail system safe for all to use.

Sincerely,

A handwritten signature in black ink that reads "Tim Hepburn". The signature is written in a cursive, flowing style.

Tim Hepburn
Mayor
City of La Verne



December 1, 2021

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012-2952
Via email to BoardClerk@metro.net

RE: OPPOSE Item 25 - Transit Law Enforcement Contracts & SUPPORT for Motion 25.1 - Commitment to Reimagining Public Safety

Dear Metro Board of Directors:

The Alliance for Community Transit - Los Angeles (ACT-LA) is a county-wide coalition of 42 organizations advancing racial, economic, and environmental justice.

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

ACT-LA applauds PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. Our coalition supports Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, ACT-LA opposes Item 25 and asks you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Sincerely,

Alliance for Community Transit - Los Angeles (ACT-LA)



From the desk of
Mayor Nancy Lyons

November 30, 2021

METRO Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear METRO Board:

As Mayor for the City of Diamond Bar, I respectfully request the METRO Board consider extending the current contracts with the Los Angeles County Sheriff's Department (LASD), the Los Angeles Police Department (LAPD), and the Long Beach Police Department (LBPD) for public safety services on the transit system.

The METRO Board has consistently advocated for both the needs of transit passengers and their safety. While the procurement of a new contract for public safety and mental health support services will take time, I believe it is in everyone's best interest to continue funding the existing public safety model through 2022 at minimum, until a more robust system is in place to ensure the protection of our riders and the communities we mutually serve.

Please feel free to reach out to me directly, or City Manager Dan Fox at 909.839.7010 or dfox@diamondbarca.gov.

Sincerely,

A handwritten signature in black ink that reads "Nancy A Lyons".

Nancy Lyons
Mayor

cc: City Council
City Manager
Sheriff Villanueva, Los Angeles County Sheriff's Department
Becky Shevlin, SGVCOG President
Marisa Creter, SGVCOG Executive Director

November 30, 2021

Los Angeles Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: City of Long Beach's Support for Item 25 at the December 2, 2021 Board Meeting

Dear Chair Solis and Board Members,

On behalf of the City of Long Beach, I write in support of Item 25 at the December 2, 2021 Board meeting, to continue public safety contracts with LA Metro through December 2022 with an option to extend through June 2023. The Long Beach Police Department (LBPd) currently has 29 positions dedicated to advancing safety along the A Line and surrounding LA Metro platforms, and the City supports extending the partnership with LA Metro through at least 2023.

The Board recommendation to extend public safety contracts will support the significant progress Long Beach has made to advance safety on the A Line since LBPd started providing law enforcement services to the eight A Line stations in Long Beach beginning in July 2017. During the contract period, quality of passengers' experience related to safety has significantly improved, and LBPd's focus on crime prevention has resulted in a 67 percent reduction in Part 1 crime and a 90 percent reduction in Part 2 crime.

In addition to these significant improvements, the City is engaged in efforts to expand our capacity to address public safety needs through alternative response models. As part of our contract with LA Metro, LBPd deploys two full-time seasoned Quality of Life officers focused on connecting people experiencing homelessness to vital social services and resources. LBPd's Mental Health Evaluation Teams, which include mental health clinicians and specially trained officers, are also brought in to address passenger safety needs on the transit line when appropriate.

Furthermore, in response to the tragic death of George Floyd in Minneapolis on May 25, 2020, the Long Beach City Council adopted a Framework for Reconciliation, to engage in a public listening process, internal policy review, and local action plan to address racial injustice in Long Beach. The Racial Equity and Reconciliation Initiative—Initial Report, unanimously approved by the City Council on August 11, 2020, outlines objectives to redesign police approach to public safety, including strategies to explore non-police alternatives to law enforcement emergency response. Metro passengers benefit from Long Beach's commitment to and focus on racial equity in policing.

Thank you for your leadership on this important matter. We look forward to strengthening our partnership with LA Metro to advance public safety on the A Line.

Sincerely,



THOMAS B. MODICA
City Manager



Los Angeles County Metropolitan Transit Authority
Board of Directors

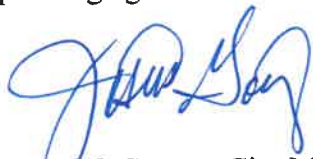
November 29, 2021

I am writing in response to the Los Angeles County Metropolitan Transit Authority (LA Metro) Public Safety Advisory Committee's (PSAC) recommendation dated Wednesday, November 3, 2021, recommending the "elimination" of the LA Metro transit policing agencies and shifting to local law enforcement on a non-contractual, as-needed basis. LA Metro is a large complex transit agency that must be policed by specialized law enforcement "transit" officers who are familiar with the intricacies of the operation. A specially trained law enforcement entity has been responsible for the safety of all Metro passengers since 1970. Prior to contracting for services from the Long Beach Police Department, Los Angeles Police Department and the Los Angeles Sheriff's Department (LASD), the policing was handled by the Rapid Transit District Police Department. These contracted policing agencies serving LA Metro trains, buses and platforms are trained to respond to major emergencies, including natural disasters and terrorist threats and can coordinate their response.

The City of Norwalk values and places the highest priority on public safety and protecting its community. The Norwalk City Council believes that diverting emergency calls to local police will cause confusion and delays as trains and buses move from one jurisdiction to another. By the time local police locate a train or bus, it is likely that the suspects and victims will be in an adjacent jurisdiction.

The City of Norwalk is but one of the many cities who contract police services from the LASD. Our current contract does not provide for deputies to ride on the buses or trains to provide riders with a sense of security and therefore will expose them to be victimized to crime and violence. In addition, having our deputies respond to incidents on the trains or buses will take them away from providing services to the residents of Norwalk.

The City of Norwalk opposes the recommendations made by the LA Metro PSAC and urges the LA Metro Board of Directors to unanimously oppose the effort to eliminate the contracted transit policing agencies.



Jesus M. Gomez, City Manager
City of Norwalk

[Type here]



American Federation of State, County and Municipal Employees, AFL-CIO

LOCAL 3634 METRO SUPERVISORS

November 28, 2021

Honorable Hilda Solis
Supervisor, First District
Kenneth Hahn Hall of Administration
500 West Temple Street #383
Los Angeles, California 90012

Recommendation to Defund Law Enforcement at LACMTA

Dear Supervisor Solis:

I submit this correspondence for the record in response to potential decisions that are being made at the recommendation of the Public Safety Advisory Committee to completely defund law enforcement from Metro.

As a former bus operator (Started with SCRTD in 1986), Transit Operations Supervisor in both the Bus Operations Control Center and as an Instructor at Operations Central Instruction, it would be a grave mistake in my opinion to completely defund law enforcement from Metro. I understand public sentiment in relation to law enforcement and the adversarial role that has festered for years with the citizens of both Los Angeles City, Los Angeles County and abroad.

The relationship has been one that lacks trust, the militaristic views of how law enforcement treats the public and the unwillingness to address the blatant abuse of power by some in law enforcement that has violated the trust of tax paying citizens which is a disservice to women and men in law enforcement who do the right thing daily. I have personal beliefs and opinions of law enforcement and I believe that their approach needs to drastically change in many areas, however it is imperative that law enforcement in some way maintains a presence in our transit system.

Transit Ambassadors cannot defend against violent crimes and individuals on our buses, trains, terminals and stations. A mental health professional as great as they may cannot effectively and safely digress a hostile and violent incident in the **moment** at the snap of a finger. That's unrealistic and unsafe for all parties involved: the patrons, the employees of Metro and the health professionals themselves.

Local law enforcement agencies models could be an option, but we need to support our MTA Transit Security Department and investigate increasing their numbers and presence throughout our transportation system. No one would know better than them how the system works, and they have a vested interest as employees of Metro to give a full commitment to the safety and well-being of the riding public.

I appreciate you accepting this letter and taking my recommendations under consideration before a final decision is made.

Respectfully,

A handwritten signature in black ink that reads "Al Cromer". The signature is written in a cursive, slightly slanted style.

Al Cromer
AFSCME Local 3634 President
LACMTA Supervisors
L3634@afscme36.org
213-864-0427

cc: Stephanie Wiggins-Metro CEO



R. REX PARRIS
MAYOR

MARVIN CRIST
VICE MAYOR

KEN MANN
COUNCIL MEMBER

RAJ MALHI
COUNCIL MEMBER

DARRELL DORRIS
COUNCIL MEMBER

JASON CAUDLE
CITY MANAGER

44933 Fern Avenue
Lancaster, CA 93534
661.723.6000
cityoflancasterca.org

November 18, 2021

Los Angeles County Metropolitan Transportation Authority
Board Secretary's Office
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

RE: Items 24 and 25 from Agenda of Operations, Safety, and Customer Experience Committee on November 18, 2021

Dear LACMTA Board of Directors,

The City of Lancaster would like to express their concerns with Items 24 and 25 that were on Agenda for the Operations, Safety, and Customer Experience Committee on November 18, 2021 as it relates to transit law enforcement services.

As protectors of the City of Lancaster, our City Council is in staunch opposition to any effort that removes uniformed law enforcement presence from the public transit system of Los Angeles County. Specifically, we oppose, in the strongest of terms, the defunding, or any measure that adversely impacts the presence, capabilities, or community protection efforts of the LA County Sheriff's Metro Bureau. Any such move constitutes a clear and present danger to the riders using Metro services and to the public at large on or near train/bus lines and stations.

Recently, the Public Safety Advisory Committee (PSAC) voted to recommend to the Metro Board of Directors, that they fully defund law enforcement from Metro and specifically recommended that the Metro Board of Directors do the following:

1. Allocate \$0.00 for all three policing contracts through the end of the fiscal year.
2. Go to a non-contract LE Model (i.e. local agencies are called for service).

3. Shift the \$75 million needed through the end of the FY to un-vetted alternatives.

This was voted on and passed with all members present voting yes on the above motion by both the Metro Safety Committee and the Operations, Safety, and Customer Experience Committee with next steps being votes by the full Metro Board of Directors on 12/2.

In advance of any further votes, the City of Lancaster wishes to be heard on this matter, and cautions against this defunding/removing effort as the outcomes will place the public at risk, and increase the chances of adverse law enforcement contacts, all while reducing ridership, creating a host of other environmental and transportation issues. The outcomes here are predictable and, therefore; preventable. We implore you to take this opportunity to demonstrate your commitment to Community safety by joining us in opposition.

Sincerely,

A handwritten signature in black ink, appearing to read 'Marvin Crist', with a stylized flourish at the end.

Marvin Crist
Vice Mayor, City of Lancaster

November 30, 2021

Dear Mrs. Solis & Mrs. Wiggins,

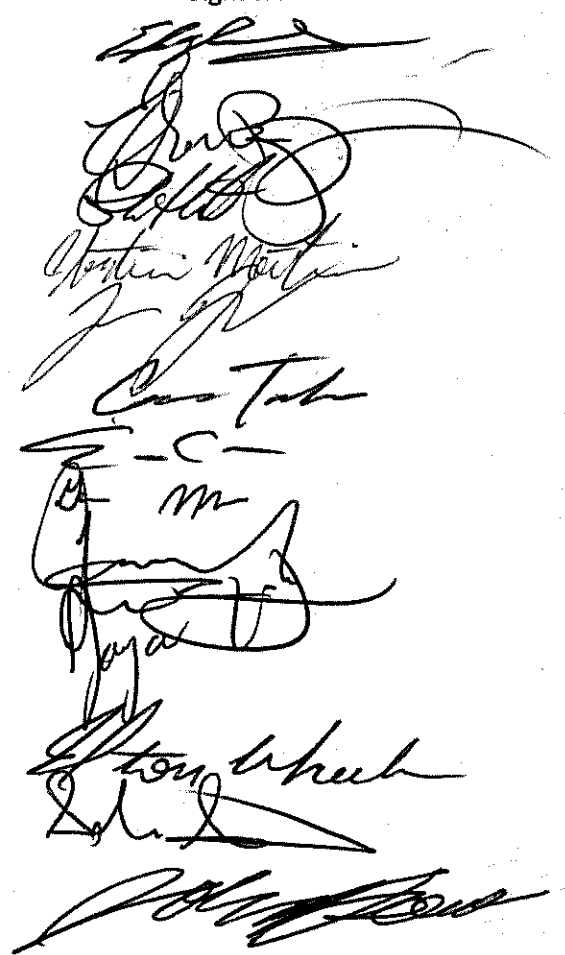
We are writing to you regarding Metro's move to defund our Law Enforcement partners which is a major concern amongst our department in General Services - Rail Operations Supervision & Custodial Staff. This causes much worry since we are a 24-hour/7 days a week operation. We are your front-line staff, so we need to tell you what we encounter daily. For example, on a regular basis we encounter multiple issues like drug use, mental illness, homelessness and violence throughout our system. During graveyard the pressure washers require metro security to do their jobs at certain stations. We are required to endure what's going on out in the field and law enforcement's presence has dismissed some of the problems at our stations. If Metro has a zero tolerance for violent crimes on our system, then removing law enforcement will only increase these issues. We've had multiple staff members assaulted physically & sexually. We've had a metro employee murdered getting off work riding our system, train operator was shot on gold line, shootout at Vernon station blue line, redline supervisor was involved in an attempted carjacking & was physically assaulted, FM staff have been victims of strong-arm robberies for their tools out in the field & they even shot the sheriffs at Compton station. We've had 3 murders in the last 3 months that we are aware of, September on Washington Station, October in Hollywood & Vine & November at Wilmington Station. We are asking for you to reconsider making this move, safety is our top priority and we should remain committed to providing a safe environment for us and our riders.

Respectfully,









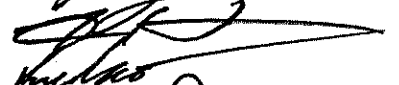






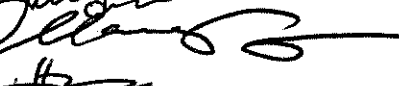







General Services Supervisors & Custodians

	Name	Badge	Title
1	Edgar Suarez	93625	GSS
2	Ernie Ruiz	27153	GSS
3	Philip Montoya	79880	GSS
4	Christian Meitzenheimer	89321	Lead Custodian
5	Jose Flores	85490	Custodian
6	Cesar Taba	84363	Custodian
7	Elias Camacho	85739	Custodian
8	Guillermo Navarro	95465	Custodian
9	Cesar Moreno	96651	Custodian
10	Elvis Nevlo	95539	Custodian
11	Joyce Henley	83225	Custodian
12	Edo Whelan	27422	Custodian
13	Sarde Starr	96955	Custodian
14	John Downes	92916	Custodian

Signature



November 30, 2021

	Name	Badge	Title	Signature
15	E. Lyy	81506	Custodian	
16	Brian Wilson	96406	Custodian	
17	Raymond Stewart	96653	Custodian	
18	TRACY Powell	71966	CUSTODIAN	
19	Mitchell Lewis	95481	CUSTODIAN	
20	Lamon Piner	94130	Custodian	
21	Eduardo Bernal	86078	Lead Custodian	
22	Jose R Alvarez	20671	CUSTODIAN	
23	Enrique Sernas	85350	Lead Custodian	
24	NANCY AGUILERA	44132	Custodian	
25	JAMIE LENO	84764	ESS	
26	JUDD HERNANDEZ	77949	ESS	
27	Pedro Nuñez	44128	Custodian	
28	Christian Funes Medina	89689	Lead Custodian	
29	KATHERINE DOMINGUEZ	87404	LEAD CUSTODIAN	
30	SAID PATZAN	85703	CUSTODIAN	
31	Diego Muñoz	97237	Custodian	
32	MARTINEZ, JOSHUA	87802	LEAD CUSTODIAN	
33	Viviana de Sheila	81565	Custodian	
34	GARY MARTINEZ	27927	LEAD CUSTODIAN	
35	Sandra G. Flores	95036	Custodian	
36	MARIA R. VASQUEZ	88341	Custodian	
37	GUADALUPE HERNANDEZ	88362	CUSTODIAN	
38	BRIAN STEFFEN	88926	Custodian	
39				
40				
41				
42				

Dear Metro Board:

My name is [REDACTED], one of the AAC members. I'm writing to you today to talk about the PSAC and their decision to remove the police off our buses and trains.

One of the comments that really got me upset was a public comment made in a meeting making it clear that they wanted to see more fights on our buses and trains. As someone on the accessibility advisory committee, I'm concerned about this because I hardly notice any police on our buses as it is. The only time I have seen police on the bus was either on the orange line toward Van Nuys, or the 150 towards Canoga Park. This was at the time the 150 went to Canoga Park. I am not sure about the 240, as I hardly take it.

I have seen police on the blue and red lines when I have taken those lines. I think there is a reason to keep them around, as there is crime on our network of buses and trains. I hear on the scanner, police being called to meet the orange line quite regularly as of late.

I know that the PSAC and the board would like to reimagine the security of the network and I'm happy that it is starting. It is a good idea to have other people that deal with homeless problems and other types of people that can deal with non-emergency issues. I know its hard for the police, and I've heard countless stories of police doing things to people that didn't deserve it.

As someone who is blind, I worry about my safety because I can't see what is going on around me. As I said, I hardly see the police on our buses west of Van Nuys on any line I've taken.

Let me quickly tell you a story. Shortly after some events happened in 2018 that changed my life, I was coming back from down town for some reason or another. Long story short, the driver didn't answer me when I asked for a bus number but he did get me to another bus so I can get back on my way. On that second bus, a couple of people were getting in to it, and the driver pulled over the bus and said that he wasn't moving until they calmed down or someone got off the bus. I'm confident he understood my sense telling me that this wasn't a good idea. One of the 2 got off, but if there was a policeman on the bus, they could've assessed the situation and determined if action would be necessary. Not all police would do wrong, and I have not had any bad experiences with the police since I've been an adult. When I was a child, they came to ask me questions, but were not clear so I told them nothing. I didn't think it was a big deal. But now, I hardly see them, even if the ride is going well.

If the board wants to remove the police, they must do so after putting whoever is qualified to handle situations that people say the police can't handle. I don't want to see a fight on the bus, I don't want to see a fight on the train, and if I do, I hope that there is someone to arrest the parties involved. I know

there are many disabled people who would feel comfortable with police doing their job and other people to handle what police can't. I think working together can make this system worth riding.

Any questions, please reach out to me.

Sincerely,





CITY OF LA VERNE CITY HALL

3660 "D" Street, La Verne, California 91750-3599

www.cityoflaverne.org

November 29, 2021

The Honorable Hilda Solis
Chair, Board of Directors
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

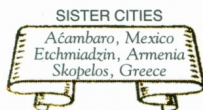
RE: SUPPORT FOR OPEN & SLOW STREETS PROGRAM, CYCLE FOUR

Dear Chair Solis,

I am writing on behalf of the City of La Verne to support motions to be introduced at the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors meeting on December 2, 2021 to award funding to the Open and Slow Streets Grant Program Cycle Four (item 9) and to make available up to \$2 million in additional local funds for the program (item 9.1).

Since Metro launched its Open Streets Grant Program in 2014, it has provided nearly \$13 million in grant funding to cities throughout Los Angeles County for open streets events that allow people to experience active transportation in safe, new, and exciting ways. SGVCOG strongly supports Metro Board adoption of the proposed Open and Slow Streets Grant Program Cycle Four which includes funding for the planned Heart of the Foothills event in 2023 in the cities of San Dimas, La Verne, Pomona and Claremont, the ArroyoFest event in 2022 in the Cities of Pasadena and South Pasadena and a San Gabriel Valley Slow Street Demonstration Initiative.

However, the program's popularity has not been matched by the funding made available. A total of 27 applications were received for the current Cycle Four. Within the confines of the \$5 million in available funding, Metro staff is recommending a full award to 12 events and a partial award to one event, leaving 14 events seeking \$4.5 million unfunded. Additional worthy events across Los Angeles County could be funded if the Metro Board adopts the motion to be introduced by Los Angeles County Supervisors Janice Hahn and Hilda Solis, Los Angeles Mayor Eric Garcetti, Pomona Mayor Tim Sandoval, and Whittier Councilmember Fernando Dutra. The motion would provide an additional \$2 million in funding to be awarded to unfunded events in accordance with their scores, including the 14th



General Administration 909/596-8726 • Water Customer Service 909/596-8744 • Community Services 909/596-8700
Public Works 909/596-8741 • Finance 909/596-8716 • Community Development 909/596-8706 • Building 909/596-8713
Police Department 909/596-1913 • Fire Department 909/596-5991 • General Fax 909/596-8737

ranked “626 Golden Streets | Mission-to-Mission” event scheduled for May 1, 2022 in the cities of San Gabriel, Alhambra, and South Pasadena.

We appreciate your attention to this support letter. Questions regarding this matter may be directed to SGVCOG Director of Government and Community Relations Paul Hubler at phubler@sgvcog.org.

Sincerely,

A handwritten signature in black ink that reads "Tim Hepburn". The signature is written in a cursive, flowing style.

Tim Hepburn, Mayor
City of La Verne



CITY OF GLENDORA CITY HALL

(626) 914-8200

116 East Foothill Blvd., Glendora, California 91741
www.ci.glendora.ca.us

December 1, 2021

Honorable Hilda L. Solis
Chair of the Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

**SUBJECT: SUPPORT THE CONTINUATION OF FUNDING FOR LAW
ENFORCEMENT SERVICES AND SECURITY SERVICES ON THE LA
METRO TRANSIT SYSTEM FOR CALENDAR YEAR 2022**

Dear Chair Solis,

On behalf of the City of Glendora, I write to respectfully request the Los Angeles County Metropolitan Transportation Authority (LA Metro) Board of Directors support the continuation of funding for law enforcement and security services on the LA Metro transit system. This funding should continue now and well into the future, even as the Public Safety Advisory Committee continues its discussion on reimagining public safety to reflect alternative community-based approaches to policing, including the provision of social services to address challenges related to the unsheltered population, mental health needs, and other social factors.

As you well know, Glendora is working diligently alongside the Foothill Gold Line Construction Authority to extend the Gold Line to Glendora and the Eastern San Gabriel Valley region. This project will transform our community and surrounding region by providing access to other parts of Los Angeles County. Equally important, it will provide these other areas of Los Angeles County with access to Glendora, to come and visit and experience what makes our City special, helping support local businesses, and grow our local economy. Glendora has a vested interest in ensuring the extension to the Metro Gold Line continues to operate as a safe and reliable mode of public transportation. It is why the City feels strongly about the need to continue to provide law enforcement and security services now and well into the future, while acknowledging the importance of continuing the discussion on additional alternative community-based approaches to policing.

The Los Angeles Times recently published an article (*Crime on L.A. trains, buses rises as riders return: 'Poor people are suffering the most'* – November 28, 2021) noting that as things return to normal, there has been a rise in crime on the LA Metro transit system. Through September of this year, violent crime reports were up 25% when compared to the same period in 2020, and up 9% when compared to the same period in 2019.

PRIDE OF THE FOOTHILLS

Aggravated assaults are exceeding pre-pandemic levels even as ridership levels have not yet fully recovered. Recent LA Metro surveys further highlight that many passengers and employees support a greater law enforcement presence on the transit system due to significant concerns regarding personal safety. And all of this comes at a time when we are seeing and reading reports related to the uptick of crime and the strings of smash-and-grab retail robberies throughout the State. In response to these increasing challenges, the Governor recently commented that he planned to include an "exponential level of support" in the upcoming State budget to help local jurisdictions address these and other issues impacting quality of life to help people feel safe.

To eliminate funding for law enforcement and security services would require local agencies along the LA Metro transit system to engage in crime prevention and enforcement duties. This would create a situation where there are multiple agencies with various policies becoming engaged in efforts currently under the effective umbrella of the Metro Bureau of the Los Angeles County Sheriff's Department. This creates several negative issues, to include decentralized crime prevention, enforcement, and community engagement. It would also serve to make ineffective law enforcement responses to emergency service calls and investigative outcomes.

Glendora understands the importance of providing the resources necessary to address certain challenges not necessarily suited for law enforcement. It is paramount that we work collaboratively, engaging all responsible parties, to create an effective ecosystem to address the variety of challenges facing the LA Metro transit system. The uptick in crime, the increase in the unsheltered population, and other social challenges, are all contributing factors that underscore the importance of funding law enforcement and security services, and alternative community-based approaches. These efforts are not mutually exclusive and will help better address the real and perceived public safety challenges. To be clear, the provision of these services should be in addition to, rather than in lieu of, law enforcement and security services.

The City of Glendora appreciates your consideration of this request and looks forward to continuing to work with you. Should you have any questions regarding this letter, please feel free to contact Adam Raymond, City Manager, at (626) 914-8201 or city_manager@cityofglendora.org.

Sincerely,

CITY OF GLENDORA



Karen Davis
Mayor



November 18, 2021

Honorable Chair Solis and Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Honorable Chair Solis and Metro Board of Directors:

The purpose of this letter is to express our serious concern and strong opposition to the recent recommendation made by the Public Safety Advisory Committee (PSAC) to shift away from and ultimately reduce uniformed law enforcement contracts from Metro. While we recognize and appreciate the need for a comprehensive, multi-faceted approach to addressing existing social inequities and the needs of our at-risk populations, local municipalities would face deep consequences if Metro were to reduce its strong law enforcement presence on its rail lines and platforms. As a city along the Gold Line and current terminus, we in particular believe that the safety of light-rail users, our residents and business community would be severely compromised.

Since the opening of the Gold Line and leading up to it, our city's downtown has experienced a tremendous amount of investment. After years of planning and investment, we are now starting to reap the benefits of several Transit Oriented Development Projects. No doubt that convenient access to transportation, shopping and other essential amenities is a key driver. However, all of that would be for nothing if people did not feel safe in and around our Metro stations. Removing the presence of uniformed law enforcement sends the wrong message to those interested in investing, visiting, and living in our great city. Furthermore, it should be noted that the second station in our city, the last stop on the Gold Line, sits just steps away from Citrus College, Azusa Pacific University, and the Rosedale Residential Community comprised of over 1,200 homes. Without a strong law enforcement presence along Metro's corridors and infrastructure, we fear these areas will see an uptick in public safety issues and decrease in response times.

Our Police Department cannot be tasked with patrolling platforms or responding to incidents on trains and parking structures without additional personnel, training and resources. Many of our communities simply do not have the capacity nor the resources to do so, and expecting smaller agencies to pick up the slack places the safety of riders and our very own officers in jeopardy. The existing structure works; our officers communicate regularly and coordinate responses in and around the stations effectively with Los Angeles County Deputies. While we support creative solutions toward addressing homelessness and ensuring equity, law enforcement is a fundamental need that cannot be substituted.

We respectfully ask that you reject the recommendation and continue contracting with appropriate law enforcement agencies to patrol and help keep the light-rail system safe for all to use.

Sincerely,

Robert Gonzales
Mayor – City of Azusa

To whom it may concern,

I am writing this letter on behalf of the students that attend Braille Institute of America, Los Angeles. Many of our students rely on public transportation as their primary mode of travel. As you may or may not know, our students have different degrees of vision loss. Some are low vision while others are totally blind. We have students that ride the subway lines to attend classes in person at our organization from all areas of the Greater LA area including the San Fernando Valley, Long Beach, Harbor Gateway cities and the San Gabriel Valley. Although currently our services are provided remotely, we anticipate a return to on campus instruction in the Spring. With that being said, our students will return to using the bus and subway lines on a more consistent basis to attend classes.

To modify or possibly terminate contracts with law enforcement would be detrimental to the safety of all riders, not only those with vision impairments. It would put seniors, cognitively challenged, physically disabled and other vulnerable populations at risk. The average age of our students is 70 years old. Many with both vision and physical impairments that prevent them from moving or reacting quickly to problematic situations.

Our students already feel vulnerable and/or targeted while traveling with a white cane. By modifying or eliminating contracts, it will reduce ridership and prevent our students from leading independent lives like we promote and aim to achieve. They depend on law enforcement to aid in keeping them safe from harm while traveling to and from their destinations. They rely on law enforcement to see the troubled areas or situations that they are unable to. They rely on law enforcement to maintain their security as they travel. Therefore, I encourage you to reconsider terminating your contract with law enforcement.

Please feel free to contact me at kkmayes@brailleinstitute.org or at 323.210.2575 if you should have any questions or concerns.

Best regards,

Karen Esquivel-Mayes, MA, COMS

O&M Team Lead, Braille Institute



GENERAL COMMITTEE OF ADJUSTMENT 875

John M. Ellis
General Chairman

Metro Proposal Dangerous for Transit Riders and Operators

December 1, 2021

Dear L.A. Metro Board;

The recent recommendation decision by the citizen advisory committee, to eliminate funding for transit police is not fair, ethical and creates a serious safety issue. The plan for LA Metro Board to take monies away from the local police and sheriffs who currently patrol buses and light rail vehicles to fund other programs. Though other programs recommended by the advisory committee may be worthy, protecting passengers and operators is vital. Those who ride or have worked on the Metro system, understand the recklessness of the proposal to eliminate the presence of law enforcement.

Reflecting a widely-reported trend in the airline industry, requirements of the pandemic have also caused additional stress and problems among Metro's bus and rail passengers. With the return of patrons to Metro, violent crime has once again increased to the fourth highest among the nation's transit systems. Only a police presence keeps that violence from growing once again.

We realize that law enforcement resources cannot be everywhere. Over the past 3 years, there have been almost 1,500 violent crimes aboard Metro bus and Rail, according to Los Angeles Sheriff's Department records. And passengers are not the only targets. This past week alone, Operators have reported that they have been assaulted; targets of thrown bottles; and have been spit upon just for doing their jobs. In the past, others have been kicked, pepper sprayed, punched in the face and doused with substances from urine to boiling coffee, as well as being threatened with dangerous weapons. Just knowing that law enforcement resources are available to transit operators makes a world of difference in decreasing the stress of worrying about the possibilities of crime and injury on the job.

Metro funded police protection for passengers and operators to reduce such crimes. To a large extent, their efforts have succeeded, making the system safer for both riders and Operators. Before this support, Metro Operators had to handle these incidents on their own. We do not want to return to this type of operation and the level of violence we experienced. We have seen that, in addition to responding to criminal actions, police presence also promotes peace aboard Metro buses and rail vehicles, protecting our passengers and our bus and rail operators from violent crimes.

Your recommendation by the civilian advisory board to eliminate transit police funding simply does not take into account the realities that Operators, and our passengers, face every day. Now would be the absolute worst time to remove peaceful enforcement by replacing well-equipped, highly trained peace officers with non-sworn "Transit Ambassadors". Such reimagining of safety aboard public transit is simply wrong-headed. Significantly, transit workers and law enforcement lacked any input into the final advisory committee decision. If our Operators had been part of the consideration, their vote would have been to strengthen the law enforcement presence not eliminate it.

Past violence aboard Metro vehicles has led to an increased number of Operators taking stress leaves. They feel the pressure every day. They are among the victims of those crime statistics. Passengers feel the same. Removing the funding endangers not only rail and bus Operators, but also the tens of thousands of daily riders who depend on public transportation. We recommend that the LA Metro board find other ways to fund the citizen's committee recommendations and strongly support maintaining funding for transit police.

In Solidarity,

John M. Ellis
General Chairman
SMART-TD GO875



OFFICE OF THE CITY MANAGER

December 1, 2021

Board Administration
One Gateway Plaza MS: 99-3-1
Los Angeles, CA 90012

Re: Metro Board Items 25-Transit Law Enforcement Services and 25.1- Commitment to Reimagining Public Safety

To: Metro Board Chair Solis

The City of Pasadena supports the continued funding of the law enforcement contracted services on Metro's transit system that would sustain, at a minimum, Metro's current levels of law enforcement. We are supportive of staff's recommendation to fund the remaining six months of the original law enforcement contract and extending the contract for an additional six months. Furthermore, Pasadena strenuously opposes any Metro Board decision that would reduce, decrease, redirect or otherwise remove current law enforcement resources provided for Metro's rail and bus systems.

We encourage Metro to work with local police departments to explore efforts to increase law enforcement and bolster public safety through partnerships. Pasadena strongly objects to supplanting any of Metro's existing law enforcement levels with alternative service models, but does support enhancing Metro's existing public safety approach with additional support services such as those that focus on mental health and homeless outreach.

Sincerely,

A handwritten signature in dark ink, appearing to read "Steve Mermell", is written over a light blue horizontal line.

Steve Mermell
City Manager

Cc: Metro Board of Directors
Stephanie Wiggins, CEO

City Hall
100 North Garfield Avenue, Room S228
Mailing Address: P.O. Box 7115 • Pasadena 91109-7215
(626) 744-6936 • Fax (626) 744-4774



November 29, 2021

Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Board of Directors:

The City of Monrovia is opposed to the motions recently taken by the Metro's Operations, Safety and Customer Experience Committee (Committee) regarding the recommendations made by the Public Safety Advisory Committee (PSAC) to remove uniformed law enforcement presence from the Los Angeles County's public transit system. Monrovia is fortunate to be part of the Foothill Gold Line from Pasadena to Azusa. As thousands of people annually use the rail system for an affordable and convenient means of public transit in Los Angeles County, the Metro L Line Station serves as an important part to the transportation ecosystem and transit-oriented development in our city.

The City of Monrovia is opposed to removal of a law enforcement presence that serves Metro communities. Relegating each community to provide its own law enforcement services for incidents occurring throughout Metro's jurisdiction would create unnecessary confusion, in particular when an incident will require multiple agencies to be active in the response. Additionally, shifting funding towards alternatives that have not been vetted or developed will put the public at risk and increase the chances of adverse law enforcement contacts. The Monrovia Police Department is simply unable to provide expanded law enforcement services to Metro.

As presented by Metro Staff at the November 18 Committee meeting, more than a majority of the public would agree with 60% of riders wanting more security staff and law enforcement on Metro (2021 Public Safety Survey). As Vice Chair Holly Mitchell stated at the same meeting, it would be "problematic and irresponsible" to cancel existing law enforcement contracts since there are no alternatives in place since there are no contracts for mental health workers or transit ambassadors in position to serve the public's safety. As the Metro system continues to expand beyond the 93 stations and 106 miles of railway, the future of public transit ridership is dependent rider safety, both perceived notion of and actual safety, while traveling throughout the Los Angeles region. They are asking for law enforcement presence.

Since its opening in 2016, the Metro L Line Station is helping shape our community in previously unforeseen ways. Still, safety remains a priority concern for our community, riders, neighbors, and local businesses throughout Monrovia. We believe these recommendations of PSAC undermine the goals of providing a safe



transit alternative to our residents and will negatively impact the City's ability to serve the public. We implore you to reject any recommendation that universally cancels law enforcement contracts and shifts the entire burden to local agencies, particularly without full consideration of the impact such a decision would place on local agencies.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dylan Feik".

Dylan Feik
City Manager



December 1, 2021

OFFICERS

President
Becky Shevlin
1st Vice President
Tim Hepburn
2nd Vice President
Ed Reece
3rd Vice President
April Verlati

MEMBERS

Alhambra
Arcadia
Azusa
Baldwin Park
Bradbury
Claremont
Covina
Diamond Bar
Duarte
El Monte
Glendora
Industry
Irwindale
La Cañada Flintridge
La Puente
La Verne
Monrovia
Montebello
Monterey Park
Pasadena
Pomona
Rosemead
San Dimas
San Gabriel
San Marino
Sierra Madre
South El Monte
South Pasadena
Temple City
Walnut
West Covina
First District, LA County
Unincorporated Communities
Fourth District, LA County
Unincorporated Communities
Fifth District, LA County
Unincorporated Communities
SGV Water Districts

The Honorable Hilda Solis
Chair, Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

**RE: SUPPORT FOR BOARD MOTION DIRECTING METRO TO ASSIST IN
SECURING FUNDING FOR THE ACE PROJECTS (AGENDA ITEM 44)**

Dear Chair Solis,

I write on behalf of the San Gabriel Valley Council of Governments (SGVCOG) in strong support of the motion to be offered at the December 2, 2021 meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority (Metro) directing Metro staff to assist the SGVCOG in securing sufficient funding for the unfunded Alameda Corridor-East (ACE) projects.

SGVCOG intends to request an allocation vote of the California Transportation Commission next summer of previously programmed state funds for two unfunded ACE grade separation projects at Montebello Boulevard in the City of Montebello and at Turnbull Canyon Road in the City of Industry and unincorporated community of Hacienda Heights. However, due to extraordinary increases in construction phase and right-of-way costs recently as experienced by multiple transportation infrastructure projects in Southern California, the two ACE projects have developed significant shortfalls of matching funds. If needed funds are not timely secured, the two projects could forfeit a total of \$116,851,000 in programmed state funds. A third ACE project, pedestrian crossing safety improvements in the City of Pomona, also has a funding shortfall. All three projects are located in Metro Equity Focus Communities or within state Disadvantaged Communities.

SGVCOG looks forward to working with Metro staff on potential strategies such as value engineering to close the funding gaps, on a Project Labor Agreement and in exploring and securing sufficient funding needed to complete all three projects, with priority placed on securing full funding for the grade separation projects prior to the June 2022 CTC meeting.

SGVCOG appreciates the opportunity to collaborate with Metro on behalf of the nationally and regionally significant ACE projects. We urge an “aye” vote on the motion introduced by Directors Solis, Hahn, Barger, Sandoval and Butts. Questions regarding this letter may be directed to Director of Government and Community Relations Paul Hubler at phubler@sgvcog.org.

Sincerely,

Marisa Creter
Executive Director



November 24, 2021

OFFICERS

President

Becky Shevlin

1st Vice President

Tim Hepburn

2nd Vice President

Ed Reece

3rd Vice President

April Verlato

MEMBERS

Alhambra

Arcadia

Azusa

Baldwin Park

Bradbury

Claremont

Covina

Diamond Bar

Duarte

El Monte

Glendora

Industry

Irwindale

La Cañada Flintridge

La Puente

La Verne

Monrovia

Montebello

Monterey Park

Pasadena

Pomona

Rosemead

San Dimas

San Gabriel

San Marino

Sierra Madre

South El Monte

South Pasadena

Temple City

Walnut

West Covina

First District, LA County
Unincorporated Communities

Fourth District, LA County
Unincorporated Communities

Fifth District, LA County
Unincorporated Communities

SGV Water Districts

The Honorable Hilda Solis
Chair, Board of Directors
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

RE: SUPPORT FOR OPEN & SLOW STREETS PROGRAM, CYCLE FOUR

Dear Chair Solis,

I am writing on behalf of the San Gabriel Valley Council of Governments (SGVCOG) to support motions to be introduced at the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors meeting on December 2, 2021 to award funding to the Open and Slow Streets Grant Program Cycle Four (item 9) and to make available up to \$2 million in additional local funds for the program (item 9.1).

Since Metro launched its Open Streets Grant Program in 2014, it has provided nearly \$13 million in grant funding to cities throughout Los Angeles County for open streets events that allow people to experience active transportation in safe, new, and exciting ways. SGVCOG strongly supports Metro Board adoption of the proposed Open and Slow Streets Grant Program Cycle Four which includes funding for the planned Heart of the Foothills event in 2023 in the cities of San Dimas, La Verne, Pomona and Claremont, the ArroyoFest event in 2022 in the Cities of Pasadena and South Pasadena and a San Gabriel Valley Slow Street Demonstration Initiative.

However, the program's popularity has not been matched by the funding made available. A total of 27 applications were received for the current Cycle Four. Within the confines of the \$5 million in available funding, Metro staff is recommending a full award to 12 events and a partial award to one event, leaving 14 events seeking \$4.5 million unfunded. Additional worthy events across Los Angeles County could be funded if the Metro Board adopts the motion to be introduced by Los Angeles County Supervisors Janice Hahn and Hilda Solis, Los Angeles Mayor Eric Garcetti, Pomona Mayor Tim Sandoval and Whittier Councilmember Fernando Dutra. The motion would provide an additional \$2 million in funding to be awarded to unfunded events in accordance with their scores, including the 14th ranked "626 Golden Streets | Mission-to-Mission" event scheduled for May 1, 2022 in the cities of San Gabriel, Alhambra, and South Pasadena.

We appreciate your attention to this support letter. Questions regarding this matter may be directed to SGVCOG Director of Government and Community Relations Paul Hubler at phubler@sgvcog.org.

Sincerely,

Marisa Creter
Executive Director



November 22, 2021

OFFICERS

President
Becky Shevlin
1st Vice President
Tim Hepburn
2nd Vice President
Ed Reece
3rd Vice President
April Verlatto

MEMBERS

Alhambra
Arcadia
Azusa
Baldwin Park
Bradbury
Claremont
Covina
Diamond Bar
Duarte
El Monte
Glendora
Industry
Irwindale
La Cañada Flintridge
La Puente
La Verne
Monrovia
Montebello
Monterey Park
Pasadena
Pomona
Rosemead
San Dimas
San Gabriel
San Marino
Sierra Madre
South El Monte
South Pasadena
Temple City
Walnut
West Covina
First District, LA County
Unincorporated Communities
Fourth District, LA County
Unincorporated Communities
Fifth District, LA County
Unincorporated Communities
SGV Water Districts

The Honorable Hilda Solis
Chair
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

**RE: SUPPORT FOR METRO STAFF RECOMMENDATION TO ALLOCATE
\$75.2 MILLION NEEDED TO FUND LAW ENFORCEMENT SERVICES
ON METRO'S TRANSIT SYSTEM FOR THE 2022 CALENDAR YEAR**

Dear Chair Solis,

The San Gabriel Valley Council of Governments (SGVCOG) respectfully submits this letter to request the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors to authorize the allocation of the \$75.2 million needed to fund law enforcement services on Metro's transit system for the 2022 calendar year.

This Metro staff recommendation seeking the \$75.2 million authorization includes redirecting \$1.6 million to the Los Angeles County Department of Mental Health to provide mental health outreach services on the Metro system, removing fare collection enforcement from the law enforcement team's duties, and seeking protocols for Metro to access body-worn camera footages. Policy modifications, such as those related to training, screening, accountability, and transparency, are also recommended for Metro's contracted and in-house non-law enforcement security services.

Failure to approve the funding authorization at the December 2021 Metro Board meeting would result in the termination of all Metro law enforcement services beginning January 1, 2022. This would lead to passengers and employees without law enforcement protection and Metro staff with insufficient time to procure alternative services. Recent Metro surveys also highlighted that many Metro passengers and employees support greater law enforcement presences on the transit system due to significant concerns regarding personal safety.

Thank you for considering the perspectives of the SGVCOG and please do not hesitate to contact our Director of Government and Community Relations, Paul Hubler, at phubler@sgvcog.org if you have any questions.

Sincerely,

Becky A. Shevlin
President
San Gabriel Valley Council of Governments

November 18, 2021

Chair Hilda Solis & Board Members
LA Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Chair Solis & Board Members:

Enclosed is a resolution adopted by the Norwalk City Council on November 16, 2021 opposing the recommendation by LA METRO's Public Safety Advisory Committee to defund and eliminate the specialized transit police that serves LA METRO trains and buses.

If you have any questions, please contact either Mayor Jennifer Perez or City Manager Jesus M. Gomez at (562) 929-5700.

Sincerely,



Theresa Devoy, CMC
City Clerk

Enclosure

RESOLUTION NO. 21-72

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NORWALK OPPOSING LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY PUBLIC SAFETY ADVISORY COMMITTEE'S RECOMMENDATION TO DEFUND AND ELIMINATE SPECIALIZED TRANSIT POLICE

WHEREAS, the City of Norwalk, California, values and places the highest priority on public safety and protecting its community; and

WHEREAS, Los Angeles County Deputy Sheriffs, Long Beach Police Officers and Los Angeles City Police Officers have years of experience and specialized training to provide public safety services on Los Angeles County Metropolitan Transportation Authority (LA Metro) trains and buses; and

WHEREAS, the contracted policing agencies serving LA Metro trains, buses and platforms are trained in and actively utilize LA Metro's Closed Circuit TV ("CCTV") systems to identify safety issues and respond to calls; and

WHEREAS, the contracted policing agencies serving LA Metro trains, buses and platforms are trained to respond to major emergencies, including natural disasters and terrorist threats; and

WHEREAS, rail platforms have unique layouts requiring officers to know what level and side/travel direction a suspect or victim may be located; and

WHEREAS, officers deployed by LA Metro currently provide coordinated patrol services for dozens of rail platforms, hundreds of miles of rail and thousands of miles of bus lines, across geography also served by 46 independent police agencies; and

WHEREAS, diverting emergency calls to local police will cause confusion and delays as trains and buses move from one jurisdiction to another; and

WHEREAS, local police chasing suspects and victims across jurisdictions will take patrol officers away from responding to calls in their own cities, delaying response times and causing more harm; and

WHEREAS, LA Metro passengers depend on trains and buses for transportation to their workplaces and schools. Removing dedicated uniformed personnel from the trains and buses will delay response times, leaving a safety gap that will be exploited, and unnecessarily expose the most vulnerable among us to crime and violence.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NORWALK HEREBY DETERMINES, FINDS, AND RESOLVES AS FOLLOWS:

Section 1. The facts set forth in the Recitals, above, are true and correct.

Section 2. The City Council opposes the recommendations made by the Los Angeles County Metropolitan Transportation Authority Public Safety Advisory Committee (PSAC).

Section 3. The City Council urges the LA Metro Committees and full Board of Directors to unanimously oppose the effort to defund specialized transit policing for Metro.

Section 4. Adoption of this Resolution declares and affirms that the City Council of the City of Norwalk opposes the recommendations made by LA Metro PSAC to defund specialized transit policing for LA Metro.

Section 5. The Mayor, or presiding officer, is hereby authorized to affix her signature to this Resolution signifying its adoption by the City Council of the City of Norwalk and the City Clerk, or her duly appointed assistant, is directed to attest thereto.

APPROVED AND ADOPTED on this 16th day of November 2021.


JENNIFER PEREZ
MAYOR

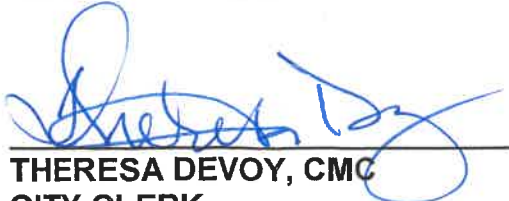
ATTEST:

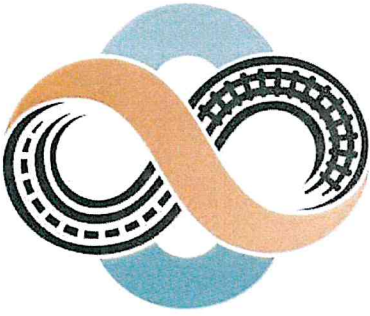
I, **Theresa Devoy**, City Clerk of the City of Norwalk, California **DO HEREBY CERTIFY** that the foregoing Resolution, being **Resolution No. 21-72** has been duly signed by the Mayor and attested by the City Clerk, all at a regular meeting of the Norwalk City Council, held November 16, 2021, and that the same was approved and adopted by the following vote to wit:

AYES: Councilmembers Ramirez, Rios, and Valencia, Vice Mayor Ayala, and Mayor Perez

NOES: None

ABSENT: None


THERESA DEVOY, CMC
CITY CLERK



NORTH LOS ANGELES COUNTY

Transportation Coalition JPA

November 19, 2021

The Honorable Hilda Solis
Chair, Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

RE: Support \$75.2 million allocation for continued Metro contracted Law Enforcement Services on Metro's Transit Systems.

Dear Chair Solis:

On behalf of the North Los Angeles County Transportation Coalition JPA (NCTC) member agencies Los Angeles County 5th District, the Cities of Lancaster, Palmdale and Santa Clarita located in North Los Angeles County, we **strongly support** the \$75.2 million allocation for continued Metro contracted Law Enforcement Services on Metro's Transit Systems as staff recommends in Board Agenda Item 25. NCTC strongly believes fully funding the existing law enforcement contracts for 2022 by allocating \$75.2 million on the Metro system is critical.

NCTC members **strongly oppose** recommendations made by the Metro Public Safety Advisory Council to end the current law enforcement contracts with the Los Angeles County Sheriff, LAPD, and Long Beach PD by the end of December. NCTC believes the Public Safety Advisory Council does not reflect the transit riders in north Los Angeles County and in numerous Metro NextGen surveys who continue to highlight the need for more law enforcement combined with more reliable, clean mobility options.

To close, NCTC fully supports the \$75.2 million allocation for continued Metro contracted Law Enforcement Services on Metro's Transit System and opposes the Metro Public Safety Advisory Council recommendation to end the current law enforcement contracts.

Thank you for your deliberation and leadership on this issue.

Sincerely,


Chair McLean



CITY OF WEST HOLLYWOOD

CITY HALL
8300 SANTA MONICA BLVD.
WEST HOLLYWOOD, CA
90069-6216
TEL: (323) 848-6460
FAX: (323) 848-6562

TTY: For hearing impaired
(323) 848-6496

CITY COUNCIL

LAUREN MEISTER
Mayor

SEPI SHYNE
Mayor Pro Tempore

John D'Amico
Councilmember

John M. Erickson
Councilmember

Lindsey P. Horvath
Councilmember

December 1, 2021

Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

VIA EMAIL: BoardClerk@metro.net

RE: Improving the Effectiveness and Sustainability of Metro Bike Share

To Whom It May Concern:

This letter is to convey the City of West Hollywood's support of Item 41, File Number 2021-0743 and the City's strong interest in participating in an expanded Metro Bike Share program.

The City of West Hollywood is deeply committed to meeting the mobility demands of our ever-increasing population, and is focused on improving alternative forms of transportation, especially for pedestrians, transit riders, and cyclists. Pedestrian access, safety, and connectivity have been an integral component of both community development planning and transportation planning in West Hollywood. More recently, the city has engaged in several projects poised to make biking safer and more welcoming in West Hollywood including closing a major bike lane gap on Santa Monica Boulevard at the border with the City of Beverly Hills, expanding the *Dockless Mobility Pilot Program* with the designation of additional parking stations around the City and consideration of additional vendors, and securing *Metro Measure M* ATP funds for first/last mile safety improvements at Santa Monica and La Brea. In addition, the city also continues to work with Metro and LADOT on peak hour bus/bike lanes on La Brea Avenue for implementation in Spring 2022 and has received permits from the City of Los Angeles for a joint quick build pilot of the City's east-west Willoughby/Vista/Gardner Greenway project that will provide a critical alternative to Santa Monica Boulevard for bicyclists.

The city is constantly looking to improve multi-modal transportation that enhances mobility and quality of life for our residents and community members that visit West Hollywood. Though these projects will have a major impact, in the longer term, even more significant efforts are underway including, new bike lanes that are nearing final design for Beverly Boulevard as part of the Design District Streetscape Project, feasibility studies for new protected bike lanes on both Santa Monica Boulevard and Fountain Avenue



and the City's new *Vision Zero Program* that is expected to begin by the end of this year. Additionally, as part of the City's ongoing *Rail Integration Study*, first last mile improvements will be identified, and upcoming complete streets improvements on Santa Monica Boulevard have recently been announced by Caltrans which could help link Metro's Bike Share service area in Hollywood to West Hollywood.

For these reasons, at our November 3, 2021, City Council meeting, the City Council adopted an item directing our staff to relay the City's support for the expansion of the Metro Bike Share program into West Hollywood (see attached staff report).

In order to meet our region's climate goals, it is imperative that affordable, accessible, and active transportation options such as Metro Bike share continue to grow and expand. The City of West Hollywood is in full support of the County continuing to develop and expand bicycle infrastructure and mobility options that will improve quality of life for all County residents, and we strongly encourage Metro to expand their current bike share program into the City of West Hollywood, as a part of the efforts detailed in Item 41, File Number 2021-0743, on the Metro Board's December 2, 2021, agenda.

Respectfully,

Lauren Meister
MAYOR

SUBJECT: **SUPPORT FOR METRO BIKE SHARE PROGRAM EXPANSION
AND FARE SUBSIDY MODEL**

INITIATED BY: **COUNCILMEMBER JOHN M. ERICKSON**

PREPARED BY: **COMMUNITY & LEGISLATIVE AFFAIRS DIVISION**
(John Leonard, Manager)
(Andi Lovano, Supervisor)

STATEMENT ON THE SUBJECT:

The City Council will consider sending a letter to Metro detailing the City's support for Metro Bike Share program expansion into West Hollywood and the fare subsidy model.

RECOMMENDATION:

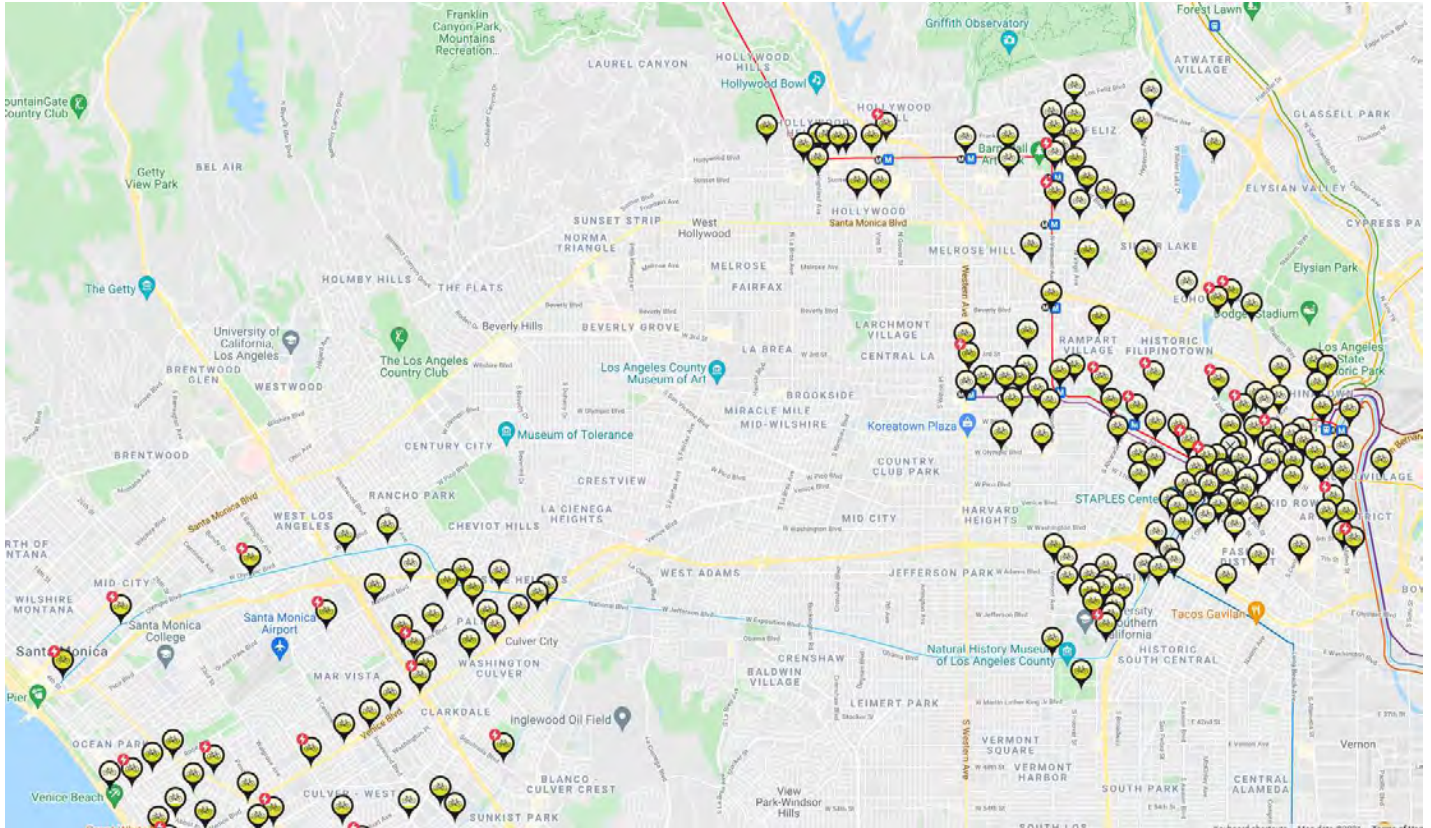
Direct staff to send a letter to the Metro Board of Directors detailing the City's support for expansion of the Metro Bike Share program into West Hollywood and the fare subsidy model.

BACKGROUND / ANALYSIS:

The Metro Bike Share system makes bikes available 24/7, 365 days a year in Downtown LA, Central LA, Hollywood, and North Hollywood, and the Westside. Metro Bike Share offers convenient round-the-clock access to a fleet of over 1,000 bicycles for short trips. Metro Bike Share is a fast, easy, and fun way to ride, anytime. Trips on Metro Bike Share start and end at one of the many bike share stations throughout the region.

Many of the Metro Bike Share stations are located near Metro rail stops. The intent is for Metro Bike Share to be a key component in improving first/last mile access to and from transit stations. This combination of transit and bike share helps provide better access to local destinations and helps reduce auto trips.

There are currently no Metro Bike Share stations in West Hollywood, Mid-City Los Angeles, or Beverly Hills. The closest Metro Bike Share stations to West Hollywood are located in Hollywood, near Hollywood and Highland. The image below shows the location of many of the Bike Share stations and the lack of stations in and around the West Hollywood area.



This item directs staff to send a letter to the Metro Board of Directors expressing the City of West Hollywood's support for the expansion of Metro's Bike Share into the City of West Hollywood and the surrounding area. Since West Hollywood discontinued the docked "WeHo Pedals" program, Metro Bike Share has become the only option for docked bike share in the Los Angeles area and represents one of the most efficient transportation offerings from Metro. With multiple Metro Rail and Bus Rapid Transit (BRT) routes opening soon in and around the West Hollywood area – from the Purple Line extension through Beverly Hills and Brentwood, to the Crenshaw Northern Extension, to the BRT from North Hollywood to Pasadena – bike share provides a critical first/last mile to/from Metro stations, without using a car. The Purple Line (D Line) Extension stretching from Wilshire Boulevard and Western Avenue to Wilshire and La Cienega Boulevard is currently scheduled to open in 2024, and the roughly 2.6-mile leg through Beverly Hills to Century City is expected to open the following year. This line will be only a couple of miles outside of West Hollywood and having Metro Bike Share stations in West Hollywood and near the new rail stations would help increase access for West Hollywood residents and visitors.

Additionally, the proposed letter to the Metro Board of Supervisors expresses the City of West Hollywood's support for Metro Bike Share's effort to seek a Fare Subsidy model as the future configuration of the regional bike share program. Currently, the cost of renting

the bikes is \$1.75 for the first 30 minute or \$5 for unlimited trips up to 30 minutes each for 24 hours. The goal of the subsidy is to continue to offer a 30-minute ride at the equivalent price of a Metro Bus and Metro Rail single ride fare (\$1.75). The current bike share model has a high overall cost and has been a barrier to entry for cities in joining or expanding the current program. A Fare Subsidy model contract that is resource feasible has the potential to significantly lower the cost of operating a bike share program to Metro and its partners. Metro Bike Share's Fare Subsidy model is an innovative approach to meeting the goals of the program and provides a multifaceted return on the investment for our community.

Bike share systems have proven successful at increasing the number of bicycle trips taken in cities across the globe by providing access to bicycles at a low cost, increasing the visibility and presence of bicycles on local streets, and providing a transportation option that connects residents, employees, and tourists to work, home, transit, and attractions. In addition, a bike share system in our city would promote health and wellness and reduce transportation's impact on the environment.

CONFORMANCE WITH VISION 2020 AND THE GOALS OF THE WEST HOLLYWOOD GENERAL PLAN:

This item is consistent with the Primary Strategic Goal(s) (PSG) and/or Ongoing Strategic Program(s) (OSP) of:

- OSP-4: Transportation System Improvement.
- OSP-12: Actively Participate in Regional Issues.

In addition, this item is compliant with the following goal(s) of the West Hollywood General Plan:

- M-2: Collaborate on regional transportation solutions that improve mobility, quality of life and environmental outcomes.
- G-3: Provide excellent customer service, including utilization of emerging technologies.

EVALUATION PROCESSES:

N/A

ENVIRONMENTAL SUSTAINABILITY AND HEALTH:

N/A

COMMUNITY ENGAGEMENT:

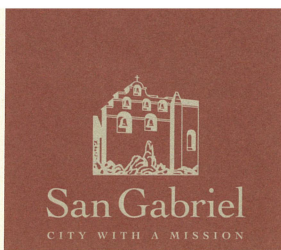
N/A

OFFICE OF PRIMARY RESPONSIBILITY:

CITY MANAGER'S DEPARTMENT / COMMUNITY & LEGISLATIVE AFFAIRS
DIVISION

FISCAL IMPACT:

None. Metro has established cost sharing agreements with cities where bike share stations are located. If bike share stations were to be proposed in the City of West Hollywood, there would be negotiations with Metro to determine the City's contribution.



Phone: 626.308.2800

Fax: 626.458.2830

City Hall: 425 South Mission Drive, San Gabriel, California

Mail: P.O. Box 130, San Gabriel, California 91778-0130

Web: SanGabrielCity.com

November 17, 2021

Operations, Safety & Customer Experience Committee
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012-2952

Dear Committee Members:

The City of San Gabriel is opposed to the recommendations made by Metro's Public Safety Advisory Committee (PSAC) regarding the removal of uniformed law enforcement personnel from Los Angeles County's public transit system. The recommended action would not only remove law enforcement from the public transit system, but it would also present danger to the riders using Metro services and to the public at large on or near train/bus lines and stations.

On November 3, 2021, PSAC voted to recommend to the Metro Board of Directors to do the following:

1. Allocate \$0.00 for all three policing contracts through the end of the fiscal year.
2. Go to a non-contract LE Model by not extending the contracts (i.e. local agencies are called for service).
3. Shift the \$75 million needed through the end of the fiscal year to alternatives such as social workers, mental health, homeless programs, and Metro Ambassadors.

The City of San Gabriel is opposed to removal of a law enforcement presence that serves Metro communities. Relegating each community to provide its own law enforcement services for incidents occurring throughout Metro's jurisdiction would create unnecessary confusion, in particular when an incident will require multiple agencies to be active in the response. Additionally, shifting funding towards alternatives that have not been vetted or developed will put the public at risk and increase the chances of adverse law enforcement contacts. The San Gabriel Police Department is unable to provide expanded law enforcement services to Metro.

Safety remains a priority concern for our community, transit riders, and local businesses. We believe that the recommendations of PSAC undermine the goals of providing a safe transit alternative to our residents and will negatively impact the City's ability to serve the public. We implore you to reject their recommendations.

Sincerely,

Mark Lazzaretto
City Manager



PALMDALE

a place to call home

December 1, 2021

STEVEN D. HOFBAUER
Mayor

LAURA BETTENCOURT
Mayor Pro Tem

AUSTIN BISHOP
Councilmember

JUAN CARRILLO
Councilmember

RICHARD J. LOA
Councilmember

38300 Sierra Highway

Palmdale, CA 93550-4798

Tel: 661/267-5100

Fax: 661/267-5122

TDD: 661/267-5167

Auxiliary aids provided for

communication accessibility

upon 72 hours notice and request.

Honorable Hilda Solis, Chair
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

Re: Support \$75.2 million dollar allocation for continued Metro Contracted Law Enforcement Services on Metro's Transit Systems

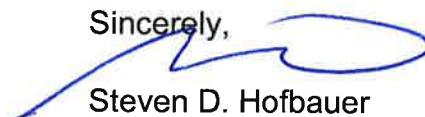
Dear Honorable Chair Solis:

The City of Palmdale **strongly supports** the \$75.2 million dollar allocation for continued Metro contracted Law Enforcement Services on Metro's Transit Systems, as recommended in Board Agenda Item 25. Furthermore, the City of Palmdale **strongly opposes** recommendations made by the Metro Public Safety Advisory Council to end the current law enforcement contracts with the Los Angeles County Sheriff's Department, Los Angeles Police Department and Long Beach Police Department, by the end of the 2021 calendar year. The Public Safety Advisory Council does not represent the values and beliefs of transit riders in North Los Angeles County who have highlighted the need for more law enforcement combined with reliable and clean mobility options. A reduced law enforcement presence conflicts with the desires of riders and ultimately, will place the public at risk and reduce ridership.

In closing, the City of Palmdale supports the \$75.2 million dollar allocation for continued contracted Law Enforcement Services on Metro's Transit Systems and opposes the Metro Public Safety Advisory Council's recommendation to end current law enforcement contracts.

Please contact Deputy City Manager Mike Behen at 661-267-5337 or me at 661-267-5115 if you have any questions. Thank you for your deliberation and leadership on this issue.

Sincerely,



Steven D. Hofbauer
Mayor

C: City Council



OFFICE OF THE SHERIFF

COUNTY OF LOS ANGELES

HALL OF JUSTICE

ALEX VILLANUEVA, SHERIFF



December 1, 2021

Hilda L. Solis, Chair
Metro Board of Directors
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

Dear Chair Solis and Honorable Board of Directors:

LOS ANGELES COUNTY SHERIFF'S DEPARTMENT'S COMPLETE METRO SYSTEM PROPOSAL

The Metropolitan Transportation Authority (Metro) is in a unique position to leverage the resources of the Los Angeles County Sheriff's Department (Department) throughout its entire operational area, while reducing direct law enforcement costs by over \$30 million annually, and also retaining minimum staffing levels currently provided by the three contracted agencies.

By utilizing the Department's proposal, Metro can increase current staffing levels by 20 percent, while still reducing direct law enforcement costs by almost \$12 million annually. The cost savings can only be achieved by the Department expanding its role to cover the entire Metro operational area. Remarkably, due to the shared cost model structure (developed by the Los Angeles County Auditor Controller), Metrolink will realize a savings of over \$1 million through their contract with the Department.

The massive savings (either \$30 million or \$12 million, respectively) can be utilized by Metro for mental health services, homeless outreach services, transit ambassadors, and funding safety initiatives, as described and outlined by the Metro Public Safety Advisory Committee.

The Department is committed to partner with Metro to achieve these goals, while retaining or expanding the essential law enforcement footprint to ensure the safety of all Metro patrons. Contracting exclusively with the Department allows Metro to have the best of both worlds; maintain or expand the current law enforcement footprint with substantial savings, which in turn can fund essential

211 WEST TEMPLE STREET, LOS ANGELES, CALIFORNIA 90012

A Tradition of Service
— Since 1850 —

non-law enforcement and quality of life programs that directly benefit the Metro ridership.

Additionally, contracting exclusively with the Department has numerous benefits. Metro patrons will enjoy a continuity of service throughout the Metro system knowing a deputy sheriff is never far away. The Department can effectively and efficiently deploy any of its vast array of resources, while seamlessly communicating across the broad swath of territory reached by Metro and its patrons. All of the communication, resource, and emergency management concerns that come with a multiple agency approach vanish with an exclusive Department contract.

The proposed Department command structure would include a north bureau and south bureau, both commanded by a sheriff's captain, along with a full contingent of support personnel. Due to the size of Metro's footprint, it is essential for the Department to decentralize its command to ensure the safest and most efficient deployment of resources.

The Department is capable of deploying the current minimum staffing levels with the savings of \$30 million (with the proposed north and south bureaus), but strives to reach the ideal 20 percent staffing increase, with the savings of almost \$12 million.

Consideration must be given to a transition period from the two other law enforcement contractors including the Department's staffing and deployment increases. Operational startup costs are not included in the annualized cost savings described above, all of which will be addressed in a future detailed proposal.

Should you have any questions or concerns, please contact Captain Shawn Kehoe Transit Services Bureau, at (323) 563-5082.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Alex Villanueva', with a stylized flourish at the end.

ALEX VILLANUEVA
SHERIFF



CITY OF SOUTH PASADENA

1414 MISSION STREET, SOUTH PASADENA, CA 91030

TEL: (626) 403-7210 • FAX: (626) 403-7211

WWW.SOUTHPASADENACA.GOV

December 1, 2021

Honorable Chair Solis and Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Honorable Chair Solis and Metro Board of Directors:

We have drafted this letter to articulate our staunch opposition and deep concern regarding the recent recommendation made by the Metro Public Safety Advisory Committee (PSAC) to fully defund law enforcement from Metro. This would involve a shift away from and ultimately reduce or remove uniformed law enforcement contracts from Metro operations. We whole-heartedly recognize the need for a wide-ranging, multi-faceted approach to address existing social concerns, especially among at-risk populations. However, it is clear that local municipalities and jurisdictions would face immense challenges if Metro were to reduce the presence of law enforcement on rail lines, platforms, and buses. Additionally, we believe that Gold Line light-rail users boarding, alighting, or traveling through our City would be placed at an undue safety risk.

The City of South Pasadena has a single Gold Line rail station at the intersection of Meridian Avenue and Mission Street. On either side of this station are stops in the Cities of Los Angeles and Pasadena. Since the City of South Pasadena has only one stop, this could create jurisdictional confusion and delayed response to crimes in progress whether they occurred inside or outside the City of South Pasadena.

The South Pasadena Police Department does not currently have the staffing levels to consistently monitor and patrol the light-rail platform and respond to incidents that take place on trains and in nearby public parking structures. These tasks require additional staffing, training, and general resources. Additionally, there are certain federal guidelines that govern this type of enforcement, which the Department would need to be trained in. As it currently stands, our officers are in regular communication with the Los Angeles County Deputies that monitor the Gold Line station.

We would like to note, as we did in 2017, the frequent lack of visible law enforcement on the trains and station platforms. We therefore request an accounting of how law enforcement services are deployed along the Gold Line (L-Line) from Highland Park and/or the South Pasadena station to the current terminus is the Azusa Pacific University/Citrus College station. We fully support the addition of mental health response-trained Ambassadors that can assist with services on the train. However, such individuals do not and cannot perform law enforcement duties to actually prevent crime. We encourage the study and analysis of a variety of methods of addressing homelessness and ensuring equity for all. This, however, does not negate the fact that law enforcement is a fundamental need and tool for which there is no substitute.

We respectfully ask that you reject the recommendation before you and continue to ensure a commitment to public safety for all Metro users through the appropriate law enforcement agencies.

Sincerely,

Diana Mahmud
Mayor, City of South Pasadena



Nov/Dec 2021 RBM Public Comments

From: [REDACTED]

Sent: Thursday, November 18, 2021 9:01 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Please OPPOSE Item 25 - Transit Law Enforcement Services Contract

Dear Metro Directors:

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and I further encourage Metro to implement new safety approaches with transparency and equity.

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need you to invest in public safety strategies that actually invest in the resources communities need to thrive. A growing body of work, which now includes PSAC's latest recommendation, says precisely what resources our communities need. These include compassionate transit ambassadors, social workers, and lighting, bathrooms with attendants, and wayfinding at stops and stations. Above all, I ask you to stop investing in the wasteful and ineffective police contracts, and invest in care-first public safety strategies that meet Metro riders' needs.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Thursday, November 18, 2021 9:52 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE Item 25 - Transit Law Enforcement Services Contract

Dear Metro Directors:

Please do the right thing. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and I further encourage Metro to implement new safety approaches with transparency and equity.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

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Thank you.

[REDACTED]

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

From: [REDACTED]

Sent: Thursday, November 18, 2021 11:39 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 - Transit Law Enforcement Services Contract

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Thank you.

From: [REDACTED]

Sent: Thursday, November 18, 2021 12:27 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 - Transit Law Enforcement Services Contract

Dear Metro Directors:

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Thank you.

From: [REDACTED]
Sent: Thursday, November 18, 2021 12:58 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Rachel Camacho <f1camacho@msn.com>; jpburche <jpburche@lasd.org>
Subject: Sheriff should continue to police the METRO

Dear Sir,

As a concerned citizen and a representative of the Filipino American Community, I voice my objection to defund the LASD ability to keep the METRO safe and sound.

Many of our members feel safe with the LASD and we are not happy that the Board of Supervisors would jeopardize the riders of the METRO for their own political gain.

We strongly oppose any defunding.

Regards

[REDACTED]

[REDACTED]

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

From: [REDACTED]

Sent: Thursday, November 18, 2021 2:35 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
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Thank you.

Sent from my iPhone

From: [REDACTED]
Sent: Friday, November 19, 2021 1:27 PM
To: BoardReport <BoardReport@metro.net>
Subject: Removing ALL law enforcement from Metro???

To: servicecouncils@metro.net <servicecouncils@metro.net>; swiggins@metro.net <swiggins@metro.net>; englundn@metro.net <englundn@metro.net>; wisdomj@metro.net <wisdomj@metro.net>; higuerose@metro.net <higuerose@metro.net>; gormank@metro.net <gormank@metro.net>; solispa@metro.net <solispa@metro.net>; saferc@metro.net <saferc@metro.net>; raposey@metro.net <raposey@metro.net>; smithv@metro.net <smithv@metro.net>; crumpa@metro.net <crumpa@metro.net>; honorj@metro.net <honorj@metro.net>; turnerm@metro.net <turnerm@metro.net>; ridderw@metro.net <ridderw@metro.net>; delalozaj@metro.net <delalozaj@metro.net>; rockwellh@metro.net <rockwellh@metro.net>; jaffes@metro.net <jaffes@metro.net>; ghazikhanianm@metro.net <ghazikhanianm@metro.net>; penningtonb@metro.net <penningtonb@metro.net>; khawaniv@metro.net <khawaniv@metro.net>; greenear@metro.net <greenear@metro.net>; dickersonr@metro.net <dickersonr@metro.net>; mendezjo@metro.net <mendezjo@metro.net>; felixn@metro.net <felixn@metro.net>; ortizjo@metro.net <ortizjo@metro.net>; walkersu@metro.net <walkersu@metro.net>; loewj@metro.net <loewj@metro.net>; burrellgarciaj@metro.net <burrellgarciaj@metro.net>; gallagherj@metro.net <gallagherj@metro.net>; jacksonbe@metro.net <jacksonbe@metro.net>; corrallopezd@metro.net <corrallopezd@metro.net>; frazierd@metro.net <frazierd@metro.net>; alejandrof@metro.net <alejandrof@metro.net>

Sent: Friday, November 19, 2021, 01:25:05 PM PST

Huh, have ALL you damn fool's completely lost you damn mind's? With removing ALL law enforcement from Metro & placing in with WHAT? Ambassador's? They asses will get shot & killed more so than law enforcement, STUPID!

we (USA) got a pedophile as the president.

Jesus's just another One of HIS Little Heaven supported (ie: kid's - children - teen's - young adult's), fellow human Sis - Sister, just another Daughter of Adam & Eve, (human daughter of Joseph Robinette Biden Jr & Jill Tracy Jacobs Biden) - Ashley Blazer Biden (being nevertheless under the watchful eye of \$ hired hit men who deem they'll kill her) if she opens her mouth & verbalizes, misc exposes ALL THAT of & amidst her documented written Diary, which reveals information of & that Robert Hunter Biden (Joseph Robinette Biden Jr's son) & Joseph Robinette Biden Jr (himself) past involving themselves sexually with Ashley Blazer Biden ie: shower's, misc UGH unholy & evil anti - Holy Trinity - act (s) of INCEST (physical sexual, misc relation's between & amidst family member's). And aside from Robert Hunter Biden (Joseph Robinette Biden Jr's son) being an overall exhibited 'LOSER', Joseph Robinette Biden Jr being a utter 47 plus year (+) 11 month's of 2021 (his first presidential term) just another FAILED dust & ash human corpse old man Pops 'F' up, Joe along with his son, Hunter are BOTH pedophile's, & to think & ponder we (USA) got a pedophile as the president.

LGBTQIA, 2 word's: GENESIS 19! < they, porn industry, etc past - to date BROKE the moral code set forth by God! ABORTION IS SIMPLY & FLAT OUT PREMEDITATED 187 - MURDER; < like Planned Parenthood's past exposed video's of butchering human fetus's for \$ profit. Jesus's Little One's ie: kid's - children - teen's - young adult's, USA - globally are innocent & Heaven supported! NO LGBTQIA, NO Porn, raise & teach them right!

STOP allowing this - that to happen to Jesus's Little One's > When you hear that THEY (the evil human's amidst us ALL globally) are coming after you're kid's - children, here's why, One example via Holy Bible but more so from the Holy Counsel of Holy Trinity - When Satan got defeated re: Jesus's testing in the desert, Satan just deemed (BECAUSE of '?', ROGUE us all as a whole FROM Holy Trinity), "Fine Satan would just go after Jesus's next best thing, HIS Little One's 'children / kids' through the adult's". But - Jesus: "If any adult's keep any of these Little one's from me, they will NEVER see my Father".

https://www.instagram.com/lone_corpse_123 , GAB is an alternative to Twitter
- https://gab.com/lone_corpse_123 , jeffreydavidmorris on Parler.com.

global extermination by 2025 - It's gonna be a literal, human incomprehensible global bloodbath massacre & not even the word nightmare nor Crime's against humanity can scratch the surface.

"Covid 19 does not exist documentary" by Middle Eastern (who loves USA, FORMER Muslim, FORMER Atheist & just simply isn't religious but is NOT a hater) documentary film maker, Sheikh Murad, <https://www.bitchute.com/video/VJmvdgskiq1U> and <https://www.bitchute.com/video/fHRXrt1hDrg1>. https://gab.com/Saint_Murad. <https://rumble.com/c/Murad>.

Those behind 09/11/2001 attack's in New York, USA re: the 3,000 people who were JUST going to & being amidst thereof their daily vocational employment work; Barbara Honegger, Author, Researcher and Public Speaker, is the Creator of the video "Behind the Smoke Curtain" investigating the events at the Pentagon on 9/11 - Email: bshonegg@gmail.com, <https://www.youtube.com/watch?v=-tjJO8Cv7Vg> and <https://www.youtube.com/watch?v=4fvJ8nFa5Qk>

Judy Mikovits a former associate of Anthony Stephen Fauci who worked along side him BEFORE she really SELF deemed what he was doing was (?), OH SO WRONG in so many way's & on so many level's so she 'bounced' (as we say from the streets), she chose her own more safer independent path. WATCH THE BANNED VIDEO PLANDEMIC, Plague of Corruption
- <https://drjudyamikovits.com/> and <https://plaguethebook.com/> and WARNS FAUCI MAY RELEASE MORE DEADLY BIOWEAPONS ON THE WORLD
- <https://www.bitchute.com/video/ShzOWbG8lIO2/>

Stephanie Savell, (why DOD issues dirty paper's to those of the branches that appear 'broken', thus, why homeless Vet's can't get services, misc because their blacklisted) anthropologist & is co-director of the Costs of War Project at Brown University's Watson Institute for International and Public Affairs. Email: stephanie_savell@brown.edu, costsofwar@brown.edu,
Website: <http://watson.brown.edu/costsofwar>

Nancy MacLean, you can web search her name & book title & you should find it; Author of example: "Democracy in Chains", American historian, "Duke" Professor – Email: nancy.maclean@duke.edu

Dr. Judy Wood knows alot about & of 09/11/2001, Email: lisajudy@nctv.com, her website: <http://www.drjudywood.com>.

Amelia Kenyon, 'Nurses Against Mandatory Vaccines' - Email: admin@namv.org, admin@professional-education-services.com & ak@ameliakenyon.com, her website: <http://ameliakenyon.com> and <https://professional-education-services.com/>

what is 'project dragonfly'; < The Church & Vatican, centuries - to date are / is (understatedly) evil CORRUPT! DON'T be fooled! And NOT what 'it' was intended nor suppose to have been per / via 'Holy ground'. DHS & FEMA to say the LEAST, telling the clergy, "YOU KEEP THEM IN CHECK, MISC ELSE OR WE'LL DO IT FOR YOU!"); It has been reported that 28,000-100.000 pastors have been recruited by FEMA/DHS, as part of the Clergy Response Team.

The Clergy Response Team has been briefed on their purpose in the event of civil upheaval where the people refuse to obey the laws that are implemented in the times of crisis in the United States. Members of the clergy response team have been told that they are to encourage their congregations to obey the authorities in the event of Martial law, and possible forced population relocations. The clergy response team has been encouraged to use Romans 13 in the bible as inspiration for abiding and obeying extreme

laws in times of major emergency in the United States. <https://groundzeromedia.org/9-27-18-dragonfly/>

Deborah Tavares, (she lives in Sonoma County - Northern California), & is a activist with a research team
– Email: NoSmartMeters@gmail.com, Her website: <http://www.stopthecrime.net>

Author: Paul L. Williams book, Killing the Planet
(Earth). https://books.google.com/books/about/Killing_the_Planet.html?id=u6qexQEACA&source=kp_book_description

Elana Freeland is a investigator on various societal, misc thing's that affect us all USA - globally, & her email address should be at the bottom of the front web page of her website, just scroll downward to the bottom - <https://www.elanafreeland.com>.

And American interdisciplinary scientist: James Marvin Herndon, <http://www.nuclearplanet.com>.

From: [REDACTED]

Sent: Friday, November 19, 2021 4:21 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@labcos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 - Transit Law Enforcement Services Contract

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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Friday, November 19, 2021 6:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
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Thank you.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Saturday, November 20, 2021 1:13 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Monday, November 22, 2021 6:45 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
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Thank you.

From: [REDACTED]

Sent: Sunday, November 28, 2021 1:50 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion. Cars do NOT have the right to take up as much land space as they do, pedestrians and bikers need space! We need an Earth free of traffic congestion and pollution!

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car.

Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Best,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Sunday, November 28, 2021 1:50 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Sunday, November 28, 2021 1:59 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion. This is related to the climate crisis and must receive adequate funding.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

[Sent from Yahoo Mail on Android](#)

From: [REDACTED]
Sent: Sunday, November 28, 2021 2:11 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or [Ciclavias](#) on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Sunday, November 28, 2021 2:32 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

Get [Outlook for iOS](#)

From:

Sent: Sunday, November 28, 2021 2:40 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[YOUR NAME]
[YOUR CITY AND ZIP CODE]

Sent from my iPhone

Sent: Sunday, November 28, 2021 2:40 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

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[REDACTED] [REDACTED]

From: [REDACTED]
Sent: Sunday, November 28, 2021 3:50 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Sunday, November 28, 2021 3:50 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Sunday, November 28, 2021 4:02 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

From: [REDACTED]

Sent: Sunday, November 28, 2021 4:20 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

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

From: [REDACTED]

Sent: Sunday, November 28, 2021 4:22 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Cars are the leading cause of death for children. This could help save kids.

Thank you,

[REDACTED]

Sent from a mobile device.

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

From: [REDACTED]

Sent: Sunday, November 28, 2021 4:25 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

Sun Yu
Lid Angeles, 90038

Sent from my iPhone

From: [REDACTED]

Sent: Sunday, November 28, 2021 4:49 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

We need more open spaces to be a healthy city, especially in the face of a pandemic and climate change.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

I've visited other cities across the world that host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

[REDACTED]

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

From: [REDACTED]

Sent: Sunday, November 28, 2021 5:26 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Sunday, November 28, 2021 6:06 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed. Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car.

Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

[REDACTED]

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

From: [REDACTED]

Sent: Sunday, November 28, 2021 6:51 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who volunteered with his neighborhood council to maintain slow streets and cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Sunday, November 28, 2021 7:06 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Sunday, November 28, 2021 7:58 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

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

From: [REDACTED]

Sent: Sunday, November 28, 2021 8:10 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Sunday, November 28, 2021 8:15 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

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Thank you,

[REDACTED]

[REDACTED]

[Help me make the streets of Los Angeles safer](#)

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

From: [REDACTED]

Sent: Sunday, November 28, 2021 9:59 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities, livability, and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

Sent from my iPhone - Andrea Spatz

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From: [REDACTED]

Sent: Monday, November 29, 2021 6:46 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

From: [REDACTED]
Sent: Monday, November 29, 2021 8:11 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Monday, November 29, 2021 9:01 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

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Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Monday, November 29, 2021 10:55 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

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Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, November 29, 2021 11:46 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Monday, November 29, 2021 12:58 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

If you want to see a world where streets are freed from the clutches of cars, take a look at this video and channel: https://www.youtube.com/watch?v=y_SXXTByplg

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, November 29, 2021 1:19 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an organization working in Los Angeles county to make walking and cycling more accessible, I urge you to make Open/Slow Streets regular, not special events in the region.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

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Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Monday, November 29, 2021 1:57 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

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Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Monday, November 29, 2021 3:12 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

My primary form of personal transportation is a bicycle, so I am made aware every day of the current state of cycling in Los Angeles (and previously commuted as a cyclist in New York); given the issues we face locally (pollution, congestion) and worldwide (climate change), a significant uptake in cycling would have an immediate and measurable positive impact.

Open/Slow Streets events are a great demonstration of what a reduction in personal (car) vehicle use could be like, and the safe environment gives people an opportunity to acclimate to cycling. Visible investment on the part of the government signals a commitment to alternate forms of transit and builds trust in residents that investing personally in biking has long-term potential. I would encourage continued and expanded funding for these events.

.

Thank you,

[REDACTED]

From: [REDACTED]
Sent: Monday, November 29, 2021 8:57 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: marylou7958@gmail.com; eric.bruins@lacity.org
Subject: Public comment on policing

For the Dec. 2nd Metro Board meeting, regarding agenda items 24, 25 and 25.1 on policing. I request one of the Board members make a motion for staff to provide a report by February 1st on the possibility of reestablishing the Metro Police Department. It would build on this 2004 staff report on that topic I recently obtained via records request and posted online. The contract arrangement just isn't working.

<https://www.scribd.com/document/543404515/Metro-Policing-pdf>

Thank you.

cc: Mary Lou Echternach, Eric Bruins

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From: [REDACTED]

Sent: Monday, November 29, 2021 9:52 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 6:08 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Please pass item 9.1 - Open and Slow Streets Grant Program

Good Morning,

I am expressing my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

The slow streets have been extremely beneficial the past year, and allow me and my neighbors to go for runs or skate in our area, without being in constant fear of being hit by a car. I see more people outside, talking with their neighbors and generally enjoying a higher quality of life.

In 2022 we need better invest in public safety and alternative transportation, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 7:55 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion. As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County. In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed. Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

From: [REDACTED]
Sent: Tuesday, November 30, 2021 8:59 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

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Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 9:47 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

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Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 11:26 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

--

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 11:43 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 11:53 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; Luke Klipp <LKlipp@bos.lacounty.gov>; sahay.yedalian@lacity.org; O'Brien, Lilly <Lobrien@bos.lacounty.gov>; Martin Reyes <mreyes@bos.lacounty.gov>; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; Jamie Hwang <JHwang@bos.lacounty.gov>; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you. [REDACTED]

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

From: [REDACTED]

Sent: Tuesday, November 30, 2021 12:35 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

From: [REDACTED]
Sent: Tuesday, November 30, 2021 1:14 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 1:26 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

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Thank you.

From: [REDACTED]

Sent: Tuesday, November 30, 2021 1:26 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you.

From: [REDACTED]

Sent: Tuesday, November 30, 2021 1:42 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I fully support item 9.1 for the open and slow streets program. I think it is so important we can more carless and safe activities for our youth and adults here in LA County. I have attended a few of these events and found it refreshing that I can do something fun with my friends and family that does not require a car ride.

I hope to see your support of item 9.1

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 1:46 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, November 30, 2021 1:50 PM

To: Board Clerk <BoardClerk@metro.net>

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Thank you,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 2:00 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; Julia Campbell <julia.campbell@lacity.org>; Layla Brisco <LBrisco@bos.lacounty.gov>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Metro must end contracting with the Sheriff's Department, and must follow through on the Public Safety Advisory Committee's recommendation to end wasteful spending on law enforcement that harms Metro riders and downgrades service experience.

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you,

[REDACTED]

[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, November 30, 2021 2:03 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, November 30, 2021 2:11 PM

To: Board Clerk <BoardClerk@metro.net>

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From: [REDACTED]

Sent: Tuesday, November 30, 2021 2:22 PM

To: Board Clerk <BoardClerk@metro.net>

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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 2:32 PM

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[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, November 30, 2021 3:08 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
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[REDACTED]
Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, November 30, 2021 1:50 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you,

[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, November 30, 2021 3:33 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.vedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

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Thank you.

[REDACTED]

Sent from my iPhone

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

From: [REDACTED]

Sent: Tuesday, November 30, 2021 3:46 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
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-----Original Message-----

From: [REDACTED]

Sent: Tuesday, November 30, 2021 4:04 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

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Thank you,

[REDACTED]

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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 4:26 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 5:31 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; Luke Klipp <LKlipp@bos.lacounty.gov>; sahay.yedalian@lacity.org; O'Brien, Lilly <Lobrien@bos.lacounty.gov>; Martin Reyes <mreyes@bos.lacounty.gov>; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; Jamie Hwang <JHwang@bos.lacounty.gov>; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

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From: [REDACTED]

Sent: Tuesday, November 30, 2021 5:35 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 6:12 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 5:00 PM

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Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
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Sincerely,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 5:36 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you.

From: [REDACTED]

Sent: Tuesday, November 30, 2021 7:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
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Thank you.

From: [REDACTED]

Sent: Tuesday, November 30, 2021 8:08 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
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From: [REDACTED]

Sent: Tuesday, November 30, 2021 8:55 PM

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Thank you.

From: [REDACTED]

Sent: Tuesday, November 30, 2021 9:11 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: LASD OUT: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

The Los Angeles Sheriff's Department - led by the anti-public health, end-times cosplayer Alex Villanueva - do not have the trust of the ridership, with innumerable good reasons. Get them off our busses and trains. Our most vulnerable citizens need care, not soldiers.

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you.

[REDACTED]

From: [REDACTED]
Sent: Tuesday, November 30, 2021 10:15 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

[REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: Tuesday, November 30, 2021 10:58 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
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[REDACTED]

From: [REDACTED]

Sent: Tuesday, November 30, 2021 11:20 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@BOS.LACounty.gov; julia.campbell@lacity.org

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

From: [REDACTED]

Sent: Tuesday, November 30, 2021 11:51 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

I exclusively use Metro to and from work. In most situations I do not feel safer with armed LE on the train or in the stations. The presence of Metro staff in most cases is sufficient and preferable.

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From: [REDACTED]

Sent: Tuesday, November 30, 2021 11:52 PM

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I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

From: [REDACTED]

Sent: Wednesday, December 1, 2021 12:19 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

From: [REDACTED]
Sent: Wednesday, December 1, 2021 6:03 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Remove Villanueva from Metro

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

At the very least, make sure no more money goes to the Los Angeles County Sheriff. It's abundantly clear that he has become a political actor to the detriment of public safety and the goal of making Metro facilities a safer place to be.

Thank you

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 7:06 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Opposition to Item 25 - Transit Law Enforcement Services Contract & Request for Support of Motion 25.1

I've been a metro rider for over a decade and have walked many Angelenos through how to take the Metro & the benefits of the Metro. I can not stress enough how uncomfortable rides become when police get on the line, and how many times I've witnessed them mistreating riders. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, December 1, 2021 8:41 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Eric Garcetti <mayor.garcetti@lacity.org>; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; Jacquelyn Dupont-Walker <jdupontw@aol.com>; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; Holly Mitchell <HollyJMitchell@bos.lacounty.gov>; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Thank you for following through with implementing the unarmed transit ambassador program. It will demonstrate your commitment to the safety of riders on Metro. With the budget savings, you can hire social workers, provide better lighting, make sure bathrooms have attendants, and staff stations with people who can help riders find their way.

Sincerely,

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, December 1, 2021 9:18 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, December 1, 2021 10:07 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; Luke Klipp <LKlipp@bos.lacounty.gov>; sahag.yedalian@lacity.org; O'Brien, Lilly <Lobrien@bos.lacounty.gov>; Martin Reyes <mreyes@bos.lacounty.gov>; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; Jamie Hwang <JHwang@bos.lacounty.gov>; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you.

From: [REDACTED]

Sent: Wednesday, December 1, 2021 10:07 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you,

[REDACTED]

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 10:10 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law

enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

[REDACTED]

[REDACTED]

--

"Timshel"

"Make every word tell."

From: [REDACTED]
Sent: Wednesday, December 1, 2021 10:30 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 10:36 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 (Law Enforcement Contract)

Dear Metro Directors: Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations. Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for? I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs. Thank you.

From: [REDACTED]

Sent: Wednesday, December 1, 2021 10:46 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org

Subject: OPPOSE Item 25 - Transit Law Enforcement Services Contract

Dear Metro Directors:

I urge you to OPPOSE Item 25 and follow through on your commitment to non-safety alternatives. Last spring, the Metro Board voted to start investing in non-policing safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. **Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract.**

PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.2, which commits Metro to carrying out this budget reallocation in next year's budget process, and I further encourage Metro to implement new safety approaches with transparency and equity.

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need you to invest in public safety strategies that actually invest in the resources communities need to thrive. A growing body of work, which now includes PSAC's latest recommendation, says precisely what resources our communities need. These include compassionate transit ambassadors, social workers, and lighting, bathrooms with attendants, and wayfinding at stops and stations. Above all, I ask you to stop investing in the wasteful and ineffective police contracts, and invest in care-first public safety strategies that meet Metro riders' needs.

Thank you.

[REDACTED]



From: [REDACTED]

Sent: Wednesday, December 1, 2021 10:48 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 11:12 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Englund, Nicole <EnglundN@metro.net>; HollyJMitchell@bos.lacounty.gov; JHwang@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; Tony.Tavares@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; dperry@lacbos.org; dutra4whittier@gmail.com; elizardo@bos.lacounty.gov; eric.bruins@lacity.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; julia.salinas <julia.salinas@lacity.org>; kathryn@bos.lacounty.gov; lantzsh10@gmail.com; marylou7958@gmail.com; mayor.garcetti@lacity.org; mbohlke@sbcglobal.net; mike.bonin@lacity.org; mmoore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sahay.yedalian@lacity.org; sdelong@cityofwhittier.org; sheila@bos.lacounty.gov; tim_sandoval@ci.pomona.ca.us; wrehman@bos.lacounty.gov

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you.

From: [REDACTED]

Sent: Wednesday, December 1, 2021 11:23 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: I SUPPORT item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion

Dear Metro Board,

I want to voice my support for item 9.1 - Open and Slow Streets Grant Program Cycle Four Motion.

As an LA County resident who cares deeply about the health of our communities and future climate, I urge you to make Open/Slow Streets regular, not special events in Los Angeles County.

In 2013 the Metro Board of Directors launched an Open Streets Program with \$4 million in seed funding. Fast forward nine years and open streets are among the most popular community events in Los Angeles County. Yet not all parts of the County have had the opportunity to safely open their streets for people to walk, bike, skate, scoot, and explore. Furthermore, even the most successful local event series - CicLAvia - is only able to take place 4-6 times a year. To truly realize the potential of one of Metro's most popular and cost-effective programs additional funding is needed.

Cities across the world already host open streets events or ciclovias on a weekly basis. Staff's current proposal would only fund 10 open streets and 3 slow streets events. In 2022 we need to do better, especially given the need to encourage Angelenos to walk, bike, or take transit over a private car. Please invest in this important program and make open and slow streets regular events in Los Angeles County.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 11:50 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Thank you for your public service and dedication to enhancing public safety in LA.

My name is [REDACTED], and I am writing to **oppose Item 25 and ask to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity.**

Los Angeles has an opportunity to be at the forefront of truly safe public transit for all, which means that transit riders are looking to Metro to **invest in public safety strategies that deliver the resources and outcomes communities need to thrive**. PSAC, Metro's Public Safety Advisory Committee, has called for **care-first, community-led safety alternatives**, such as unarmed transit

ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in **care-first safety solutions** that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on **poor police performance** and **longstanding contract mismanagement**. Moreover, police funded by these contracts have arrested and ticketed a **disproportionate share of Black riders on Metro**—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract.

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I encourage Metro to carry out this budget reallocation in next year's budget process, and further encourage Metro to implement new safety approaches with transparency and equity. Above all, I oppose Item 25 and urge for an end to wasteful and ineffective police contracts.

Thank you for your time and consideration. I look forward to your response and continuing the conversation on how we can deliver a safer, care-first public safety framework for Angelenos.

Sincerely,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 11:49 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 12:14 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Croxton, Sandra <SCroxton@bos.lacounty.gov>; Chris Constantin <cconstantin@sandimasca.gov>; Emmett Badar <EBadar@Sandimasca.gov>; Michael Allawos <mallawos@ci.glendora.ca.us>

Subject: Transit Public Safety

Dear Honorable Board,

I am writing you today in opposition to any action that redirects funds away from law enforcement. Every person has the right to feel safe in public space. This includes the utilization of public transportation.

Despite my profession as a law enforcement officer, I tend to avoid the use of the light rail for safety reasons. For one year, I lived in the financial district in downtown Los Angeles directly above 7th and Flower St. I used the light rail and saw Homelessness, narcotics use, and the criminal element present on the system.

Another time, I was going to a concert departing from Union Station and an individual who appeared to recently be released from jail stared at my friend and I on the train. It was uncomfortable as he fixated on me. He walked towards me while the train was underway and said, "you're gonna die tonight." Needless to say, we immediately exited the next stop as I was scared for the safety of the person I was with and looked to notify the nearest Metro representative or law enforcement.

Stories like this are not uncommon and vending also have taken over some lines. Metro needs to invest in uniformed law enforcement, perhaps riding each train, Mental Evaluation Teams, and decrease response times. The model may need to be modified, but non-law enforcement representatives are not going to make matters better.

Lastly, municipalities should not be burdened with the expense of providing policing services to Metro. As it is, local law enforcement already responds to emergency calls at platforms when the contracted Metro agency is delayed or has extended response times. This cost should not be transferred to the cities and Metro should take appropriate steps to handle law enforcement related calls with a nexus to the system.

In short; the trains are already of questionable safety and with upcoming expansions, now is not the time to cut back. Flash mobs, robberies, eliminating fares, and increased crime are not when you cut law enforcement.

I appreciate your consideration of these comments on behalf of many of the citizens I represent in the City of San Dimas.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 12:36 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

From: [REDACTED]

Sent: Wednesday, December 1, 2021 12:45 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Mayor Garcetti <mayor.garcetti@lacity.org>; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; Jacqueline Dupont-Walker <jdupontw@aol.com>; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; Klipp, Luke <LKlipp@bos.lacounty.gov>; Sahag Yedalian <sahag.yedalian@lacity.org>; O'Brien, Lilly <Lobrien@bos.lacounty.gov>; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 12:46 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 12:52 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

From: [REDACTED]

Sent: Wednesday, December 1, 2021 12:56 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:01 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov <LBrisco@BOS.LACounty.gov>; julia.campbell@lacity.org

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Thank you.



Your Vote Is Your Voice.

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:05 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

On behalf of the ACLU of Southern California and myself (a Metro rider), I write to OPPOSE the proposal to inflate Metro's police contracts and to ask that you instead fund community-led safety alternatives as outlined in the Public Safety Advisory Committee's memo.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. It revealed that Metro has enabled routine police overspending on these contracts through a pattern of requesting enhanced deployments, accommodating contract overruns, and then seeking contract expansions. Worse, these enhanced deployments—requested not only for special events but for misguided items like mental health and homelessness policing and increasing police visibility—do not make Metro safer. For example, Metro spent half a million dollars on an "enhanced deployment" to maintain a mere three months of "high visibility" police presence. And yet, at the same time that these police contractors are admitting such strategies and contract expansions have failed to make Metro safer in the past, they are asking the Metro Board of Directors to pay them additional tens of millions of dollars and even to extend their contract. What for?

Moreover, law enforcement funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years, raising serious legal and constitutional concerns. And in a recent PR campaign designed to stoke a crime panic to attack this very Board, Sheriff Villanueva has used misleading, manipulated statistics and virulent demagoguery to rail against Metro's fareless transit programs and its shift to addressing unhoused people on its system with compassion and dignity rather than relying on law enforcement. Maintaining—not to mention expanding—such law enforcement presence on Metro is antithetical to this Board's values and priorities. It creates an environment of fear and animosity on Metro, and exposes Metro riders to discrimination and abuse.

PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. We applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. We SUPPORT Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and we further encourage Metro to implement new safety approaches with transparency and equity.

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need you to invest in public safety strategies that actually invest in the resources communities need to thrive. A growing body of work, which now includes PSAC's latest recommendation, says precisely what resources our communities need. These include compassionate transit ambassadors, social workers, and lighting, bathrooms with attendants, and wayfinding at stops and stations. Above all, we ask you to stop investing in the wasteful and ineffective police contracts, and invest in care-first public safety strategies that meet Metro riders' needs.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

aclusocal.org || [facebook](#) || [twitter](#) || [blog](#)

The ACLU: Stand for Justice

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IF THE READER OF THIS MESSAGE IS NOT THE INTENDED RECIPIENT OR THE EMPLOYEE OR AGENT RESPONSIBLE FOR DELIVERING THE MESSAGE TO THE INTENDED RECIPIENT, YOU ARE HEREBY NOTIFIED THAT ANY DISSEMINATION, DISTRIBUTION OR COPYING OF THIS COMMUNICATION IS STRICTLY PROHIBITED.

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:08 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

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I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

Sent from my iPhone

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Sent: Wednesday, December 1, 2021 1:14 PM
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Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:18 PM

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Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

[REDACTED]

From: [REDACTED]
Sent: Wednesday, December 1, 2021 1:17 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
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Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:33 PM

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Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
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Thank you,
Sincerely,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:35 PM

To: Board Clerk <BoardClerk@metro.net>

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Thank you.

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:39 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 - Transit Law Enforcement Services Contract

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[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:52 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
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Cc: Englund, Nicole <EnglundN@metro.net>; HollyJMitchell@bos.lacounty.gov; JHwang@bos.lacounty.gov; LBrisco@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; Tony.Tavares@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; dperry@labcos.org; dutra4whittier@gmail.com; eric.bruins@lacity.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; julia.campbell@lacity.org; kathryn@bos.lacounty.gov; lantzsh10@gmail.com; marylou7958@gmail.com; mayor.garcetti@lacity.org; mbohlke@sbcglobal.net; mike.bonin@lacity.org; mmoore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sahay.yedalian@lacity.org; sdelong@cityofwhittier.org; sheila@bos.lacounty.gov; tim_sandoval@ci.pomona.ca.us; wrehman@bos.lacounty.gov

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

From: [REDACTED]
Sent: Wednesday, December 1, 2021 1:52 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

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Sent: Wednesday, December 1, 2021 1:52 PM

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Cc: Englund, Nicole <EnglundN@metro.net>; HollyJMitchell@bos.lacounty.gov; JHwang@bos.lacounty.gov; LBrisco@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; Tony.Tavares@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; dperry@lacbos.org; dutra4whittier@gmail.com; eric.bruins@lacity.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; julia.campbell@lacity.org; kathryn@bos.lacounty.gov; lantzsh10@gmail.com; marylou7958@gmail.com; mayor.garcetti@lacity.org; mbohlke@sbcglobal.net; mike.bonin@lacity.org; mmoore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sahay.yedalian@lacity.org; sdelong@cityofwhittier.org; sheila@bos.lacounty.gov; tim_sandoval@ci.pomona.ca.us; wrehman@bos.lacounty.gov

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Thank you.

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Sent from a tiny computer

From: [REDACTED]

Sent: Wednesday, December 1, 2021 1:56 PM

To: Board Clerk <BoardClerk@metro.net>

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Best regards,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 2:03 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
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Thank you.

Sent from my iPhone

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Sent: Wednesday, December 1, 2021 2:03 PM

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Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

i am copying and pasting the below because it does the best job of representing my feelings as a lifelong angeleno and member of Supervisor Solis's district. i am fully against item 25 and in full support of unarmed responses like transit ambassadors and mental health professionals

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From: [REDACTED]

Sent: Wednesday, December 1, 2021 2:04 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

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From: B [REDACTED]

Sent: Wednesday, December 1, 2021 2:11 PM

To: Board Clerk <BoardClerk@metro.net>

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- [REDACTED]

sent from mobile

From: [REDACTED]

Sent: Wednesday, December 1, 2021 2:16 PM

To: Board Clerk <BoardClerk@metro.net>

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From: [REDACTED]
Sent: Wednesday, December 1, 2021 12:22 PM
To: Board Clerk <BoardClerk@metro.net>
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[REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: Wednesday, December 1, 2021 2:51 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

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Thank you.

[REDACTED]

From: [REDACTED]
Sent: Wednesday, December 1, 2021 2:54 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
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Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, December 1, 2021 2:55 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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A solid black rectangular box used to redact the signature of the sender.

From: [REDACTED]
Sent: Wednesday, December 1, 2021 2:07 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
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Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, December 1, 2021 3:05 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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[REDACTED]

From: [REDACTED]
Sent: Wednesday, December 1, 2021 3:09 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@BOS.LACounty.gov; julia.campbell@lacity.org
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Thank you.

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Sent: Wednesday, December 1, 2021 3:25 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

Best,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 3:33 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; mayorbutts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; hollyjmittchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; tony.tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@labcos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; lklipp@bos.lacounty.gov; sahay.yedalian@lacity.org; lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; jhwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; lbrisco@bos.lacounty.gov; julia.campbell@lacity.org

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Thank you.

Get [Outlook for Android](#)

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 3:36 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Jack Donovan <jdonovan@southpasadenaca.gov>; Evelyn G. Zneimer, Esq. <ezneimer@socal.rr.com>; Diana Mahmud <diana.mahmud@gmail.com>; Michael Cacciotti <macacciotti@yahoo.com>; Jonathan Primuth <jprimuth@gmail.com>; Armine Chaparyan <achaparyan@southpasadenaca.gov>; Brian Solinsky SPPD <bsolinsky@southpasadenaca.gov>

Subject: Public Comment for Dec. 2 Metro Board Meeting on Item 24

Dear Metro Board Members:

I am writing to you as a 27-year South Pasadena resident and long-time public transit rider in the Los Angeles area, and previously in Washington, D.C., and New York City. Here in South Pasadena I have been an active member of Care First South Pasadena, a civic group dedicated to advancing social and economic justice, including by promoting a new model of public safety.

I am in full support of the Metro staff's proposal to move toward a new transit safety model for riders and employees that relies on unarmed staff and employs social workers and medics to address riders who have mental illness or are homeless.

Having ridden trains and buses for 40 years, I've observed that public transit systems are a refuge for unhoused people, many of whom suffer mental illnesses. That's in part because they provide a secure and sheltered environment. While my

experiences are anecdotal, I have never felt threatened or been a victim of a crime on a bus or train. Indeed, statistics show that crime rates are actually down on the LA Metro system and likely are no higher than in other settings. Last night, my wife and I rode downtown from South Pasadena and back in the evening and, as usual, felt perfectly safe.

While small cities, such as South Pasadena, may raise issues about reducing reliance on armed Los Angeles County Sheriffs in favor of an unarmed approach to transit employee and passenger safety, I believe that as Metro transitions to a new public safety model that issues concerning potential impacts on local police forces can be discussed and resolved. The fact that there are unknowns about how local police in small cities will be affected should not be reason to maintain the status quo of relying on the Los Angeles County Sheriffs.

Moreover, you should not be influenced by unscrutinized assertions and inflammatory rhetoric by our County Sheriff to the effect that reducing the presence of armed sheriffs in the Metro system will result in dire consequences. Don't let fear triumph over reason. All over the nation, cities and other organizations are beginning to change the public safety paradigm and finding positive results.

Instead, I urge you to back the staff recommendation and methodically move to a new transit safety model that employs more unarmed personnel, social workers, and other trained staff to handle many of the situations now handled by sheriffs. I can assure you that many others in South Pasadena feel the same.

Thank you for the opportunity to comment.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 4:04 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
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[REDACTED]

Sent from my iPhone

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 4:29 PM

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Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles has the opportunity to take the lead in providing safe public transit for all. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations. This would allow Metro to not only healthily provide public transit, but become even more integral to Angelo's way of life in an innovative and groundbreaking way.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, has potentially displayed this short coming. In my own time riding the metro I have been consistently exposed to unmasked officers who frequently meet requests to mask with aggression. The audit shows poor police performance and copious amounts of contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. I have even experienced this myself several years ago.

And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. This is a complete misuse of tax dollars and essential funds that can go to creating infrastructure with integrity.

I fully stand behind PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Please consider your faithful riders, and their well-being.

Thank you.

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 4:30 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

[REDACTED]

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 4:32 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you,

[REDACTED]

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 4:34 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

I am an active user of the LA Metro transit system, and I am writing to strongly oppose item 25, the motion to extend the Metro's police contracts.

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 4:43 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: ACT LA <contact@allianceforcommunitytransit.org>
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you.

--

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: <m[REDACTED]>
Sent: Wednesday, December 1, 2021 4:54 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 25 that needs consideration.

My comment is for item 25. I'm sending this email to raise my opinion in DO NOT DEFUND the Police. I'm a local community member, I'm a latina female, I'm a grandma and I bus rider. I'm in support of keeping our police PRESENT. I'm careless if they are vaccinated or not. My safety and my grandchildren safety come first.

Please keep my name anonymous.
Sent from my iPhone

Thank you 🙏

From: [REDACTED]

Sent: Wednesday, December 1, 2021 4:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 4:59 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 25- DO Not CANCEL the contract with our law enforcement.

For everyone safety, we need our policy officers to look out for our safety.
Sent from my iPhone

Thank you

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 4:59 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@BOS.LACounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 & SUPPORT Motion 25.1 & Bus Riders Union Motion to end anti-Black bias at Metro

Dear Metro Board:

As a transit rider in the City of Los Angeles, please neither allocate more money under the existing transit law enforcement service contract, nor extend it. I also ask that you support the Bus Riders Union motion to eliminate anti-Black bias at Metro. I agree with PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies.

I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Sincerely,

Faramarz

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 5:07 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

Last spring, the Metro Board voted to start investing in care-first safety solutions that redefine the agency's approach to providing safety and regional access for every transit rider. Metro's police contract audit, released last month, affirms Metro's need for this new approach. The audit reports on poor police performance and longstanding contract mismanagement. Moreover, police funded by these contracts have arrested and ticketed a disproportionate share of Black riders on Metro—every year for the last 3 years. And yet, these same police contractors are asking the Metro Board of Directors to pay them an additional tens of millions of dollars and even to extend their contract. What for?

I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you,
[REDACTED]

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 5:51 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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I applaud PSAC's recommendation to stop the wasteful spending on the police contracts and instead allocate \$75.2 million to non-law enforcement safety strategies. I support Motion 25.1, which commits Metro to carrying out this budget reallocation in next year's budget process, and further encourages Metro to implement new safety approaches with transparency and equity. And above all, I oppose Item 25 and ask you to stop investing in the wasteful and ineffective police contracts, and invest instead in care-first public safety strategies that meet Metro riders' needs.

Thank you.

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 6:11 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: No more fares and no more cops

Please do not bring fares back on Metro transit. We need to go fully fareless to avert climate disaster and get people out of their cars. We also need to get rid of police on our transit system so that riders feel safe. Fare enforcement costs more than the system makes off of fares and serves no purpose.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 6:19 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: KEEP METRO FARELESS

Hello,

My name is [REDACTED] and I am a transit user. I strongly urge you not to bring fares back on Metro transit. We need to go fully fareless to avert climate disaster and get people out of their cars. We should be doing everything we can to encourage public transit, not create more roadblocks to using it.

We also need to remove police enforcement from public transit. Investment in a clean and robust transit system will make riders feel safe, not cops. Fare enforcement costs more than the system makes off of fares and serves no purpose.

Thank you.

--

[REDACTED]
[REDACTED]

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 6:47 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Englund, Nicole <EnglundN@metro.net>; HollyJMitchell@bos.lacounty.gov; JHwang@bos.lacounty.gov; LBrisco@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; Tony.Tavares@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; dperry@lacbos.org; dutra4whittier@gmail.com; eric.bruins@lacity.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; julia.campbell@lacity.org; kathryn@bos.lacounty.gov; lantzsh10@gmail.com; marylou7958@gmail.com; mayor.garcetti@lacity.org; mbohlke@sbcglobal.net; mike.bonin@lacity.org; mmoore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sahay.yedalian@lacity.org; sdelong@cityofwhittier.org; sheila@bos.lacounty.gov; tim_sandoval@ci.pomona.ca.us; wrehman@bos.lacounty.gov

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Thank you.

[REDACTED]

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 6:58 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Englund, Nicole <EnglundN@metro.net>; HollyJMitchell@bos.lacounty.gov; JHwang@bos.lacounty.gov; LBrisco@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; Tony.Tavares@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; dperry@labcos.org; dutra4whittier@gmail.com; eric.bruins@lacity.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; julia.campbell@lacity.org; kathryn@bos.lacounty.gov; lantzsh10@gmail.com; marylou7958@gmail.com; mayor.garcetti@lacity.org; mbohlke@sbcglobal.net; mike.bonin@lacity.org; mmoore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sahay.yedalian@lacity.org; sdelong@cityofwhittier.org; sheila@bos.lacounty.gov; tim_sandoval@ci.pomona.ca.us; wrehman@bos.lacounty.gov

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Thank you.

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 7:11 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Metro BRT proposed elimination of Colorado Blvd traffic lanes

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a resident of Eagle Rock—born and raised in Glendale—and I am requesting that you direct the Metro BRT staff to eliminate the removal of existing traffic lanes as an option and choose a *third* option for the BRT in Eagle Rock. We firmly request that the BRT not remove additional lanes of traffic from Colorado Boulevard as it becomes exceedingly gridlocked. The current buses drive now in the mixed flow lanes at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to eliminate a lane of traffic to create a BRT-only lane for it to drive through the highly trafficked, primary thoroughfare that is Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist-created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock & Air Quality:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.
- Current air quality during commute times along Colorado Blvd. has been unacceptable since the addition of the bicycle lanes and the removal of a third lane of traffic, even during COVID and made worse by the addition of new stoplights along the boulevard. This does not promote bicycling, walkability, or Al fresco dining. Additional gridlock and idling traffic bottlenecked into a single lane of traffic will only worsen this problem.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive

after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

5.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

6.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

7.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses as we already lost parking when the bicycle lanes were added and took out the 3rd lane of traffic. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

Please do not repeat the mistakes of the current Colorado Blvd bicycle lanes or the disastrous mismanagement of traffic projects that belong under the oversight of qualified engineers, scientists, and city planners.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 7:20 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you.

[REDACTED]

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 7:32 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
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Thank you.

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 7:03 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; idupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

I do not support increased police on Metro. Please invest in needed station upgrades and social services instead.

Sincerely,

[REDACTED]

Sent from my iPad

From: [REDACTED] >
Sent: Thursday, December 2, 2021 1:59 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

From: [REDACTED] >

Sent: Thursday, December 2, 2021 6:47 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

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Thank you.

From: [REDACTED] >
Sent: Thursday, December 2, 2021 8:14 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org
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Thank you.

Sent from my iPhone

From: [REDACTED] >

Sent: Thursday, December 2, 2021 8:48 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

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Thank you.

[REDACTED]

[REDACTED]

From: [REDACTED] >

Sent: Thursday, December 2, 2021 9:04 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; LBrisco@bos.lacounty.gov; julia.campbell@lacity.org

Subject: OPPOSE Item 25 (Law Enforcement Contract) & SUPPORT Motion 25.1 (Commitment to Reimagine Safety)

Dear Metro Directors:

My name is [REDACTED], I am a community member/resident of South Central Los Angeles, and I largely depend on Metro's services for my daily living. Specifically: Routes 207, 209, 20/720, 18, and many of the Metro Rail lines.

Los Angeles should be at the forefront of truly safe public transit for all, which means that transit riders need Metro to invest in public safety strategies that deliver the resources and outcomes communities need to thrive. PSAC, Metro's Public Safety Advisory Committee, has called for care-first, community-led safety alternatives, such as unarmed transit ambassadors who will be committed to the safety of every rider on Metro. And a growing body of work, which now includes PSAC's latest recommendation, says precisely what resources are needed: compassionate transit ambassadors, social workers, ample lighting, bathrooms with attendants, and wayfinding at stops and stations.

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Thank you.

[REDACTED]

General Public Comments

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

From: [REDACTED] >

Sent: Wednesday, November 17, 2021 1:00 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@labcos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; stacy.weisfeld@lacity.org; elizardo@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; Gallagher, Jim <GallagherJ@metro.net>; Ahuja, Nalini <AhujaN@metro.net>; Deming, Devon <DemingD@metro.net>

Subject: CONCERNS on Item #35 - Fareless Transit

Dear Metro Directors:

I am writing to ask you to commit to keeping buses free and achieving universal fareless transit. During the pandemic, buses have been free for all riders—relieving many of their second highest living expense, after rent.

Staff's current proposal lacks consideration of the impact on Metro's most important stakeholder: current bus riders, and is not ready for consideration. I urge you to direct Metro staff to conduct an overall evaluation of this current period of universal fareless buses, including measuring the impact of today's fareless buses on rider's lives. This overall evaluation should (1) include bus riders stories, (2) analyze the nature of bus rider/operator interactions, and (3) analyze bus system operating gains (e.g. dwell times, ridership, etc.). The Metro Board needs to collectively understand the benefits of universal fareless buses on today's bus riders as you consider a pilot program.

Fareless transit is economic justice. The pandemic is not over, and many LA residents remain burdened by rent and other debts. If fareless buses end, not only will Metro add onto the economic burdens these residents already endure, Metro will return to forcing riders to pay double 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.

Respectfully,

[REDACTED]

From: [REDACTED] >

Sent: Friday, November 19, 2021 10:09 AM

To: NoHoPasBRT <NoHoPasBRT@metro.net>; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; councilmember.kevindeleon@lacity.org

Subject: North Hollywood to Pasadena Bus Rapid Transit Corridor Project

November 19, 2021

To: Scott Hartwell, Metro Project Manager
Supervisor Hilda Solis
Metro Board Clerk
Los Angeles City Councilmember Kevin de León

Re: North Hollywood to Pasadena Bus Rapid Transit Corridor Project - Rockdale Elementary PTA support for the "One Lane" option

Dear Mr. Hartwell, Supervisor Solis, Councilmember de León, and the Metro Board of Directors,

In January, the Rockdale Elementary Parent Teacher Association wrote to enthusiastically support Eagle Rock's community-generated "Beautiful Boulevard" proposal for the North Hollywood-Pasadena BRT project. At our November PTA meeting, we unanimously voted to again go on record in support of a safer Colorado and support Metro's Beautiful Boulevard-inspired "One Lane" option for the Eagle Rock section of this project.

The "One Lane" option will provide a safer, greener, more family-friendly, more transit-accessible, and vibrant Colorado Boulevard. It preserves and enhances existing medians, and maintains most on-street parking. It provides dedicated bus lanes, protected bike lanes, safer crosswalks, and a more pedestrian-friendly street. This plan is widely supported within the Eagle Rock community and by our parents and teachers, and will improve access for students and families to our school.

Please move the "One Lane" BRT option for Eagle Rock forward expeditiously.

Thank you,

[REDACTED]

From: H [REDACTED] >
Sent: Monday, November 22, 2021 9:00 PM
Subject: metro mta is a joke

your website is not working
socialtransport.org

the wifi never works on the buses

you don't have enough bus drivers

you run the tiny buses when the bigger buses are needed

your buses are empty, not because of cooties¹⁹ but because of all of the above problems

you don't even ride your own buses so you have no idea how horrible your service is

you get all of this free federal funding and are fucking retards

please enjoy your undeserved paycheck (how could you not?)

From: [REDACTED] >
Sent: Wednesday, November 24, 2021 2:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Urgent

You guys what a poor and bad service! It's not just today it's been happening many times. Busses. Ever come on time and when then super late we see more than one at the same time, and what for ? Instead providing steady services I'm always late to work because of this, can imagine how many workers suffering the same. Plus, who's idea was taking all rapid lines out of services ? That guy needs to be fired. We rather pay to get our jobs on time instead getting the service free, late and full of homeless. Please do something I'm pretty sure I'm not the only one Speaking up about this situation, it's just people don't know how to report it. Thanks

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

From: [REDACTED] >

Sent: Monday, November 29, 2021 7:38 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Motorista lento

Lea informe q el bus 8115 de la ruta 761 Sepúlveda va súper lento , hace todas las paradas y nadie ha tocado , ya nos paso otro bus 761 y este va súper lento , todos vamos tarde para nuestros trabajos , de veras vamos fastidiados , este motorista siempre es así

Enviado desde mi iPhone

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 12:09 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Eagle Rock BRT Boondoggle

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

The BRT proposal is a HUGE waste of money and resources. We do not need a "road diet" in Eagle Rock. We need to keep traffic flowing and businesses active and productive. The Micro buses can easily handle all the needs for public transportation in our area.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 12:11 PM

To: Board Clerk <BoardClerk@metro.net>; councilmember.kevindeleon@lacity.org;
assemblymember.carrillo@assembly.ca.gov

Cc: NoHoPasBRT <NoHoPasBRT@metro.net>

Subject: Colorado Blvd. Eagle Rock Concerns

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

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Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

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One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
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- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

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Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

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There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.


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METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely, 

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

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Sent: Tuesday, November 30, 2021 12:11 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>;
councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Stop the Eagle Rock BRT

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

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METRO,

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

[REDACTED]

Sent from my iPhone

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 12:13 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Eagle Rock and the BRT

Dear Metro Board Members,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely,



<http://arnottkenpo.com/>

323 999 7369

2012 Colorado Blvd. LA CA 90041

<https://www.facebook.com/ArnottKenpoKarate>

karate@arnottkenpo.com

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 12:15 PM
To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov
Cc: Gabriel Yanes <gabrielyanes@gmail.com>
Subject: RE: BRT Drive Mixed Flow Lanes REVISE

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

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Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating

street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 12:21 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro BRT Third Option

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,



From: [REDACTED] >

Sent: Tuesday, November 30, 2021 12:23 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: BRT Bus Lane

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, living here and owning a business. **The business is located directly at the intersection of Colorado and Eagle Rock Blvd.** I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

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Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

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- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will

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Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

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There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

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Sincerely,

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 12:26 PM
To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov
Subject: Eagle Rock BRT

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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METRO,

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 12:27 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: RE: Metro BRT

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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METRO,

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.

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

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 12:27 PM

To: councilmember.kevindeleon@lacity.org

Cc: assemblymember.carrillo@assembly.ca.gov; Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>

Subject: Eagle Rock BRT Debacle

As a long time resident of Eagle Rock, let me say this:

What the hell is wrong with you people? Seriously! Why can't you see that having a dedicated bus lane for the BRT on Colorado is an asinine idea? Let the busses fight the traffic like the rest of us! They should be in the mixed flow lanes, not in their own lanes! This is a prime example of government shoving something down our throats that we want no part of! No wonder people don't trust their elected representatives!

Change the plan! Change it now! No dedicated bus lane for the BRT!

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 12:29 PM
To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov
Subject: Stop the BRT Road Diet

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

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Major Concerns:

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METRO,

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Sincerely,

[REDACTED]

Sent from my iPhone

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 12:30 PM
To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov
Subject: Stop the BRT Road Diet

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Assemblymember Carrillo,

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- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get

established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

A solid black rectangular box used to redact a signature.

From: [REDACTED]
Sent: Tuesday, November 30, 2021 12:36 PM
To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: Eagle Rock BRT

Dear Metro Board Members,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

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This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

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One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
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3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

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Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

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There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

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Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 12:54 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Eagle Rock Bus

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

[REDACTED]

[REDACTED]

Sent from my iPhone

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 12:59 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT Eagle Rock

Dear Metro Board Members,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT

Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, I have lived in Eagle Rock for over 20 years and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. This incredibly expensive bus lane does not service Eagle Rock in any way. I AM 70 years old, and from my home it is 3/4 of a mile walking to the Colorado/Eagle Rock stop and a full mile to the Colorado/Townsend stop. These are far beyond my ability. The 181 line, which you recently cancelled, stopped a block and a half from my home and would take me all the way to Glendale or Pasadena. And you were going to be removing what little parking is already available so I cannot even drive to these new bus stops.

And on top of that nobody is going to get off in Eagle Rock. I have no idea what kind of a study you did to determine your ridership but I'm sure it is completely made up and contains not a single rational number in it. Nobody is going to leave the Americana/Glendale Galleria complex with over 300 stores and restaurants just so they can get off in our little town. Nobody is going to leave Old Town Pasadena with over 200 stores and restaurants to get off in Eagle Rock. There is nothing in Eagle Rock as good as an apple store, a Tesla store, Nordstrom, Bloomingdale's, Tiffany Jewelers, and I could go on and on, you know that.

You blatantly falsified the ridership numbers getting on and off in Eagle Rock so that you could justify the expense of the entire line. And now you're going to kill what little business that we already have by stripping Colorado Blvd of its wonderful quaintness and ability to park your car up and down the Boulevard. You'll sit back and watch our businesses close, our restaurants close and you won't care because your big shiny buses will be driving right through Eagle Rock and nobody will be getting off to compensate for the loss of local business.

We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

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A black rectangular redaction box covering the signature area.

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:11 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: please listen to us

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- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
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- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current

Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,



Long time owner/ resident who wants our trees to LIVE

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:13 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT through Eagle Rock

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

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Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

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Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:19 PM
To: Councilmember de Leon <councilmember.kevindeleon@lacity.org>; Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; assemblymember.carrillo@assembly.ca.gov; Alice Roth <alice.roth@lacity.org>; Corona, Stephen (Tito) <CoronaS@metro.net>
Cc: OP Fr. Roberto Corral <corral88@gmail.com>
Subject: B.R.T. in Eagle Rock

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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PROOFS

Proofs shall be submitted with original copy. Corrections are to be made on "master set", returned marked "O.K." or "O.K. with corrections" and signed by customer. If revised proofs are desired, request must be made when proofs are returned. Printer regrets any errors that may occur through production undetected, but cannot be held responsible for errors if work is printed per customer's O.K or if changes are communicated verbally. Printer shall not be responsible for errors if the customer has not ordered or has refused to accept proofs or has failed to return proofs with indication of changes or has instructed printer to proceed without submission of proofs.



[Promotional Items](#)

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 1:25 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: I have serious concerns about BRT Road Diet plans

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Homeowner in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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METRO,

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Sincerely,

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From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:26 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Eagle Rock BRT - resident concern / request

Eagle Rock BRT - resident concern / request

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Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 1:26 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: BRT - We request that the BRT drive in the current mixed flow lanes on Colorado Blvd

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From: [REDACTED]

Sent: Tuesday, November 30, 2021 1:31 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov

Subject: Eagle Rock BRT route

Importance: High

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METRO,

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

I expect and am looking forward to your response.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 1:34 PM

To: councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>

Subject: BRT - Eagle Rock

Importance: High

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I know this email content will look familiar as I'm sure many others have copied and pasted the same info, but that is because the info is truly spot on and I couldn't have said it any better. The only thing I will add, and this is very important, is that as citizens we truly have only ONE asset we can use in this fight, and that is our VOTE! I can assure you that if this poorly thought out plan is given approval by you I'm very confident that the majority of residents in Eagle Rock will NOT be voting you through again under any circumstance. Please, please take a step back and reconsider forcing this horrible plan through. It will change our beloved Eagle Rock in ways that are NOT in the neighborhoods best interest for the foreseeable future. There are better options available (most importantly allowing for mix-flow traffic in ALL lanes) that should be given serious consideration. Thank you for your time.

"I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



From: [REDACTED] >

Sent: Tuesday, November 30, 2021 1:46 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Please, please, please, please RECONSIDER BRT nightmare plan

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely,

[REDACTED]

--

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 2:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT

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Sincerely,

[REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: Tuesday, November 30, 2021 2:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro

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Councilmember Kevin de Leon,
Assemblymember Carrillo,

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[REDACTED]

[REDACTED]

[REDACTED]

Sent from my iPhone

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 2:11 PM

To: councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>

Subject: The Future of Colorado Blvd - BRT in Eagle Rock

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A black rectangular redaction box covering the signature of the sender.

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 2:12 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT

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We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

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The two current Metro BRT Design Options:

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Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

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Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

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Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

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The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

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There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

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Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

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This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

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Sincerely,

A black rectangular redaction box covering the signature of the sender.

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 2:53 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: We request that the BRT drive in the current mixed flow lanes on Colorado Blvd

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely, [REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 3:22 PM
To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org
Subject:

Dear Metro Board Members,
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Sincerely,



From: [REDACTED] >
Sent: Tuesday, November 30, 2021 3:24 PM
To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: Eagle Rock Metro BRT

Dear Metro Board Members,

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Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 3:26 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: We request that the BRT drive in the current mixed flow lanes on Colorado Blvd

Dear Metro Board Members,

I am a longtime homeowner and voter in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses, which are rarely at even half capacity, drive now at 30 MPH all day.

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Sent: Tuesday, November 30, 2021 3:35 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Metro BRT mixed flow lanes

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Councilmember Kevin de Leon,
Assemblymember Carrillo,

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To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: BRT Road Diet

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The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4

other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

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One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

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Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

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The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

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This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 4:45 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely,

A solid black rectangular box used to redact the signature of the sender.

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 4:52 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: NOHO to Pasadena BRT

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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METRO,

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 4:53 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT Lane in Eagle Rock

I still can't believe the time it takes to go up Eagle Rock Blvd! Please drive the BRT buses in the current mixed flow lanes on Colorado Blvd. Please listen to us, the taxpayers, and constituents!

[REDACTED]

Sent from my iPad

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 5:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT Eagle Rock

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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METRO,

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Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Kim [REDACTED] >
Sent: Tuesday, November 30, 2021 6:03 PM
To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov
Subject: Bus lanes on Colorado

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I'm sure you're getting quite a few emails with this same text, but I really hope that ensures that our concerns are taken seriously and a full study/test run/use of other ideas is implemented instead of bus only lanes gridlocking Colorado Blvd. I live right off this thoroughfare, right near member DeLeon's office actually, and the idea of losing a lane is absolutely, absurdly, frustrating. Please reconsider this plan and leave these lanes open.

I am a resident in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

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Sent from my iPhone

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To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov
Subject: BRT EAGLE ROCK

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Sincerely,



From: [REDACTED] >
Sent: Tuesday, November 30, 2021 8:27 PM
To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: Eagle Rock

Dear Metro Board Members,

I am a long time resident and homeowner in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. I welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

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The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

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One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

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- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

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The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or

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METRO,

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Sincerely,

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From: [REDACTED] >

Sent: Tuesday, November 30, 2021 8:47 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Eagle Rock BRT

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assembly members Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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From: [REDACTED] >

Sent: Tuesday, November 30, 2021 8:48 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Eagle Rock BRT

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assembly members Carrillo,

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Sincerely,



From: [REDACTED] >

Sent: Tuesday, November 30, 2021 8:56 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Proposed Metro BRT - Important Concerns

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a resident and homeowner in Eagle Rock and have lived here since 2004. I'm requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We in Eagle Rock firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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From: [REDACTED] >
Sent: Tuesday, November 30, 2021 9:23 PM
To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov
Subject: STOP the BRT Road Diet in Eagle Rock,

Dear Sir/Madam,

With all due respect, The designated new BRT line will give only ONE lane of traffic for an already cramped street through the center of downtown Eagle Rock. It is unnecessary. I firmly oppose this new design. Having been to several meetings and viewing pictures, this is the worst of all that could happen to our town. Below I endorse the practice letter given to us as a sample to send to you. Please read it and stop promoting this design of yours.

[REDACTED]
[REDACTED]
[REDACTED]

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Councilmember Kevin de Leon,
Assemblymember Carrillo,

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Sent: Tuesday, November 30, 2021 9:45 PM
To: assemblymember.carrillo@assembly.ca.gov
Cc: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org
Subject: Eagle Rock tax payer

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This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

[REDACTED]

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 10:57 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: In opposition of proposed road diet in Eagle Rock

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a homeowner in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

It is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be

devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

A solid black rectangular box used to redact a signature.

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 6:23 AM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Please request that the BRT drive in the current mixed flow lanes on Colorado Blvd

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current

speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios which helped them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. This could lead to them closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

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The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating

street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block me and other families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. I and many others will have to drive a half mile further and make a U-turn to go back to my residential street. More U-turns will be unsafe.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. This design also will have the same safety problems listed above.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 4:38 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT ER

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

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METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

[REDACTED]

[REDACTED]

"So be it"!

"See to it"!... Octavia Butler

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 7:55 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Eagle Rock BRT

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

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The "F1" Option 2-Lane design

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METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,



From: [REDACTED] >

Sent: Wednesday, December 1, 2021 7:39 AM

To: NoHoPasBRT <NoHoPasBRT@metro.net>

Cc: citycouncil@burbankca.gov

Subject: NoHo to Pasadena Bus Rapid Transit Plan

Dear Sirs and Madams:

I am writing to ask that you do **NOT** pass this plan. The creation of this route will negatively impact the businesses on Olive Avenue when parking is removed, create more gridlock traffic for motorists with the loss of travel lanes and cause more congestion of vehicles and people for the residents.

Making public transportation more efficient is a great idea but not at the expense of any local community. Please reconsider this proposal. Thank you for your time.

Kind regards,

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 5:52 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: BRT Lanes

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

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The two current Metro BRT Design Options:

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Major Concerns:

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3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

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There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

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METRO,

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 4:45 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: Brt

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado

Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

A solid black rectangular box used to redact a signature.

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 4:42 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: BRT Bus Lane in Eagle Rock

I can't believe the time it takes me to drive up Colorado Blvd. I'm especially concerned for all the business places! Please drive the BRT buses in the current mixed flow lanes on Colorado Blvd. please listen to us , the taxpayers and constituents!
Ruth Fairrington...Glassell Park

Sent from my iPad

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 6:25 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Metro at Eagle Rock

Important News - Eagle Rock Stakeholders

Friends and Eagle Rock Stakeholders, We need your help!

boardclerk@metro.net

nohopasbirt@metro.net

councilmember.kevindeleon@lacity.org

assemblymember.carrillo@assembly.ca.gov

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The

Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

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This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
 - Cars turning left or right would stop this one lane.
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3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

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The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

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There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped

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Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

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METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

From: [REDACTED]

Sent: Tuesday, November 30, 2021 7:43 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: We request that the BRT drive in the current mixed flow lanes on Colorado Blvd

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a resident and homeowner in Eagle Rock, and I am BEGGING that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

As a resident, taxpayer and citizen, it is a crushing blow to feel like the needs and the wishes of our community are being blatantly ignored. Metro's plan will have negative effects on our community for years to come.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

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- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

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Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

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METRO,

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely, 

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 3:29 PM

To: NoHoPasBRT <NoHoPasBRT@metro.net>

Cc: citycouncil@burbankca.gov

Subject: NoHo to Pasadena Bus Rapid Transit Plan

Dear sirs:

Your plan to eliminate street parking on Olive Ave. from Buena Vista to Victory Blvd. is **preposterous**. You would be crushing businesses along Olive Ave. that have minimal parking (at best) behind their establishments. To take away their street parking is extremely short sighted.

Plus, the street parking that would be forced into the adjoining residential neighborhoods, some of which have permit parking, would take away the quiet enjoyment for many residences.

To think that customers of the Olive Ave. businesses would simply switch from the convenience of street parking, to now parking maybe 200 to 800 feet down a residential side street and walk to Olive Ave. business(es) is lunacy. It's not going to happen.

Please DO NOT approve this ill-conceived plan, just to satisfy North Hollywood or Pasadena. Sometimes the best plan is to do NOTHING. That time is NOW.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 7:39 AM

To: NoHoPasBRT <NoHoPasBRT@metro.net>

Cc: citycouncil@burbankca.gov

Subject: NoHo to Pasadena Bus Rapid Transit Plan

Dear Sirs and Madams:

I am writing to ask that you do **NOT** pass this plan. The creation of this route will negatively impact the businesses on Olive Avenue when parking is removed, create more gridlock traffic for motorists with the loss of travel lanes and cause more congestion of vehicles and people for the residents.

Making public transportation more efficient is a great idea but not at the expense of any local community. Please reconsider this proposal. Thank you for your time.

Kind regards,

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 5:52 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: BRT Lanes

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

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Major Concerns:

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3.) Loss of Parking:

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METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Sent: Tuesday, November 30, 2021 4:42 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: BRT Bus Lane in Eagle Rock

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Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:57 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: BRT road diet

Dear Metro Board Members

I have been a resident and homeowner in Eagle Rock, for 25 years now, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

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Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

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Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.

Sent from my iPhone

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 2:10 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: Metro

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

Sent from my iPhone

From: [REDACTED] >

Sent: Tuesday, November 30, 2021 1:29 PM

To: NoHoPasBRT <NoHoPasBRT@metro.net>

Subject: BRT - We request that the BRT drive in the current mixed flow lanes on Colorado Blvd

Dear Metro Board Members:

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).

- Cars turning left or right would stop this one lane.

- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

A large black rectangular redaction box covering the signature area. The box is composed of several overlapping rectangles, creating a stepped effect on the right side. A small white square is visible within the redacted area on the left side.

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:26 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: Eagle Rock BRT - resident concern / request

Eagle Rock BRT - resident concern / request

Dear Metro Board Members,
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Assemblymember Carrillo,

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4.) Loss of Dining Patios:

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METRO,

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Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:14 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: BRT through Eagle Rock

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:12 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: Please honor our requests

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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Sincerely,

██████████ / long time owner and old tree lover

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 1:09 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: BRT

Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, I have lived in Eagle Rock for over 20 years and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. This incredibly expensive bus lane does not service Eagle Rock in any way. I AM 70 years old, and from my home it is 3/4 of a mile walking to the Colorado/Eagle Rock stop and a full mile to the Colorado/Townsend stop. These are far beyond my ability. The 181 line, which you recently cancelled, stopped a block and a half from my home and would take me all the way to Glendale or Pasadena. And you were going to be removing what little parking is already available so I cannot even drive to these new bus stops.

And on top of that nobody is going to get off in Eagle Rock. I have no idea what kind of a study you did to determine your ridership but I'm sure it is completely made up and contains not a single rational number in it. Nobody is going to leave the Americana/Glendale Galleria complex with over 300 stores and restaurants just so they can get off in our little town. Nobody is going to leave Old Town Pasadena with over 200 stores and restaurants to get off in Eagle Rock. There is nothing in Eagle Rock as good as an apple store, a Tesla store, Nordstrom, Bloomingdale's, Tiffany Jewelers, and I could go on and on, you know that.

You blatantly falsified the ridership numbers getting on and off in Eagle Rock so that you could justify the expense of the entire line. And now you're going to kill what little business that we already have by stripping Colorado Blvd of its wonderful quaintness and ability to park your car up and down the Boulevard. You'll sit back and watch our businesses close, our restaurants close and you won't care because your big shiny buses will be driving right through Eagle Rock and nobody will be getting off to compensate for the loss of local business.

We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 12:35 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: Eagle rock wants mixed flow for bRt

We stand with Burbank and Pasadena, seeking to protect our community against the disruption of an unnecessary special bus lane. We want mixed flow for Eagle Rock portion of the BRT plan.

[REDACTED]

Sent from my iPad

From: [REDACTED] >
Sent: Tuesday, November 30, 2021 12:23 PM
To: NoHoPasBRT <NoHoPasBRT@metro.net>
Subject: Metro BRT Third Option

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
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- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

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There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

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METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

[REDACTED]

From: [REDACTED] >

Sent: Wednesday, December 1, 2021 11:01 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: councilmember.kevindeleon@lacity.org

Subject: Re: We request that the BRT drive in the current mixed flow lanes on Colorado Blvd

Please drop this project! Why not ask the people
most affected by this plan how they feel about it?

If it's not broken, don't fix it!

[REDACTED]

Sent from my iPhone

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 11:20 AM
To: assemblymember.carrillo@assembly.ca.gov; Board Clerk <BoardClerk@metro.net>; councilmember.kevindeleon@lacity.org; NoHoPasBRT <NoHoPasBRT@metro.net>
Subject:

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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METRO,

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 11:47 AM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; friendsofhilldrive@gmail.com

Subject: BRT in Eagle Rock

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

Presently, anytime there is a lane closure for construction on Colorado Blvd through Eagle rock we get a preview of what everyday life will be if the BRT takes away traffic lanes: It is gridlock that drives traffic onto the parallel residential streets where there are children and pets sharing the streets. (The issue of why people drive so fast on residential streets in Eagle Rock is a separate mystery to me-- very different than my previous home in South Pasadena.) Anytime there is an accident on the 134 freeway we get a similar effect even with two lanes on the boulevard. Colorado cannot function with one lane of car traffic each direction-- this will be a boondoggle that will end up being reversed with political costs to the supervisor.

I agree with the below:

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

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-

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3.) Loss of Parking:

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

From: [REDACTED]
Sent: Wednesday, December 1, 2021 12:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT Options, Eagle Rock

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

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Sincerely,

[Redacted Signature]

From: [REDACTED]

Sent: Wednesday, December 1, 2021 2:21 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: Thoughts on the Eagle Rock BRT

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

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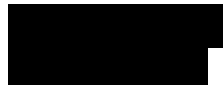
Sincerely,

From: [REDACTED] >
Sent: Wednesday, December 1, 2021 3:23 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: The Strategy Center <info@thestrategycenter.org>
Subject: Public comment for Thursday's meeting

I support the Bus Riders' Union motions regarding Metro and its current biased and discriminatory policies and policing directed against Black people, and at poor, transit-dependent people generally. I used Metro buses and trains to commute to work downtown first from Burbank and later the Culver City area for many years until retirement, and have continued to use Metro in retirement as one of my primary means of getting around, as I was without a car for eight years. Although I have been taking public transit much less in these past two pandemic years, my experience over the last decade is that the system has become increasingly inhospitable to Black people.

I am very concerned also that the notification about the offer of discounts for "the needy" as fare collections are reinstated is inadequate, given the disparate economic impact of the ongoing pandemic on Black and other poor, transit-dependent people; and I therefore support the demand for free public transit.

The use of light rail and other rail lines in particular as anchors for further gentrification and displacement, and the construction of luxury housing under the rubric of "densification", is a clearly racist policy. The funds being poured into such efforts, essentially as a public subsidy to private developers, could be better spent providing flexible, safe, and frequent bus service to the Black and other poor and working class communities. Metro has unfortunately played a role in the de-population of Black people from Los Angeles, and the policies and practices that have been involved in that must be reversed immediately.



<https://www.antiracist.org>

<http://www.change-links.org>

Donate: https://ko-fi.com/anti_racist_action_la

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From: [REDACTED]
Sent: Wednesday, December 1, 2021 8:00 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: We need a fareless system that serves all

Hello, My name is [REDACTED] i and I am a high school teacher in Palms. We have a program at our school where we take a field trip every Thursday using the metro. This is an important program for our students as many of them do not otherwise venture out of their own communities to experience our great city. The fareless metro system has been invaluable to not only our high school students but their family members and I'm sure countless others in LA. Please do not bring fares back on Metro transit.

We also need to get rid of police on our transit system so that all riders feel safe. In the past few years my students and I have witnessed police harassing unhoused people for fares, people struggling with mental health, and youth. In at least 2 instances our youth have been harassed by police for merely existing in public space- the police assumed that they had not paid their fares. Witnessing these incidences has been highly disturbing for our students and did nothing to improve their riding experience, their engagement with the city, or their overall wellbeing. We need a fareless system that serves all.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

Founder, The Angeles Workshop School
9713 Venice Blvd. Los Angeles, CA 90034
<http://www.angelesworkshop.com/>

Professor of Education
Longy School of Music of Bard College, Master of Arts in Teaching (MAT) in Music program
2701 Wilshire Blvd. Suite 100 Los Angeles CA 90057

From: [REDACTED]

Sent: Wednesday, December 1, 2021 11:16 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Fare Free Transit

Metro:

I urge you to not impose fares on Metro transit. We need fully fareless transit in LA to avert climate disaster and encourage people to stop driving. We also need to make sure there is no police presence within our transit system, so that riders feel safe. Enforcing fare compliance costs more than revenues from the fares themselves. This makes no sense - fares are simply discouraging ridership and over-policing. Do the right thing!

[REDACTED]

From: [REDACTED]

Sent: Thursday, December 2, 2021 8:29 AM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: HELP

Dear Metro Board Members,

Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock and have lived here for 39 years, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current

speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get

established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

From: [REDACTED] >
Sent: Thursday, December 2, 2021 8:45 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Keep Metro fare free, we've already paid for it!

Taxpayers have already paid for the transportation through their tax dollars. Asking them to pay again when the board the bus is not right and it also slows down service. We need rapid public clean transit and direct investments in our communities. Use the money that you want to give to police if you need additional funding but asking individuals to pay after their tax dollars already contributed as well as any other revenue sources that come in is not right! Please step into this era and reimagine what public transit should be because it's an absolute mess right now! Why doesn't Wilshire Blvd have bike lanes and seating at all bus stops?? Why isn't there a bus only lane up a Blvd that busy?? Please step into the future and I mean that with all due respect!

Best,

[REDACTED]

[REDACTED]

From: [REDACTED] >
Sent: Thursday, December 2, 2021 8:47 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: BRT

Dear Metro Board Members,
 Councilmember Kevin de Leon,
 Assemblymember Carrillo,

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It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.

Sent from my iPhone

Comment & Speakers List

Board Month: Nov/Dec 2021

NUMBER	NAME	ITEM NUMBER	POSITION (FOR/AGAINST/GENERAL COMMENT/ITEM NEEDS MORE CONSIDERATION)
1	Caller - 0231	CON #28	ITEM NEEDS MORE CONSIDERATION
2	Center for Biological Diversity	CON #30	ITEM NEEDS MORE CONSIDERATION
3	Caller - 7719	EMC #32	GENERAL COMMENT
4	Caller - 7719	EMC #33	FOR
5	Bus Riders Union Caller - 5801	EMC #33	FOR
6	Caller - 0231	EMC #34	FOR
7	Caller - 7719	EMC #34	ITEM NEEDS MORE CONSIDERATION
8	Bus Riders Union Caller - 5801	EMC #34	FOR
9	Caller - 7719	EMC #35	ITEM NEEDS MORE CONSIDERATION
10	Caller - 2616	EMC #37	ITEM NEEDS MORE CONSIDERATION
11	Caller - 2616	EMC #38	ITEM NEEDS MORE CONSIDERATION
12	Bus Riders Union Caller - 5801	EMC #38	ITEM NEEDS MORE CONSIDERATION
13	Caller - 2616	EMC #39	ITEM NEEDS MORE CONSIDERATION
14	Bus Riders Union Caller - 5801	EMC #40	ITEM NEEDS MORE CONSIDERATION
15	Bus Riders Union Caller - 5801	EMC #41	FOR
16	Caller - 7719	EMC #42	ITEM NEEDS MORE CONSIDERATION
17	Bus Riders Union Caller - 5801	EMC General Public Comment	GENERAL COMMENT
18	Bus Riders Union Caller - 1159	OPS #23	FOR
19	Bus Riders Union Caller - 5801	OPS #23	FOR
20	Caller - 3516	OPS #23	AGAINST
21	Caller - 0231	OPS #23	FOR
22	Caller - 2830	OPS #23	AGAINST
23	Caller - 4354	OPS #23	AGAINST
24	Los Angeles County Police Chiefs' Association	OPS #25	FOR
25	Los Angeles County Office of the Sheriff	OPS #25	FOR
26	City of Monrovia	OPS #25	FOR
27	Pedro Loera	OPS #25	AGAINST
28	Carolina Goodman	OPS #25	AGAINST
29	Amelie Cherlin	OPS #25	AGAINST
30	Marc Caswell	OPS #25	AGAINST
31	L. Scott Mar	OPS #25	GENERAL COMMENT
32	Carolina Goodman	OPS #25	AGAINST
33	City of Covina	OPS #25	FOR
34	Mel Guerry	OPS #25 OPS #25.1	AGAINST FOR

35	Daniela Simunovic	OPS #25 OPS #25.1	AGAINST FOR
36	Jonathan Matz	OPS #25 OPS #25.1	AGAINST FOR
37	Machiko Yasuda	OPS #25 OPS #25.1	AGAINST FOR
38	Akio Katano	OPS #25 OPS #25.1	AGAINST FOR
39	Roghan Weafer	OPS #25 OPS #25.1	AGAINST FOR
40	Chris Aquino	OPS #25 OPS #25.1	AGAINST FOR
41	Allison Mannos	OPS #25 OPS #25.1	AGAINST FOR
42	Emile Ayoub	OPS #25 OPS #25.1	AGAINST FOR
43	Cordelia Arterian	OPS #25 OPS #25.1	AGAINST FOR
44	Anthony M	OPS #25 OPS #25.1	AGAINST FOR
45	Pro Ant Fitness	OPS #25 OPS #25.1	AGAINST FOR
46	Geaneen Cojom	OPS #25 OPS #25.1	AGAINST FOR
47	Emily Ward	OPS #25 OPS #25.1	AGAINST FOR
48	Zoë Mattioli	OPS #25 OPS #25.1	AGAINST FOR
49	John Perry	OPS #25 OPS #25.1	AGAINST FOR
50	Alfonso Directo	OPS #25 OPS #25.1	AGAINST FOR
51	Laura Raymond	OPS #25 OPS #25.1	AGAINST FOR
52	Scarlett De Leon	OPS #25 OPS #25.1	AGAINST FOR
53	Claudia Calderon	OPS #25 OPS #25.1	AGAINST FOR
54	Nina Long	OPS #25 OPS #25.1	AGAINST FOR
55	Kris Miranda	OPS #25 OPS #25.1	AGAINST FOR
56	Jessica Meaney	OPS #25 OPS #25.1	AGAINST FOR
57	Nic Burrier	OPS #25 OPS #25.1	AGAINST FOR
58	Jamie York	OPS #25 OPS #25.1	AGAINST FOR
59	Martha Camacho-Rodriguez	OPS #25 OPS #25.1	AGAINST FOR

60	Brady Collins	OPS #25 OPS #25.1	AGAINST FOR
61	Elizabeth Bernheim	OPS #25 OPS #25.1	AGAINST FOR
62	Madeline Brozen	OPS #25 OPS #25.1	AGAINST FOR
63	Carmina Calderon	OPS #25 OPS #25.1	AGAINST FOR
64	Michael Lopez	OPS #25 OPS #25.1	AGAINST FOR
65	Alexandra Suh	OPS #25 OPS #25.1	AGAINST FOR
66	Lyndsey Nolan	OPS #25 OPS #25.1	AGAINST FOR
67	Cesar Hernandez	OPS #25 OPS #25.1	AGAINST FOR
68	Nina Dinh	OPS #25 OPS #25.1	AGAINST FOR
69	Anisha Hingorani	OPS #25 OPS #25.1	AGAINST FOR
70	Auguste Miller	OPS #25 OPS #25.1	AGAINST FOR
71	Andrew Yip	OPS #25 OPS #25.1	AGAINST FOR
72	Alessandro Negrete	OPS #25 OPS #25.1	AGAINST FOR
73	Vyki Englert	OPS #25 OPS #25.1	AGAINST FOR
74	Maraky Alemseged	OPS #25 OPS #25.1	AGAINST FOR
75	Elizabeth Medrano	OPS #25 OPS #25.1	AGAINST FOR
76	Carolyn “Jiyoung” Park	OPS #25 OPS #25.1	AGAINST FOR
77	Felipe Rojas	OPS #25 OPS #25.1	AGAINST FOR
78	Daisy Villafuerte	OPS #25 OPS #25.1	AGAINST FOR
79	Esperanza Community Housing Corporation	OPS #25 OPS #25.1	AGAINST FOR
80	Elizabeth Medrano	OPS #25 OPS #25.1	AGAINST FOR
81	Will Wright	OPS #25 OPS #25.1	AGAINST FOR
82	Adrienna Wong	OPS #25 OPS #25.1	AGAINST FOR
83	Maryann Aguirre	OPS #25 OPS #25.1	AGAINST FOR
84	ACT LA	OPS #25 OPS #25.1	AGAINST FOR

85	Lerby Benitez	OPS #25 OPS #25.1	AGAINST FOR
86	Maria Patiño Gutierrez	OPS #25 OPS #25.1	AGAINST FOR
87	Robert Peppey	OPS #25 OPS #25.1	AGAINST FOR
88	Robert Peppey	OPS #25 OPS #25.1	AGAINST FOR
89	Wesley Reutimann	OPS #25 OPS #25.1	AGAINST FOR
90	Asiyahola Sankara	OPS #25 OPS #25.1	AGAINST FOR
91	Matthew Waliman	OPS #25 OPS #25.1	AGAINST FOR
92	Emily Pham	OPS #25 OPS #25.1	AGAINST FOR
93	Brooke Jacobovitz	OPS #25 OPS #25.1	AGAINST FOR
94	Jackson Kopitz	OPS #25 OPS #25.1	AGAINST FOR
95	Anthony Weiss	OPS #25 OPS #25.1	AGAINST FOR
96	Bill Przylucki	OPS #25 OPS #25.1	AGAINST FOR
97	Dillon Foster	OPS #25 OPS #25.1	AGAINST FOR
98	Amanda Staples	OPS #25 OPS #25.1	AGAINST FOR
99	Ricky	OPS #25 OPS #25.1	AGAINST FOR
100	Vanessa Carter	OPS #25 OPS #25.1	AGAINST FOR
101	Michael Macdonald	OPS #25 OPS #25.1	AGAINST FOR
102	Faramarz Nabavi	OPS #25 OPS #25.1	AGAINST FOR
103	Carla Pineda	OPS #25 OPS #25.1	AGAINST FOR
104	Jamie Cabrera	OPS #25 OPS #25.1	AGAINST FOR
105	Judy Branfman	OPS #25 OPS #25.1	AGAINST FOR
106	Darryl Kitagawa	OPS #25 OPS #25.1	AGAINST FOR
107	Tieira Ryder	OPS #25 OPS #25.1	AGAINST FOR
108	Daniel White	OPS #25 OPS #25.1	AGAINST FOR
109	Sarah Hellman	OPS #25 OPS #25.1	AGAINST FOR

110	Hector	OPS #25 OPS #25.1	AGAINST FOR
111	Caller - User 1	OPS #25 OPS #25.1	FOR AGAINST
112	ACT LA Caller - 0818	OPS #25 OPS #25.1	AGAINST FOR
113	Bus Riders Union Caller - 5801	OPS #25 OPS #25.1	AGAINST FOR
114	Caller - 0119	OPS #25 OPS #25.1	AGAINST FOR
115	ACT LA Caller - 3724	OPS #25 OPS #25.1	AGAINST FOR
116	Caller - 1887	OPS #25 OPS #25.1	FOR AGAINST
117	Caller - 0231	OPS #25 OPS #25.1	AGAINST FOR
118	Bus Riders Union Caller - 1159	OPS #25 OPS #25.1	AGAINST FOR
119	Caller - 3516	OPS #25 OPS #25.1	FOR AGAINST
120	Caller - 8719	OPS #25 OPS #25.1	FOR AGAINST
121	Caller - 0396	OPS #25 OPS #25.1	FOR AGAINST
122	Caller - 7663	OPS #25 OPS #25.1	FOR AGAINST
123	City of Norwalk City Manager Caller - 5700	OPS #25 OPS #25.1	FOR AGAINST
124	Caller - User 1	OPS #25 OPS #25.1	FOR AGAINST
125	Caller - 6256	OPS #25 OPS #25.1	AGAINST FOR
126	Caller - 5222	OPS #25 OPS #25.1	AGAINST FOR
127	Caller - 0856	OPS #25 OPS #25.1	AGAINST FOR
128	Caller - 7672	OPS #25 OPS #25.1	AGAINST FOR
129	Caller - 0396	OPS #25 OPS #25.1	FOR AGAINST
130	Bus Riders Union Caller - 8901	OPS General Public Comment	GENERAL COMMENT
131	Caller - 7672	OPS General Public Comment	GENERAL COMMENT
132	Caller - 8136	OPS General Public Comment	GENERAL COMMENT
133	Caller - 9752	OPS General Public Comment	GENERAL COMMENT
134	Institute for Transportation and Development Policy	P&P #11	FOR
135	Frank (Pancho) Jones	P&P #11	AGAINST

136	Caller - Unknown	P&P #11	FOR
137	Caller - 2517	P&P #12	ITEM NEEDS MORE CONSIDERATION
138	Caller - 7176	P&P #12	ITEM NEEDS MORE CONSIDERATION
139	ActiveSGV Caller - 4615	P&P #12	FOR
140	Caller - 8255	P&P #12	FOR
141	Vice Mayor Jeffrey Koji Maloney, City of Alhambra	P&P #9	ITEM NEEDS MORE CONSIDERATION
142	San Gabriel Valley Council of Governments	P&P #9	ITEM NEEDS MORE CONSIDERATION
143	Ted Gerber	P&P #9	GENERAL COMMENT
144	Caller - 6392	P&P #9	FOR
145	Caller - 3246	P&P General Public Comment	GENERAL COMMENT
146	Bus Riders Union Caller - 2894	RBM # 24	AGAINST- ANTI BLACK POLICIES
147	Caller - 7344	RBM # 24	AGAINST- ANTI BLACK POLICIES
148	Caller - 5065	RBM # 24	ITEM NEEDS MORE CONSIDERATION
149	Caller - 7208	RBM # 24	AGAINST
150	Caller - 4392	RBM # 24	AGAINST
151	Caller - 1669	RBM # 24	FOR
152	Caller - 1281	RBM # 24	FOR
153	Caller - 6989	RBM # 24	FOR
154	Caller - 2500	RBM # 24	FOR
155	Caller - 7836	RBM # 24	FOR
156	Caller - 5137	RBM # 24	ITEM NEEDS MORE CONSIDERATION
157	Caller - 4067	RBM # 24	ITEM NEEDS MORE CONSIDERATION
158	Caller - 5051	RBM # 24	FOR
159	Caller - 4581	RBM # 24	FOR
160	Bus Riders Union Caller - 5801	RBM # 24	AGAINST
161	Caller -0408	RBM # 24	AGAINST
162	Caller - 4615	RBM # 24	AGAINST
163	Caller - 1894	RBM # 24	AGAINST
164	Caller - 1872	RBM # 24	FOR
165	Caller - 2616	RBM # 24	ITEM NEEDS MORE CONSIDERATION
166	Caller - 9967	RBM # 24	FOR
167	Caller - 7208	RBM # 24	AGAINST
168	Caller - 1669	RBM # 24	FOR
169	Caller - 4722	RBM # 24	FOR
170	Caller - 8007	RBM # 24	AGAINST
171	Caller - 7719	RBM # 3	AGAINST
172	Caller - 3063	RBM # 3	AGAINST
173	Caller - 7507	RBM # 3	AGAINST
174	Caller - 9466	RBM # 3	AGAINST - NO MORE FARE
175	Caller - 7278	RBM # 3	GENERAL COMMENT
176	Caller - 1296	RBM # 3	AGAINST - ELECTRIC CARS
177	Caller - 3833	RBM # 3	GENERAL COMMENT
178	Caller - 5801	RBM # 3	AGAINST - ELECTRIC CARS
179	Caller - 7334	RBM # 3	AGAINST - ELECTRIC CARS
180	Caller - 1894	RBM # 3	GENERAL COMMENT

181	Caller - 7719	RBM # 3	GENERAL COMMENT
182	Caller - 7344	RBM # 3	GENERAL COMMENT
183	Caller - 5740	RBM # 3	FOR
184	Bus Riders Union Caller - 5801	RBM # 33	FOR
185	William Kelly	RBM #24	GENERAL COMMENT
186	Vice Mayor Marvin Crist, City of Lancaster	RBM #24 RBM #25	FOR FOR
187	Dana Gabbard	RBM #24, 25, and 25.1	GENERAL COMMENT
188	City of Norwalk	RBM #25	FOR
189	City of San Gabriel	RBM #25	FOR
190	Peter Ramirez	RBM #25	FOR
191	South Bay Cities Council of Governments	RBM #25	FOR
192	City of Azusa	RBM #25	FOR
193	lonebeachearthabcd@yahoo.com	RBM #25	ITEM NEEDS MORE CONSIDERATION
194	San Gabriel Valley Council of Governments	RBM #25	FOR
195	Al Cromer	RBM #25	ITEM NEEDS MORE CONSIDERATION
196	City of Monrovia	RBM #25	FOR
197	City of La Verne	RBM #25	FOR
198	City of Long Beach	RBM #25	FOR
199	North Los Angeles County Transportation Coalition JPA	RBM #25	FOR
200	Mayor Nancy Lyons, City of Diamond Bar	RBM #25	FOR
201	City of Norwalk	RBM #25	FOR
202	General Services Rail Operations Supervision & Custodial Staff	RBM #25	ITEM NEEDS MORE CONSIDERATION
203	City of Pasadena	RBM #25	FOR
204	Ryan A. Vienna, Councilmember, City of San Dimas	RBM #25	FOR
205	Jared Rimer	RBM #25	ITEM NEEDS MORE CONSIDERATION
206	John M. Ellis, SMART-TD GO875	RBM #25	ITEM NEEDS MORE CONSIDERATION
207	Anonymous	RBM #25	ITEM NEEDS MORE CONSIDERATION
208	City of Glendora	RBM #25	FOR
209	Maria Cadenas	RBM #25	FOR
210	Braille Institute of America, Los Angeles	RBM #25	ITEM NEEDS MORE CONSIDERATION
211	City of Palmdale	RBM #25	FOR
212	City of South Pasadena	RBM #25	FOR
213	Michael Novick	RBM #25	GENERAL COMMENT
214	Emma Yudelevitch	RBM #25 RBM #25.1	AGAINST FOR
215	Susan Lambert Hatem	RBM #25 RBM #25.1	AGAINST FOR

216	Leticia Morales	RBM #25 RBM #25.1	AGAINST FOR
217	Andrew Bleich	RBM #25 RBM #25.1	AGAINST FOR
218	Bret Hamilton	RBM #25 RBM #25.1	AGAINST FOR
219	Edward Duong	RBM #25 RBM #25.1	AGAINST FOR
220	Judy Branfman	RBM #25 RBM #25.1	AGAINST FOR
221	Julie Alley	RBM #25 RBM #25.1	AGAINST FOR
222	Oliver Wehlander	RBM #25 RBM #25.1	AGAINST FOR
223	Lyndsey Nolan	RBM #25 RBM #25.1	AGAINST FOR
224	Chase Engelhardt	RBM #25 RBM #25.1	AGAINST FOR
225	Brady Collins	RBM #25 RBM #25.1	AGAINST FOR
226	Caro Jauregui	RBM #25 RBM #25.1	AGAINST FOR
227	Anthony M	RBM #25 RBM #25.1	AGAINST FOR
228	Geaneen Cojom	RBM #25 RBM #25.1	AGAINST FOR
229	Pro Ant Fitness	RBM #25 RBM #25.1	AGAINST FOR
230	Ava Marinelli	RBM #25 RBM #25.1	AGAINST FOR
231	Lina Stepick	RBM #25 RBM #25.1	AGAINST FOR
232	Michael Macdonald	RBM #25 RBM #25.1	AGAINST FOR
233	Darryl Kitagawa	RBM #25 RBM #25.1	AGAINST FOR
234	Allison Mannos	RBM #25 RBM #25.1	AGAINST FOR
235	Maraky Alemseged	RBM #25 RBM #25.1	AGAINST FOR
236	Griffin Rowell	RBM #25 RBM #25.1	AGAINST FOR
237	Thomas Murray	RBM #25 RBM #25.1	AGAINST FOR
238	Ryan McCabe	RBM #25 RBM #25.1	AGAINST FOR
239	Jayme Rosenquist	RBM #25 RBM #25.1	AGAINST FOR
240	dkagen@gmail.com	RBM #25 RBM #25.1	AGAINST FOR

241	ACT LA	RBM #25 RBM #25.1	AGAINST FOR
242	Maryann Aguirre	RBM #25 RBM #25.1	AGAINST FOR
243	Tal Levy	RBM #25 RBM #25.1	AGAINST FOR
244	Danielle Carne	RBM #25 RBM #25.1	AGAINST FOR
245	Daisy Villafuerte	RBM #25 RBM #25.1	AGAINST FOR
246	Asiyahola Sankara	RBM #25 RBM #25.1	AGAINST FOR
247	Jeffrey Baum	RBM #25 RBM #25.1	AGAINST FOR
248	Judy Branfman	RBM #25 RBM #25.1	AGAINST FOR
249	Carmina Calderon	RBM #25 RBM #25.1	AGAINST FOR
250	Keenan Do	RBM #25 RBM #25.1	AGAINST FOR
251	Chris Stott	RBM #25 RBM #25.1	AGAINST FOR
252	Francisco Espinosa	RBM #25 RBM #25.1	AGAINST FOR
253	Jacob Sidney Dietzman	RBM #25 RBM #25.1	AGAINST FOR
254	Sarah Patterson	RBM #25 RBM #25.1	AGAINST FOR
255	Olga Lexell	RBM #25 RBM #25.1	AGAINST FOR
256	Machiko Yasuda	RBM #25 RBM #25.1	AGAINST FOR
257	Kari Wenger	RBM #25 RBM #25.1	AGAINST FOR
258	Ryan Marakas	RBM #25 RBM #25.1	AGAINST FOR
259	Jason J. Cohn	RBM #25 RBM #25.1	AGAINST FOR
260	Grant Blakeman	RBM #25 RBM #25.1	AGAINST FOR
261	Lynae Cook	RBM #25 RBM #25.1	AGAINST FOR
262	Carolina Goodman	RBM #25 RBM #25.1	AGAINST FOR
263	Darryl Kitagawa	RBM #25 RBM #25.1	AGAINST FOR
264	Brady Collins	RBM #25 RBM #25.1	AGAINST FOR
265	Danielle Fiorito	RBM #25 RBM #25.1	AGAINST FOR

266	Heather Johnson	RBM #25 RBM #25.1	AGAINST FOR
267	Kate Grodd	RBM #25 RBM #25.1	AGAINST FOR
268	Maria Patiño Gutierrez	RBM #25 RBM #25.1	AGAINST FOR
269	Anisha Hingorani	RBM #25 RBM #25.1	AGAINST FOR
270	Alfonso Directo	RBM #25 RBM #25.1	AGAINST FOR
271	Sara Steffan	RBM #25 RBM #25.1	AGAINST FOR
272	Jennifer Ho	RBM #25 RBM #25.1	AGAINST FOR
273	Cheryl Auger	RBM #25 RBM #25.1	AGAINST FOR
274	Danny Park	RBM #25 RBM #25.1	AGAINST FOR
275	Jessica Meaney	RBM #25 RBM #25.1	AGAINST FOR
276	June Diane Raphael	RBM #25 RBM #25.1	AGAINST FOR
277	Zoë Mattioli	RBM #25 RBM #25.1	AGAINST FOR
278	Jessica Elaina Eason	RBM #25 RBM #25.1	AGAINST FOR
279	Mia Porter	RBM #25 RBM #25.1	AGAINST FOR
280	Adrienna Wong	RBM #25 RBM #25.1	AGAINST FOR
281	Mina	RBM #25 RBM #25.1	AGAINST FOR
282	Emily Ward	RBM #25 RBM #25.1	AGAINST FOR
283	Akio Katano	RBM #25 RBM #25.1	AGAINST FOR
284	Derrick Lemos	RBM #25 RBM #25.1	AGAINST FOR
285	Greg Irwin	RBM #25 RBM #25.1	AGAINST FOR
286	Arthur Garza	RBM #25 RBM #25.1	AGAINST FOR
287	Kim, Il-sun	RBM #25 RBM #25.1	AGAINST FOR
288	r2davis2@yahoo.com	RBM #25 RBM #25.1	AGAINST FOR
289	Bill Przylucki	RBM #25 RBM #25.1	AGAINST FOR
290	Brian Hutton	RBM #25 RBM #25.1	AGAINST FOR

291	Amanda Meadows	RBM #25 RBM #25.1	AGAINST FOR
292	Daniel Scott	RBM #25 RBM #25.1	AGAINST FOR
293	Brandon Ramirez	RBM #25 RBM #25.1	AGAINST FOR
294	Josh Androsky	RBM #25 RBM #25.1	AGAINST FOR
295	Sherin V	RBM #25 RBM #25.1	AGAINST FOR
296	Nichole Heil	RBM #25 RBM #25.1	AGAINST FOR
297	B.Zedan	RBM #25 RBM #25.1	AGAINST FOR
298	CEMOTAP-WEST	RBM #25 RBM #25.1	AGAINST FOR
299	Sarah Eggers	RBM #25 RBM #25.1	AGAINST FOR
300	Alanna Wagy	RBM #25 RBM #25.1	AGAINST FOR
301	Carly Kirchen	RBM #25 RBM #25.1	AGAINST FOR
302	Nisha Joshi	RBM #25 RBM #25.1	AGAINST FOR
303	Keanakay Scott	RBM #25 RBM #25.1	AGAINST FOR
304	Joseline Amado	RBM #25 RBM #25.1	AGAINST FOR
305	Karl Fenske	RBM #25 RBM #25.1	AGAINST FOR
306	Babak Dorji	RBM #25 RBM #25.1	AGAINST FOR
307	Gbrayes, Dane T	RBM #25 RBM #25.1	AGAINST FOR
308	William Kelly	RBM #25 RBM #25.1	AGAINST FOR
309	Eleanor Bray	RBM #25 RBM #25.1	AGAINST FOR
310	Faramarz Nabavi	RBM #25 RBM #25.1	AGAINST FOR
311	Jayajothy Sliney	RBM #25 RBM #25.1	AGAINST FOR
312	Erin Cardillo	RBM #25 RBM #25.1	AGAINST FOR
313	Cordelia Arterian	RBM #25 RBM #25.1	AGAINST FOR
314	Devin Field	RBM #25 RBM #25.1	AGAINST FOR
315	Scarlett De Leon	RBM #25 RBM #25.1	AGAINST FOR

316	J Ro	RBM #25 RBM #25.1	AGAINST FOR
317	Vicki F	RBM #25 RBM #25.1	AGAINST FOR
318	Kelsey Mcrae	RBM #25 RBM #25.1	FOR AGAINST
319	Matt Wade	RBM #25 RBM #25.1	FOR AGAINST
320	Greg Smith	RBM #25 RBM #25.1	FOR AGAINST
321	Jessica Craven	RBM #25 RBM #25.1	FOR AGAINST
322	julie.a.macias@gmail.com	RBM #25 RBM #25.1	FOR AGAINST
323	Crystal Smith	RBM #25 RBM #25.1	FOR AGAINST
324	Tatum Hurley	RBM #25 RBM #25.1	FOR AGAINST
325	Jonathan Jager	RBM #25 RBM #25.1	FOR AGAINST
326	Sam Shinazy	RBM #25 RBM #25.1	FOR AGAINST
327	Aaron Stein-Chester	RBM #25 RBM #25.1	FOR AGAINST
328	Dre Ortiz Galdámez	RBM #25 RBM #25.1	FOR AGAINST
329	Caller - 7663	RBM # 25 RBM #25.1	FOR AGAINST
330	Caller - 5754	RBM # 25 RBM #25.1	AGAINST FOR
331	ACT LA Caller - 0818	RBM # 25 RBM #25.1	AGAINST FOR
332	Govt Affairs City of Long Beach Caller - 5258	RBM # 25 RBM #25.1	FOR AGAINST
333	Caller - 2051	RBM # 25 RBM #25.1	FOR AGAINST
334	Caller - User 1	RBM # 25 RBM #25.1	AGAINST FOR
335	Caller - 3802	RBM # 25 RBM #25.1	AGAINST FOR
336	Caller - 6452	RBM # 25 RBM #25.1	GENERAL COMMENT
337	Caller - 0119	RBM # 25 RBM #25.1	AGAINST FOR
338	Caller - 2894	RBM # 25 RBM #25.1	AGAINST FOR
339	ACT LA Caller 9547	RBM # 25 RBM #25.1	AGAINST FOR
340	Caller - 8764	RBM # 25 RBM #25.1	FOR AGAINST

341	Caller - 1621	RBM # 25 RBM #25.1	UNABLE TO DETERMINE
342	Caller - 1474	RBM # 25 RBM #25.1	ITEMS NEEDS MORE CONSIDERATION
343	Caller - 2497	RBM # 25 RBM #25.1	FOR AGAINST
344	Caller - 4641	RBM # 25 RBM #25.1	AGAINST FOR
345	Caller - 3603	RBM # 25 RBM #25.1	FOR AGAINST
346	Caller - 1672	RBM # 25 RBM #25.1	FOR AGAINST
347	Bus Riders Union Caller - 5801	RBM # 25 RBM #25.1	AGAINST FOR
348	Caller - 4577	RBM # 25 RBM #25.1	FOR AGAINST
349	Caller - 5436	RBM # 25 RBM #25.1	AGAINST FOR
350	Care First South Pasadena Caller - 9642	RBM # 25 RBM #25.1	AGAINST FOR
351	Caller - 1872	RBM # 25 RBM #25.1	FOR AGAINST
352	Caller - 6101	RBM # 25 RBM #25.1	AGAINST FOR
353	ATU Caller - 7354	RBM # 25 RBM #25.1	FOR AGAINST
354	Caller - 0051	RBM # 25 RBM #25.1	FOR AGAINST
355	Caller - 0231	RBM # 25 RBM #25.1	AGAINST FOR
356	Caller - 3047	RBM # 25 RBM #25.1	FOR AGAINST
357	Caller - 4215	RBM # 25 RBM #25.1	FOR AGAINST
358	Caller - 2343	RBM # 25 RBM #25.1	FOR AGAINST
359	Caller - 4185	RBM # 25 RBM #25.1	FOR AGAINST
360	Caller - 1669	RBM # 25 RBM #25.1	FOR AGAINST
361	Caller - 7826	RBM # 25 RBM #25.1	FOR AGAINST
362	Caller - 1894	RBM # 25 RBM #25.1	AGAINST FOR
363	Caller - 5065	RBM # 25 RBM #25.1	AGAINST FOR
364	Caller - 5740	RBM # 25 RBM #25.1	FOR AGAINST
365	Caller - 1867	RBM # 25 RBM #25.1	FOR AGAINST

366	Caller - 7344	RBM # 25 RBM #25.1	AGAINST FOR
367	Caller - 5161	RBM # 25 RBM #25.1	FOR AGAINST
368	Caller - 7208	RBM # 25 RBM #25.1	FOR AGAINST
369	Caller - 1296	RBM # 25 RBM #25.1	FOR AGAINST
370	Caller - 2616	RBM # 25 RBM #25.1	AGAINST FOR
371	Caller - 0626	RBM # 25 RBM #25.1	ITEMS NEEDS MORE CONSIDERATION
372	Caller - User 1	RBM # 25 RBM #25.1	FOR AGAINST
373	Caller - 4500	RBM # 25 RBM #25.1	FOR AGAINST
374	Caller - 5137	RBM # 25 RBM #25.1	AGAINST FOR
375	Caller - 7959	RBM # 25 RBM #25.1	AGAINST FOR
376	Caller - 4525	RBM # 25 RBM #25.1	FOR AGAINST
377	Caller - 2253	RBM # 25 RBM #25.1	FOR AGAINST
378	Caller - 4617	RBM # 25 RBM #25.1	FOR AGAINST
379	Caller - 5855	RBM # 25 RBM #25.1	AGAINST FOR
380	City Manager for the City of Norwalk Caller - 1621	RBM # 25 RBM #25.1	FOR AGAINST
381	Caller - 9610	RBM # 25 RBM #25.1	AGAINST FOR
382	Caller - 0626	RBM #33	FOR
383	Bus Riders Union Caller - 1159	RBM #33	FOR
384	Caller - 2894	RBM #4	AGAINST- ANTI BLACK POLICIES
385	Caller - 7826	RBM #4	GENERAL COMMENT
386	Caller - 8663	RBM #4	ITEM NEEDS MORE CONSIDERATION - DSE/GONDOLA
387	Caller - 5065	RBM #4	ITEM NEEDS MORE CONSIDERATION
388	Bus Riders Union Caller - 5801	RBM #4	AGAINST- ANTI BLACK POLICIES
389	Caller - 2893	RBM #4	AGAINST- ANTI BLACK POLICIES
390	Caller - 3516	RBM #4	GENERAL COMMENT
391	Caller - 0231	RBM #4	GENERAL COMMENT
392	Caller - 1674	RBM #4	AGAINST
393	Caller - 3802	RBM #4	AGAINST- ANTI BLACK POLICIES
394	Caller - 4091	RBM #4	AGAINST- ANTI BLACK POLICIES
395	Caller - 8077	RBM #4	AGAINST
396	Caller - 1460	RBM #4	AGAINST - GONDOLA

397	Caller - 9466	RBM #4	AGAINST
398	Caller - 8126	RBM #4	GENERAL COMMENT
399	Caller - 4392	RBM #4	FOR - #25
400	Caller - 7334	RBM #4	AGAINST - GONDOLA
401	Caller - 5137	RBM #4	AGAINST - #25
402	Caller - 1392	RBM #4	FOR - #25
403	Caller - 0304	RBM #4	ITEM NEEDS MORE CONSIDERATION - CLEANING/MAINTENANCE
404	Bus Riders Union Caller - 6366	RBM #4	AGAINST- ANTI BLACK POLICIES
405	Bus Riders Union Caller - 7208	RBM #4	AGAINST- ANTI BLACK POLICIES
406	Caller - 0408	RBM #4	AGAINST- ANTI BLACK POLICIES
407	Caller - 8257	RBM #4	FOR - #25
408	City of West Hollywood	RBM #41	FOR
409	Caller - 4871	RBM #42	ITEM NEEDS MORE CONSIDERATION
410	Caller - 6650	RBM #42	ITEM NEEDS MORE CONSIDERATION
411	Caller - 5510	RBM #42	ITEM NEEDS MORE CONSIDERATION
412	Caller - 6640	RBM #42	ITEM NEEDS MORE CONSIDERATION
413	Caller - 3620	RBM #42	ITEM NEEDS MORE CONSIDERATION
414	Caller - Unknown	RBM #42	ITEM NEEDS MORE CONSIDERATION
415	Caller - 4038	RBM #43	ITEM NEEDS MORE CONSIDERATION
416	Caller - 6101	RBM #43	FOR
417	San Gabriel Valley Council of Governments	RBM #44	FOR
418	Caller - 6428	RBM #44	FOR
419	Caller - 4937	RBM #44	FOR
420	Caller - Unknown	RBM #44	FOR
421	Caller - 8976	RBM #45	FOR
422	Caller - 9005	RBM #46	FOR
423	Caller - 0311	RBM #9 & #9.1	FOR
424	Caller - 4500	RBM #9 & #9.1	FOR
425	Marisa Creter, San Gabriel Valley Council of Governments	RBM #9 and 9.1	FOR
426	Tim Hepburn, Mayor of City of La Verne	RBM #9 and 9.1	FOR
427	Tieira Ryder	RBM #9.1	FOR
428	Carey Bennett	RBM #9.1	FOR
429	Mimi Holt	RBM #9.1	FOR
430	Ruth Sohn	RBM #9.1	FOR
431	Mark Mallare	RBM #9.1	FOR
432	Victor Boyce	RBM #9.1	FOR
433	Anissa Raja	RBM #9.1	FOR
434	Ruth H. Sohn	RBM #9.1	FOR
435	Matt Babb	RBM #9.1	FOR
436	Trevor Reed	RBM #9.1	FOR
437	Aida Ashouri	RBM #9.1	FOR
438	Sun Yu	RBM #9.1	FOR
439	Michelle Hinojosa	RBM #9.1	FOR
440	Mike Peck	RBM #9.1	FOR
441	Thanos Trezos	RBM #9.1	FOR

442	Scott Keiner	RBM #9.1	FOR
443	Michelle Weiner	RBM #9.1	FOR
444	Andrew Reich	RBM #9.1	FOR
445	Kira Durbin	RBM #9.1	FOR
446	Michael Fishman	RBM #9.1	FOR
447	Andrea Spatz	RBM #9.1	FOR
448	John Lloyd	RBM #9.1	FOR
449	Ian Lundy	RBM #9.1	FOR
450	Ava Marinelli	RBM #9.1	FOR
451	Daniel Bezinovich	RBM #9.1	FOR
452	Lyndsey Nolan	RBM #9.1	FOR
453	Allen Natian	RBM #9.1	FOR
454	Carolynn Johnson	RBM #9.1	FOR
455	Michael Siegel	RBM #9.1	FOR
456	Olga Lexell	RBM #9.1	FOR
457	Marissa Ayala	RBM #9.1	FOR
458	Xiomara Duran	RBM #9.1	FOR
459	Siena DiRocco	RBM #9.1	FOR
460	Rose Dwyer	RBM #9.1	FOR
461	Michael Dow	RBM #9.1	FOR
462	Armando Carvalho	RBM #9.1	FOR
463	Kasia J	RBM #9.1	FOR
464	Caller - 7208	RBM Consent Calendar	GENERAL COMMENT
465	Caller - 4091	RBM Consent Calendar	GENERAL COMMENT
466	Caller - 4117	RBM Consent Calendar	FOR - #25
467	Caller - 1672	RBM Consent Calendar	FOR - #25
468	Caller - 1492	RBM Consent Calendar	FOR - #25
469	Caller - 5065	RBM Consent Calendar	GENERAL COMMENT
470	Caller - 1894	RBM Consent Calendar	GENERAL COMMENT
471	Caller - 0231	RBM Consent Calendar	ITEM NEEDS MORE CONSIDERATION -#28
472	Caller - 7719	RBM Consent Calendar	ITEM NEEDS MORE CONSIDERATION - #23
473	Ruby Langeslay	RBM General Public Comment	GENERAL COMMENT
474	Rockdale Elementary PTA	RBM General Public Comment	GENERAL COMMENT
475	ducks23271@yahoo.com	RBM General Public Comment	GENERAL COMMENT
476	Ch David	RBM General Public Comment	GENERAL COMMENT
477	Debbie Trinidad	RBM General Public Comment	GENERAL COMMENT

478	Paul Jacques	RBM General Public Comment	GENERAL COMMENT
479	ANDREW CONE	RBM General Public Comment	GENERAL COMMENT
480	Monica Gomez	RBM General Public Comment	GENERAL COMMENT
481	Karate Studio	RBM General Public Comment	GENERAL COMMENT
482	Zoe Arone	RBM General Public Comment	GENERAL COMMENT
483	Cate Shaffer-Shelby	RBM General Public Comment	GENERAL COMMENT
484	Sean Green	RBM General Public Comment	GENERAL COMMENT
485	Todd Volkman	RBM General Public Comment	GENERAL COMMENT
486	Mae Camille Valenzuela	RBM General Public Comment	GENERAL COMMENT
487	Craig Peters	RBM General Public Comment	GENERAL COMMENT
488	Jonny Converse	RBM General Public Comment	GENERAL COMMENT
489	Emily Sinclair	RBM General Public Comment	GENERAL COMMENT
490	Allie Schultz	RBM General Public Comment	GENERAL COMMENT
491	David Bullock	RBM General Public Comment	GENERAL COMMENT
492	Anthony Larry	RBM General Public Comment	GENERAL COMMENT
493	Gene Mazzanti	RBM General Public Comment	GENERAL COMMENT
494	Miri Hinds	RBM General Public Comment	GENERAL COMMENT
495	Kristen Gassner	RBM General Public Comment	GENERAL COMMENT
496	Robert De Velasco	RBM General Public Comment	GENERAL COMMENT
497	Aaron Latham-James	RBM General Public Comment	GENERAL COMMENT
498	Rafael M. Lopes	RBM General Public Comment	GENERAL COMMENT
499	Andrew Hinds	RBM General Public Comment	GENERAL COMMENT
500	Timothy Eckert	RBM General Public Comment	GENERAL COMMENT
501	Matt Cicero	RBM General Public Comment	GENERAL COMMENT
502	Cynthia Gold	RBM General Public Comment	GENERAL COMMENT

503	Melanie Pava	RBM General Public Comment	GENERAL COMMENT
504	Joanne La Monte	RBM General Public Comment	GENERAL COMMENT
505	Michael Breaux	RBM General Public Comment	GENERAL COMMENT
506	Elizabeth Swain	RBM General Public Comment	GENERAL COMMENT
507	Arturo FLORES	RBM General Public Comment	GENERAL COMMENT
508	Dean Schonfeld	RBM General Public Comment	GENERAL COMMENT
509	Crystal Kollross	RBM General Public Comment	GENERAL COMMENT
510	Anthony Larry	RBM General Public Comment	GENERAL COMMENT
511	Carlos Ramos	RBM General Public Comment	GENERAL COMMENT
512	Adrian Pinedo	RBM General Public Comment	GENERAL COMMENT
513	Yoshiko Kim	RBM General Public Comment	GENERAL COMMENT
514	Cherryl Weaver	RBM General Public Comment	GENERAL COMMENT
515	Ruth Fairrington	RBM General Public Comment	GENERAL COMMENT
516	Rosalba B	RBM General Public Comment	GENERAL COMMENT
517	Lisa Swift	RBM General Public Comment	GENERAL COMMENT
518	Mark Hungerford	RBM General Public Comment	GENERAL COMMENT
519	The Hammonds	RBM General Public Comment	GENERAL COMMENT
520	Michael Kyle	RBM General Public Comment	GENERAL COMMENT
521	Melanie Pava	RBM General Public Comment	GENERAL COMMENT
522	Joanne La Monte	RBM General Public Comment	GENERAL COMMENT
523	Andrew Hinds	RBM General Public Comment	GENERAL COMMENT
524	Rafael M. Lopes	RBM General Public Comment	GENERAL COMMENT
525	Kristen Gassner	RBM General Public Comment	GENERAL COMMENT
526	Miri Hinds	RBM General Public Comment	GENERAL COMMENT
527	Gene Mazzanti	RBM General Public Comment	GENERAL COMMENT

528	Anthony Larry	RBM General Public Comment	GENERAL COMMENT
529	Mina Fried	RBM General Public Comment	GENERAL COMMENT
530	Cate Shaffer-Shelby	RBM General Public Comment	GENERAL COMMENT
531	Sharon Lilly	RBM General Public Comment	GENERAL COMMENT
532	Hannah Diaz	RBM General Public Comment	GENERAL COMMENT
533	David Beaudet	RBM General Public Comment	GENERAL COMMENT
534	Michael Novick	RBM General Public Comment	GENERAL COMMENT
535	Judy Bean	RBM General Public Comment	GENERAL COMMENT
536	Kevin H	RBM General Public Comment	GENERAL COMMENT
537	Ndindi Kitonga	RBM General Public Comment	GENERAL COMMENT
538	Elizabeth Jansma Sharma	RBM General Public Comment	GENERAL COMMENT
539	John K	RBM General Public Comment	GENERAL COMMENT
540	Tiera Ryder	RBM General Public Comment	GENERAL COMMENT
541	Justin Mills	RBM General Public Comment	GENERAL COMMENT
542	Nadine Levyfield	RBM General Public Comment	GENERAL COMMENT
543	Olga Lexell	RBM General Public Comment	GENERAL COMMENT
544	Lane McFaddin	RBM General Public Comment	GENERAL COMMENT
545	Sarah A Goldbaum	RBM General Public Comment	GENERAL COMMENT
546	Caller - 6127	RBM General Public Comment	GENERAL COMMENT - FOR NOHO TO PAS BRT
547	Caller - 7125	RBM General Public Comment	GENERAL COMMENT
548	Caller - 7506	RBM General Public Comment	GENERAL COMMENT - FOR NOHO TO PAS BRT
549	Bus Riders Union Caller - 5801	RBM General Public Comment	GENERAL COMMENT
550	Bus Riders Union Caller - 2893	RBM General Public Comment	GENERAL COMMENT - FOR #33
551	Caller - 7878	RBM General Public Comment	GENERAL COMMENT - FOR NOHO TO PAS BRT
552	Caller - 9999	RBM General Public Comment	GENERAL COMMENT - FOR NOHO TO PAS BRT

553	Caller - 0109	RBM General Public Comment	GENERAL COMMENT
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Board Report

File #: 2021-0620, **File Type:** Contract

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 19, 2022

SUBJECT: ALAMEDA STREET MOBILITY PROJECT STUDY REPORT/PROJECT DEVELOPMENT SUPPORT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award and execute a 12-month firm fixed price Task Order AE75285-5433000 under Countywide Planning and Development Bench Contract No. PS54330006 to Jacobs Engineering Group, Inc. for the Alameda Street Mobility Project Study Report/Project Development Report (PSR-PDS) in an amount of \$1,119,015.68. Board approval of task order award is subject to resolution of all property submitted protest(s), if any.

ISSUE

Metro is leading two funded active transportation projects along Alameda Street in downtown Los Angeles between 1st Street and Commercial Street (Eastside Access Improvements) and between Arcadia Street and Cesar E. Chavez Avenue (LA Union Station Forecourt and Esplanade Improvements). Once these two projects are constructed, there will be an active transportation gap on Alameda Street over the 101 overpass, between Commercial Street and Arcadia Street (Attachment A-Alameda Esplanade Gap).

During the LAUS Forecourt and Esplanade Improvements (LAUS FEI) environmental and stakeholder engagement process, Metro received consistent feedback from stakeholders, including the City of Los Angeles (City), regarding the need to explore strategies to close the active transportation gap along Alameda Street and improvements to the El Monte Busway. In response, Metro committed to prepare a PSR-PDS in partnership with the City and Caltrans.

BACKGROUND

Metro purchased LAUS in 2011 and shortly thereafter prepared the Union Station Master Plan (USMP) to transform Union Station into a world-class facility. Concurrently, Metro, in partnership with the City, County of Los Angeles (County), the Southern California Association of Governments (SCAG), Caltrans and community stakeholders developed the Connect US Action Plan (Connect US). Connect US is a community-driven public improvement plan that prioritizes pedestrian and bicyclist connectivity to LAUS and the 1st/Central Regional Connector transit stations and the

adjacent historic and culturally significant communities. Connect US identified a series of public improvements along Alameda Street, called the Alameda Esplanade, that extended from Chinatown to Little Tokyo.

Metro has taken the lead on implementing two segments of the Alameda Esplanade. The first segment is part of the Eastside Access Improvements, which is currently under construction, and extends between 1st Street and Commercial Street. The second segment is part of the LAUS FEI, which is scheduled to start construction in 2022, and extends between Arcadia Street and Cesar E. Chavez Avenue. Once these two segments of the Alameda Esplanade are in place, there will be an active transportation gap along Alameda Street between Commercial Street and Arcadia Street, over the US 101 overcrossing adjacent to the El Monte Busway.

With a focus on equity, community, and pedestrian and bicyclist safety, the PSR-PDS will explore improved multi-modal connectivity, safety, and movement across the Alameda Street/US-101 Overcrossing between LAUS and Little Tokyo and identify if there are any feasible improvements to freeway ramp facilities (including closing on/off ramps) around Union Station (Attachment B-Study Area).

DISCUSSION

A PSR-PDS is the Project Initiation Document selected for the Alameda Street Mobility Study and will evaluate potential concepts that can be advanced for further evaluation through the Project Approval/Environmental Document (PA/ED) phase. The PSR-PDS will be led by Metro in collaboration with the City and Caltrans, as the study area is located on both City and Caltrans right-of-way. This PSR-PDS will establish a well-defined purpose and need statement, define a project scope with a reliable cost estimate and a schedule to move forward with the PA/ED stage, if pursued by any or all participating agencies.

The PSR-PDS includes the following goals:

1. Close the Alameda Esplanade gap between Commercial Street and Arcadia Street/El Monte Busway with an accessible, comfortable, and safe facility for walking, biking, and rolling;
2. Improve multi-modal safety, movement, and operations for all modes around the El Monte Busway/US-101;
3. Improve mobility and safety of the local roadway operations and freeway, enhance accessibility, and accommodate transit connectivity and planned multi-modal access.

This PSR-PDS is anticipated to be completed within 12 months.

The PSR-PDS will be informed by Metro's Equity Planning and Evaluation Tool, equity data collection (with ground-truthing), and targeted stakeholder engagement to inform the overall study and the final recommendations. As previously noted, Metro has committed to leading the PSR-PDS in collaboration with the City and Caltrans. Next steps, including implementation, will be defined with partner agencies as the PSR-PDS progresses.

DETERMINATION OF SAFETY IMPACT

The PSR-PDS will result in design options that will be focused on improved mobility for all users and safety around Los Angeles Union Station. Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The adopted Fiscal Year (FY) 2022 Budget includes \$500,000 in Cost Center 4530 (Transit Oriented Communities), Project 405557 (Union Station Master Plan). The source of the funds is Local funds. Since this is a multi-year contract, the cost center manager and Chief Planning Officer will be responsible for budgeting funds in future years.

EQUITY PLATFORM

The Diversity and Economic Opportunity Department (DEOD) established a 21% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. The proposed contractor team exceeded Metro's small business goals by making a 26.35% Small Business Enterprise and 3.40% Disabled Veteran Business Enterprise (DBVE) commitment. Staff will utilize Metro's Equity Planning and Evaluation Tool to guide the overall approach including equity data collection, stakeholder engagement, and concept/alternative development. The PSR/PDS will build off the Connect US Action plan which included robust community engagement. The project team includes three CBOs, Los Angeles Walks, Little Tokyo Community Council, and La Plaza de Cultura y Arte, that have direct experience and expertise engaging and/or serving the communities within the study area.

The project team, inclusive of the CBOs, will prepare a stakeholder engagement strategy that is grounded in Metro's Equity Platform to ensure that the stakeholder input informs the purpose and need and the criteria that informs the PSR-PDS alternatives. The stakeholder engagement strategy will help identify the most affected stakeholders that could benefit and/or be burdened from the project, with an attention to identifying communities of color and/or historically marginalized groups. The CBOs will be instrumental in informing assessment and engagement that helps identify how a future project could impact vulnerable populations including people of color, low-income individuals, small businesses (including legacy businesses), unhoused individuals, and at-grade transit riders (due to travel time delay). The data collection will be ground-truthed with communities, with extensive participation from CBOs, and will define a geographic area of influence, identify demographics of impacted areas or communities with attention to identifying existing disparities in race, ethnicity, and income, that may influence the proposal's outcomes.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports:

- Strategic Plan Goal #1: Provide high-quality mobility options that enable people to spend less

time traveling - The PSR-PDS aims to identify opportunities that will close the Alameda Esplanade gap for walking, biking, and rolling, improve access to LA Union Station, and improve overall mobility for all modes.

- Strategic Plan Goal #2: The PSR-PDS will provide options to deliver outstanding trip experiences for all users of the transportation system by improving multi-modal safety, movement, and operations around the El Monte Busway/US 101 and LAUS.
- Strategic Plan Goal #3: Enhance communities and lives through mobility and access to opportunity by using equity, data, and stakeholder input to shape how the PSR-PDS can best improve mobility and increase access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommended action. This option is not recommended since there will be an active transportation gap on Alameda Street between Arcadia and Commercial Streets after the construction of the Eastside Access Improvements and the LAUS FEI. Metro committed to partner in evaluating solutions to close this gap.

NEXT STEPS

Upon Board approval, staff will execute Task Order No. AE75285-5433000 with Jacobs Engineering Group, Inc. to initiate the PSR-PDS.

ATTACHMENTS

Attachment A - Alameda Esplanade Gap Map

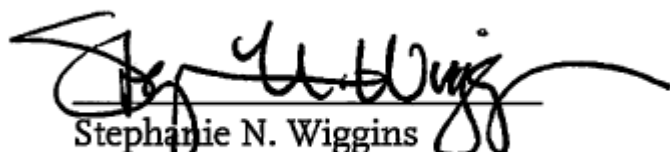
Attachment B - Alameda Street Mobility PSR-PDS Study Area

Attachment C - Procurement Summary

Attachment D - DEOD Summary

Prepared by: Megan Nangle, Manager, Countywide Planning & Development, (213) 922-2581
Elizabeth Carvajal, Senior Director, Countywide Planning & Development, (213) 922-3084
Nick Saponara, Executive Officer, Countywide Planning & Development, (213) 922-4313

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

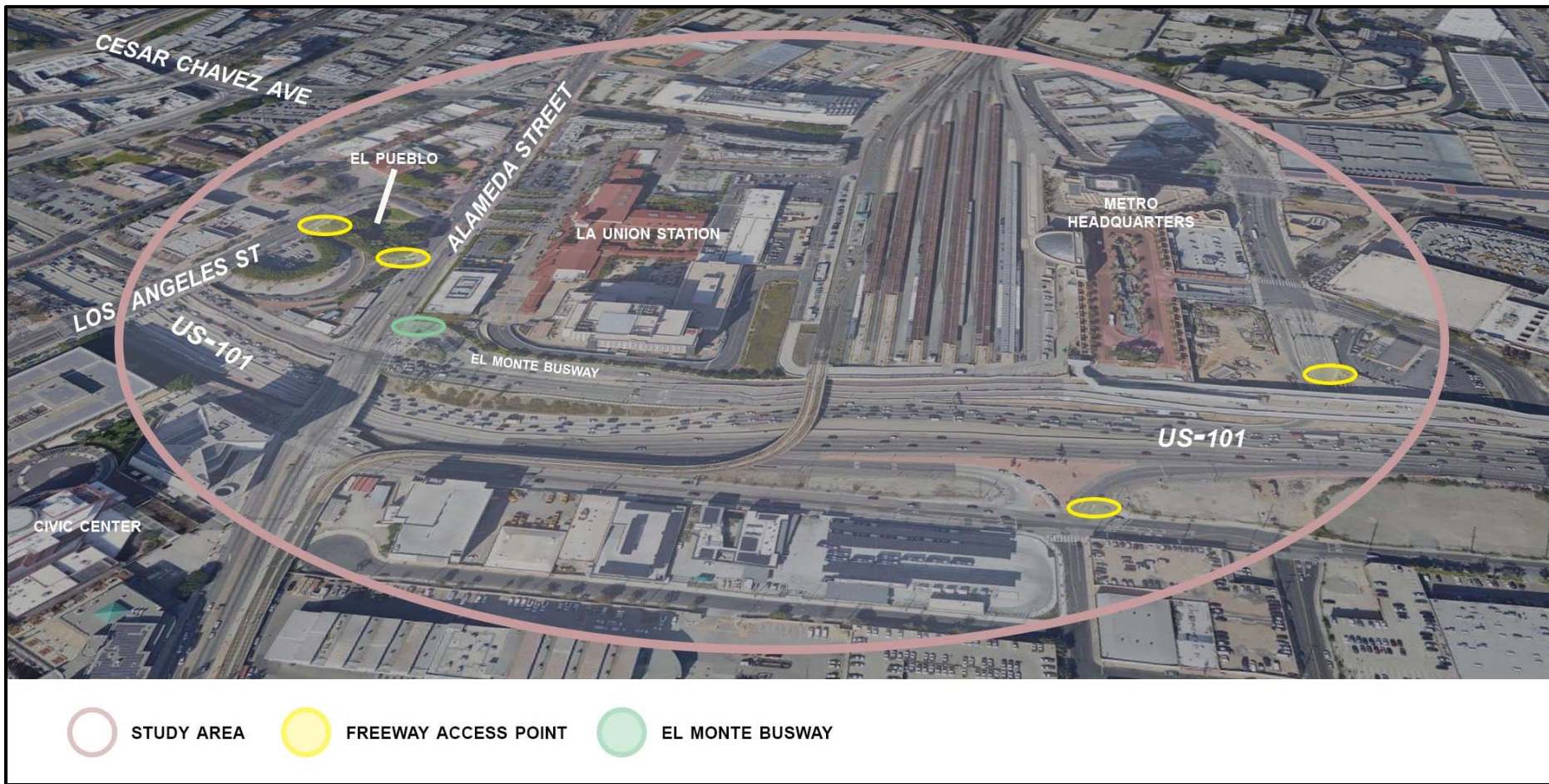


Stephanie N. Wiggins
Chief Executive Officer



Metro®

Attachment A-Alameda Esplanade Gap Map



PROCUREMENT SUMMARY**CONTRACT NO: PS54330006**

TASK ORDER NO. AE75285 - 5433000
ALAMEDA STREET MOBILITY PROJECT STUDY REPORT / PROJECT
DEVELOPMENT SUPPORT

1.	Contract Number: Task Order No. AE75285-5433000, under Contract No. PS54330006	
2.	Recommended Vendor: Jacobs Engineering Group, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input checked="" type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: April 21, 2021	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: May 5, 2021	
	D. Proposals Due: June 1, 2021	
	E. Pre-Qualification Completed: November 9, 2021	
	F. Conflict of Interest Form Submitted to Ethics: June 16, 2021	
	G. Protest Period End Date: January 25, 2022	
5.	Solicitations Picked up/Downloaded: 12	Proposals Received: 1
6.	Contract Administrator: Yamil Ramirez Roman	Telephone Number: (213) 922-1064
7.	Project Manager: Megan Nangle	Telephone Number: (213) 922-2581

A. Procurement Background

This Board Action is to approve Task Order No. AE75285-5433000 issued in support of the development of a Project Study Report-Project Development Support (PSR-PDS) for proposed improvements to Alameda Street in the areas surrounding Los Angeles Union Station and the El Monte Busway. 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 Task Order RFP was issued with a Small Business Enterprise (SBE) goal of 21% and a Disabled Veterans Business Enterprise (DVBE) goal of 3%.

There were no amendments issued during the solicitation phase of this Task Order RFP.

A pre-proposal conference was held on May 5, 2021 and was attended by 14 participants representing 8 companies. There were 7 questions asked, and responses were released prior to the proposal due date.

The 12 qualified firms under Discipline No. 1 – Transportation, received the Task Order RFP and were included in the planholders list. One proposal from Jacobs Engineering Group, Inc. (Jacobs) was received on June 1, 2021.

A market survey was conducted of planholders that did not submit a proposal to ascertain the reason(s) for non-submittal. Reasons given for not submitting proposals included unavailability of staff during the proposed timeline for the work, interest in partnering with another firm as a subcontractor, and unavailability due to other commitments.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Transportation Planning and Highway Program Departments, the Los Angeles Department of Transportation, and Caltrans was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and weights:

- | | |
|---|------------|
| • Qualifications and Experience of the Team | 45 percent |
| • Project Understanding and Approach | 35 percent |
| • Work Plan | 15 percent |
| • Innovation and Creativity | 5 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architect and Engineers (A&E) Task Order procurements. Several factors were considered when developing these weights, giving the greatest importance to the qualifications and experience of the 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 period of June 3, 2021 to June 17, 2021, the PET independently evaluated and scored the technical proposal and requested that Jacobs be invited for an oral presentation on June 29, 2021, which provided them the opportunity to present their qualifications, and to respond to questions from the PET.

Following the oral presentation, the PET finalized and submitted their technical scores based on both the written proposal and input received during the oral presentation. On June 30, 2021, the PET completed their evaluation of the proposal and determined Jacobs was qualified to perform the required services.

Qualifications Summary of Recommended Firm:

Jacobs has more than 40 years of experience in Southern California and their proposal demonstrated experience in all the technical areas. Their proposal listed multiple project examples that demonstrated experience and insight in incorporating equity considerations into active transportation planning.

Jacobs' proposal highlighted the qualifications of their team and included personnel narratives describing each staff's expertise and availability. The proposal also accurately demonstrated an understanding of the work and their approach with a detailed schedule.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Jacobs Engineering Group, Inc.				
3	Qualifications and Experience of the Team	80.00	45.00%	36.00	
4	Project Understanding and Approach	79.51	35.00%	27.83	
5	Work Plan	72.00	15.00%	10.80	
6	Innovation and Creativity	72.00	5.00%	3.60	
7	Total		100.00%	78.23	1

C. Cost Analysis

The recommended price of \$1,119,015.68 has been determined to be fair and reasonable based upon a technical analysis, cost analysis, fact finding, and negotiations. Staff successfully negotiated a savings of \$295,682.39.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Jacobs Engineering Group, Inc.	\$1,414,698.07	\$331,787.00	\$1,119,015.68

The variance between the final negotiated price and the independent cost estimate (ICE) is due to the level of effort being underestimated for the following tasks: project management, stakeholder engagement and coordination, preparation of the PSR, traffic engineering performance assessment, and preliminary environmental analysis report. Given that there are many aspects to the PSR/PDS that are not standard, there are three different entities to coordinate (Metro, City of LA, Caltrans), additional stakeholder outreach and equity data collection, and the project area extends over City of LA and Caltrans right-of-way, the increased level of effort was determined acceptable.

D. Background on Recommended Contractor

The recommended firm, Jacobs, headquartered in Dallas, TX, has a local office in Los Angeles, CA, and has been in business for 40 years. Jacobs provides technical, professional and constructions services to a broad range of clients globally. Jacobs has worked on several Metro projects and has performed satisfactorily.

The proposed team is comprised of staff from Jacobs and six subcontractors, of which, four are Metro certified SBEs, and one is a DVBE.

DEOD SUMMARY

**ALAMEDA STREET MOBILITY PROJECT STUDY REPORT / PROJECT
DEVELOPMENT SUPPORT / PS54330006**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 21% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Jacobs Engineering Group, Inc. exceeded the goal by making a 26.35% SBE and 3.40% DVBE commitment.

Small Business Goal	21% SBE 3% DVBE	Small Business Commitment	26.35% SBE 3.40% DVBE
----------------------------	----------------------------	----------------------------------	----------------------------------

	SBE Subcontractors	% Committed
1.	City Works Design	9.24%
2.	Epic Land Solutions	3.42%
3.	GPA Consulting	9.43%
4.	JMDiaz, Inc.	4.26%
	Total SBE Commitment	26.35%

	DVBE Subcontractors	% Committed
1.	MA Engineering	3.40%
	Total DVBE Commitment	3.40%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Next stop: access to opportunity.

**Alameda Street Mobility Project Study Report-Project
Development Study
Legistar: 2021-0620**

**Planning & Programming Committee
January 19, 2022**



Recommendation

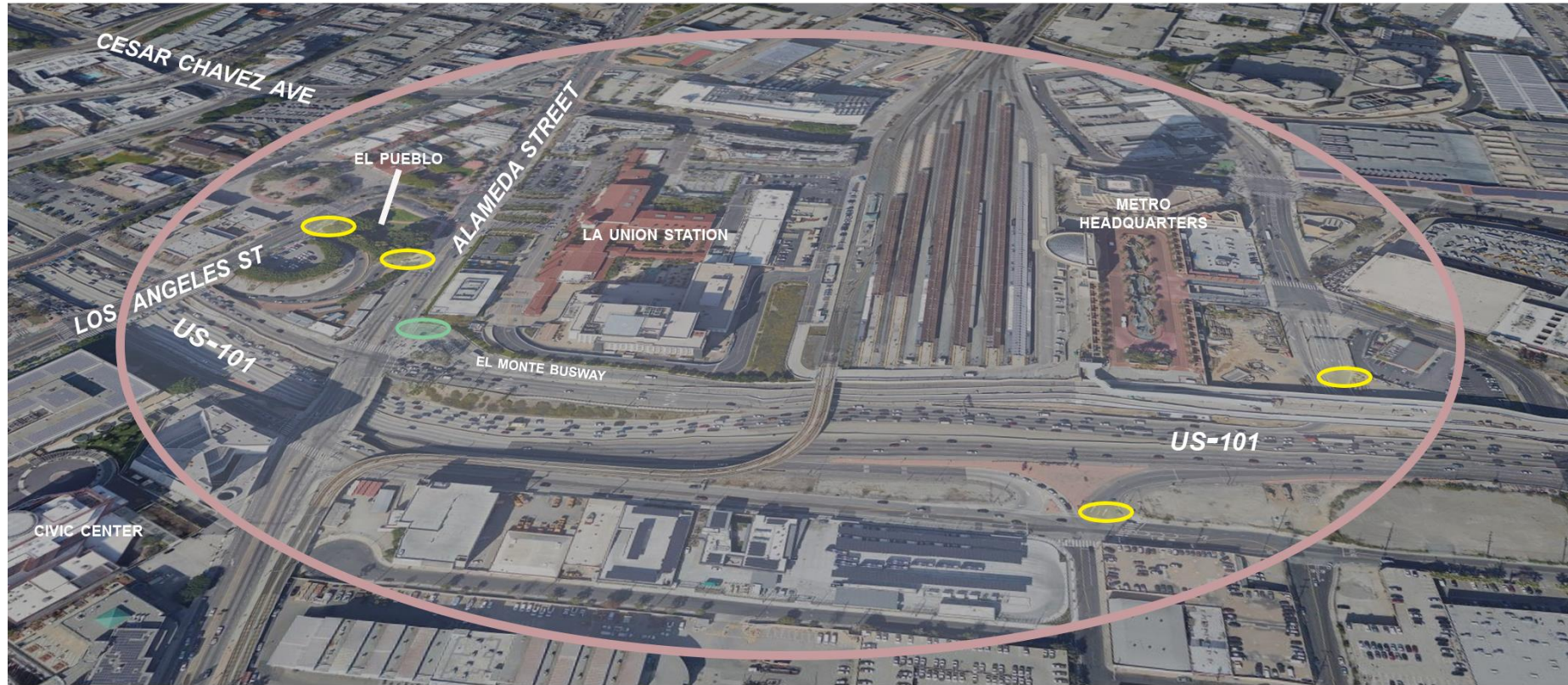
Authorize the Chief Executive Officer to award and execute a 12-month firm fixed price Task Order No. AE75285-5433000 under Countywide Planning and Development Bench Contract No. PS54330006 to Jacobs Engineering Group, Inc. for the Alameda Street Mobility Project Study Report/Project Development Report (PSR-PDS) in an amount of \$1,119,015.68.

Study Goals

1. Close the Alameda Esplanade active transportation gap between Commercial Street and Arcadia Street;
2. Improve multi-modal safety, movement, and operations for all modes around the El Monte Busway/US-101;
3. Improve mobility and safety of the local roadway operations & freeway, enhance accessibility, and accommodate transit connectivity and planned multi-modal access.

Study will be informed by stakeholder engagement and the Metro Equity Planning and Evaluation Tool.

Alameda Street Mobility PSR-PDS Study Area



 STUDY AREA

 FREEWAY ACCESS POINT

 EL MONTE BUSWAY

Alameda Esplanade Gap



Project Team

Prime Consultant:
Jacobs

Subconsultants:

1. Fehr & Peers
2. CityWorks (SBE)
3. Epic Land Solutions (SBE)
4. Los Angeles Walks (CBO)
5. Little Tokyo Community Council (CBO)
6. LA Plaza de Cultura y Arte (CBO)
7. GPA Consulting (SBE)
8. JMD (SBE)
9. MA Engineering (DVBE)



Board Report

File #: 2021-0712, File Type: Program

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 19, 2022

SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM SEMI-ANNUAL UPDATE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$103,609,000 in additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list shown in Attachment A for:
- I-405, I-110, I-105, SR-91 Interchange Improvements (South Bay)
 - I-605 Corridor “Hot Spots” Interchange Improvements in Gateway Cities
 - I-710 South Local Streets and Community-Benefiting Early action projects in Gateway Cities.
- B. APPROVING deobligation of \$250,000 of previously approved Measure R Highway Subregional Program funds for re-allocation to the MR306.05 - I-710 Integrated Corridor Management project.
- C. AUTHORIZE the CEO or designee to negotiate and execute all necessary agreements for the Board-approved projects.

ISSUE

The Measure R Highway Subregional Program update allows the Metro Highway Program and each subregion or lead agency to revise delivery priorities and amend project budgets for the implementation of the Measure R Highway subregional projects. The attached updated project lists include projects which have received prior Board approval, as well as proposed changes related to schedules, scope and funding allocations for projects. The Board’s approval is required as the updated project lists serve as the basis for Metro to enter into agreements with the respective implementing agencies.

BACKGROUND

Lines 31, 32, 33, 35, 37, 38, 26 of the 2008 Measure R Expenditure Plan address Highway

Operational Improvement subfunds. The Highway Programs group in Countywide Planning and Development leads the implementation and development of multi-jurisdictional and regionally significant highway and arterial projects. Staff also lead projects on behalf of local jurisdictions at their request or assist in the development of projects with these subfunds.

Additionally, the Highway Programs staff manage grants to fund transportation improvements that are developed and prioritized locally. Lead agencies develop the scope and type of improvements and highway staff reviews the project for eligibility and compliance with the program guidelines and requirements. To be eligible for funding, projects must reduce congestion, resolve operational deficiencies and improve safety, pedestrian, bicycle, and multimodal access.

As the project lead for regionally significant/multi-jurisdictional projects or grant manager to locally prioritized/developed projects, Metro Highway Program staff work with the subregions and grant recipients to deliver the projects. Updates on progress in the development and implementation of the subregional highway projects and programs are presented to the Board semi-annually and on an as-needed basis.

DISCUSSION

The Subregional Highway capital projects are not individually defined in the Measure R Expenditure Plan. Eligible projects are identified by project sponsors and validated/ approved by Metro Highway Programs staff for funding.

The changes in this update include \$103,609,000 in additional programming for projects in the South Bay and Gateway subregions - as detailed in Attachment A.

A nexus determination has been completed for each new project. All projects on the attached project lists are expected to provide highway operational benefits and meet the Highway Operational and Ramp/Interchange improvement definition approved by the Board.

I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)

To date, \$432,815,300 has been programmed for projects. This update includes a funding adjustment to 1 existing project for the subregion.

Manhattan Beach

Program an additional \$1,066,000 for MR312.35 - Manhattan Beach Blvd at Sepulveda Blvd Improvements. The funds will be used to complete the final design and right of way phases of the project.

I-605 Corridor “Hot Spots” Interchanges

This refers to a cluster of projects in the Measure R expenditure plan. Later, through a multi-corridor study, the corridors expanded to projects on SR-91 and I-405. To date, \$413,870,400 has been programmed for projects. This update includes funding adjustments for 3 existing projects for the subregion.

Long Beach

Program an additional \$1,300,000 for MR315.60 - Soundwalls on NB-I-605 near Spring St. The funds will be used for final design and construction.

Metro

Program an additional \$46,030,000 for MR315.74 - WB SR-91 Alondra Blvd to Shoemaker Ave Improvements. The funds will be used to complete final design and as the local construction match for the awarded SB-1 TCEP grant.

Program an additional \$38,801,000 for SR-91 Atlantic to Cherry EB Aux Lane. The funds will be used as the local construction match for the awarded SB-1 TCEP grant.

I-710 South Local Streets and Community-Benefiting Early Action Projects

To date, \$284,006,500 has been programmed for projects. This update includes funding adjustments for 5 existing projects as shown below. These funds are not spent on the freeway mainline improvements.

Huntington Park

Program an additional \$4,200,000 for MR306.53 - Slauson Ave Congestion Relief Improvements. The funds will be used for construction.

Long Beach

Program an additional \$9,112,000 for MR315.70 - Artesia Boulevard Improvements. The funds will be used for construction.

Metro

Program an additional \$3,100,000 for MR306.59 - Imperial Highway Corridor Capacity Enhancements. The funds will be used for final design and construction.

Program an additional \$250,000 for MR306.05 - I-710 Integrated Corridor Management. The additional funds will be used for the completion of final design.

Deobligate \$250,000 from I-710 ITS/Air Quality Grant Match Bucket. The funds are being deobligated and reprogrammed to MR306.05 - I-710 ICM Project.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendations in this report will have no adverse impact on the safety of Metro's patrons and employees and the users of the reference transportation facilities.

FINANCIAL IMPACT

Approval of Recommendation A will not require an FY22 Budget amendment at this time. The Highway Programs project management staff will monitor the projects and adjust funding as required to meet project needs within the Adopted FY22 Highway budget subject to availability of funds.

Funding for the highway projects is from the Measure R 20% Highway Capital subfund earmarked for

the subregions. FY22 funds are allocated for Arroyo Verdugo Project No. 460310 and Las Virgenes-Malibu Project No. 460311 under Cost Center 0442 in Account 54001 (Subsidies to Others).

For the South Bay subregion, FY22 funds are allocated in Cost Centers 0442, 4730, 4740, Accounts 54001 (Subsidies to Others) and 50316 (Professional Services) in Projects 460312, 461312 and 462312. FY22 funding for the I-605 Corridor “Hot Spots” Projects, is allocated to Project No. 460314, Cost Centers 4720, 4730 & 0442, Account 54001 (Subsidies to Others) and account 50316 (Professional Services) in Projects 461314, 462314, 463314, 460345, 460346, 460348, 460350, 460351. I-710 Early Action Project funds have been budgeted in Project No. 460316 in Cost Center 0442, Account 54001 (Subsidies to Others) and also under 462316; 463316; 463416; and 463516, 463616 in Account 50316 (Professional Services) in Cost Centers 4720 and 4740 are all included in the FY22 budget. Staff will work within the adopted FY22 budget subject to available funds.

The remaining funds are distributed from the Measure R 20% Highway Capital Subfund via funding agreements to Caltrans, and the cities of Palmdale and Lancaster under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others).

For the North County Operational Improvements Projects (I-5/SR-14 Direct Connector Line #26), FY22 funds are included in Project No. 465501, Cost Center 0442, Account 54001 (Subsidies to Others).

Moreover, programmed funds are based on estimated revenues. Since each MRHSP is a multi-year program with various projects, the Project Managers, the Cost Center Manager and the Chief Planning Officer will be responsible for budgeting the costs in current and future years.

Impact to Budget

Upon approval of recommendations, staff will rebalance the approved FY22 budget to fund the identified priorities. Should additional funds be required for the FY22 period, staff will revisit the budgetary needs using the quarterly and mid-year adjustment processes subject to the availability of funds.

The source of funds for these projects is Measure R 20% Highway Funds. This fund source is not eligible for transit operations or capital expenses.

EQUITY PLATFORM

Utilization of the Highway Program Measure R Subsidy Grants will enable equitable opportunities by providing technical assistance to Equity Focus Communities (EFCs), such as Lynwood and Huntington Park. The Subsidy Grants do not have a direct equity impact, rather it will allow for the development of equity opportunities via the development of projects through city contracts that can reduce transportation disparities.

The Measure R Highway Subregional Board report consolidates project requests from various subregions and seeks board approval to fund eligible Measure R Highway Operational Improvement. The jurisdictional requests are proposed by the cities and approved by the subregions. Cities lead and prioritize all elements of the proposed transportation improvements including, procurement, the

environmental process, outreach, final design and construction. Each city and/or agency independently and in coordination with their subregion undertake their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities. Through this report, cities that are within the defined subregional boundaries of the Measure R highway operational improvement programs and have EFCs including, but not limited to, Huntington Park, Lynwood and Long Beach, will be able to develop projects that provide benefits and opportunities to their residents.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed projects are consistent with the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the State highways and eligible local arterials.

Goal 4: Transform LA County through regional collaboration by partnering with the various subregions to identify the needed improvements and development and implement mobility improvement projects.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the revised project lists and funding allocations. However, this option is not recommended as it will delay the development of the needed improvements.

NEXT STEPS

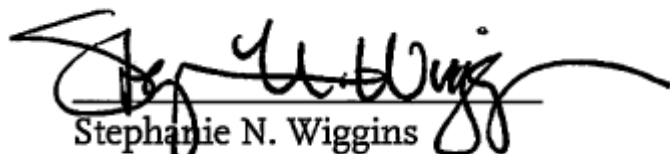
Metro Highway Programs staff will continue to work with the subregions to identify and deliver projects. As work progresses, updates will be provided to the Board on a semi-annual and as-needed basis.

ATTACHMENTS

Attachment A - Projects Receiving Measure R funds

Prepared by: Isidro Panuco, Sr. Manager Transportation Planning, (213) 418-3208
Abdollah Ansari, Sr. Executive Officer, (213) 922-4781

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Measure R Highway Operational Improvements Projects												
(Dollars in Thousands)			HIGHWAY OPS IMP GRAND TOTAL		1,566,192	103,609	1,669,801	1,230,665	124,540	127,207	121,637	4,542
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25	
Arroyo Verdugo Operational Improvements				95,988.4	(0.0)	95,988.4	84,304.4	5,775.0	2,225.0	2,442.0	1,242.0	
Burbank	MR310.06	San Fernando Blvd. / Burbank Blvd. Intersection		2,325.0	0.0	2,325.0	2,325.0					
Burbank	MR310.07	Widen Magnolia Blvd / I-5 Bridge for center-turn lane		3,967.0	0.0	3,967.0	3,967.0					
Burbank	MR310.08	I-5 Corridor Arterial Signal Improvements (Completed)		2,600.0	0.0	2,600.0	2,600.0					
Burbank	MR310.09	SR-134 Corridor Arterial Signal Improvements (Completed)		2,975.0	0.0	2,975.0	2,975.0					
Burbank	MR310.10	Widen Olive Ave / I-5 Bridge for center-turn lane		3,897.0	0.0	3,897.0	3897					
Burbank	MR310.11	Olive Ave. / Verdugo Ave. Intersection Improvement		3,600.0	0.0	3,600.0	3,600.0					
Burbank	MR310.23	Chandler Bikeway Extension (call match) F7506		659.8	0.0	659.8	659.8					
Burbank	MR310.31	SR-134 Corridor Arterial Signal Improvements - Phase 2		2,000.0	0.0	2,000.0	2,000.0					
Burbank	MR310.33	Media District Traffic Signal Improvments		1,400.0	0.0	1,400.0	1,400.0					
Burbank	MR310.38	I-5 Corridor Arterial Signal Improvements - Phase 2		1,150.0	0.0	1,150.0	1,150.0					
Burbank	MR310.46	Glenoaks Blvd Arterial and First St Signal Improvements		3,200.0	0.0	3,200.0	3,200.0					
Burbank	MR310.50	I-5 Downtown Soundwall Project - Orange Grove Ave to Magnolia		1,000.0	0.0	1,000.0	1,000.0					
Burbank	MR310.51	Alameda Ave Signal Synchronization Glenoaks Blvd to Riverside Dr.		250.0	0.0	250.0	250.0					
Burbank	MR310.55	I-5 Corridor Arterial Signal Improvements - Phase 3		1,400.0	0.0	1,400.0			200.0	1,200.0		
Burbank	MR310.56	Victory Blvd/N Victory Pl and Buena Vista St Signal Sync		250.0	0.0	250.0		250.0				
Burbank	MR310.57	Olive Ave and Glenoaks Blvd Signal Synchronization		350.0	0.0	350.0		350.0				
Burbank	MR310.58	Downtown Burbank Signal Synchronization		250.0	0.0	250.0			250.0			
Burbank	MR310.59	Burbank LA River Bicycle Bridge at Bob Hope Drive		2,000.0	0.0	2,000.0	2,000.0					
		TOTAL BURBANK		33,273.8	0.0	33,273.8	31,023.8	600.0	450.0	1,200.0	0.0	

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Glendale	MR310.01	Fairmont Ave. Grade Separation at San Fernando Rd. (Construction) (Completed)		1,658.7	0.0	1,658.7	1,658.7				
Glendale	MR310.02	Fairmont Ave. Grade Sep. at San Fernando -- Design (FA canceled and funds previously moved to MR310.01)		0.0	0.0	0.0	0.0				
Glendale	MR310.04	San Fernando/Grandview At-Grade Rail Crossing Imp. (Completed)		1,850.0	0.0	1,850.0	1,850.0				
Glendale	MR310.05	Central Ave Improvements / Broadway to SR-134 EB Offramp (Completed)		3,250.0	0.0	3,250.0	3,250.0				
Glendale	MR310.13	Glendale Narrows Bikeway Culvert		1,246.5	0.0	1,246.5	1,246.5				
Glendale	MR310.14	Verdugo Road Signal Upgrades (Completed)		557.0	0.0	557.0	557.0				
Glendale	MR310.16	SR-134 / Glendale Ave. Interchange Modification (Completed)		1,585.5	0.0	1,585.5	1,585.5				
Glendale	MR310.17	Ocean View Blvd. Traffic Signals Installation and Modification (Completed)		1,000.0	0.0	1,000.0	1,000.0				
Glendale	MR310.18	Sonora Avenue At-Grade Rail Crossing Safety Upgrade (Completed)		2,700.0	0.0	2,700.0	2,700.0				
Glendale	MR310.19	Traffic Signal Sync Brand / Colorado-San Fernando / Glendale-Verdugo (Completed)		340.9	0.0	340.9	340.9				
Glendale	MR310.20	Verdugo Rd / Honolulu Ave / Verdugo Blvd Intersection Modification (Completed)		397.3	0.0	397.3	397.3				
Glendale	MR310.21	Colorado St. Widening between Brand Blvd. and East of Brand Blvd. (Completed)		350.0	0.0	350.0	350.0				
Glendale	MR310.22	Glendale Narrows Riverwalk Bridge		600.0	0.0	600.0	600.0				
Glendale	MR310.24	Construction of Bicycle Facilities		244.3	0.0	244.3	244.3				
Glendale	MR310.25	210 Soundwalls Project		4,520.0	0.0	4,520.0	4,520.0				
Glendale	MR310.26	Bicycle Facilities, Phase 2 (Class III Bike Routes)		225.0	0.0	225.0	225.0				
Glendale	MR310.28	Pennsylvania Ave Signal at I-210 On/Off-Ramps		500.0	0.0	500.0	500.0				
Glendale	MR310.32	Regional Arterial Performance Measures (Call Match) F7321		100.0	0.0	100.0	100.0				
Glendale	MR310.34	Regional Bike Stations (Call Match) F7709		332.2	0.0	332.2	332.2				
Glendale	MR310.35	Signal Installations at Various Locations (Completed)		1,500.0	0.0	1,500.0	1,500.0				
Glendale	MR310.36	Signalizations of SR-2 Fwy Ramps @ Holly		600.0	0.0	600.0	0.0	100.0	500.0		
Glendale	MR310.37	Verdugo Boulevard Traffic Signal Modification at Vahili Way and SR-2		1,450.0	0.0	1,450.0	1,450.0				
Glendale	MR310.39	Widening of SR-2 Fwy Ramps @ Mountain		1,200.0	0.0	1,200.0	0.0	150.0	1,050.0		
Glendale	MR310.40	Pacific Ave: Colorado to Glenoaks & Burchett St: Pacific To Central Street Improvements (Completed)		3,315.0	0.0	3,315.0	3,315.0				

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Glendale	MR310.41	Doran St. (From Brand Blvd. to Adams St.)		1,450.0	0.0	1,450.0	1,450.0				
Glendale	MR310.42	Arden Ave. (From Highland Ave. to Kenilworth St.) (Completed)		623.2	0.0	623.2	623.2				
Glendale	MR310.43	Verdugo Rd. Street Improvements Project (Traffic Signal Modification)		1,650.0	0.0	1,650.0	585.0	1,065.0			
Glendale	MR310.47	Traffic Signals on Glenwood Rd. and Modificaitons on La Crescenta and Central Ave.		2,025.0	0.0	2,025.0	2,025.0				
Glendale	MR310.48	San Frenando Rd and Los Angeles Street Traffic Signal Installation & Intersection Modification		400.0	0.0	400.0	400.0				
Glendale	MR310.49	Traffic Signal Modification & Upgrades on Honolulu Ave		3,800.0	0.0	3,800.0	3,000.0	800.0			
Glendale	MR310.52	Traffic Signal Improvements at Chevy Chase Dr/California Ave/		2,500.0	0.0	2,500.0	2,500.0				
Glendale	MR310.54	Signal Mod on La Crescenta Ave and San Fernando Rd.		1,650.0	0.0	1,650.0	1,650.0				
Glendale	MR310.60	N. Verdugo Rd Signal Modifications (Glendale Community College to Menlo Dr at Canada Blvd)		1,100.0	0.0	1,100.0	1,100.0				
Glendale	MR310.61	Broadway Traffic Signal Modifications		1,650.0	0.0	1,650.0	625.0	1,025.0			
Glendale	MR310.62	Downtown Glendale Signal Synchronization Project		2,500.0	0.0	2,500.0	800.0	1,700.0			
		TOTAL GLENDALE		48,870.6	0.0	48,870.6	42,480.6	4,840.0	1,550.0	0.0	0.0
La Canada Flintridge	MR310.03	Soundwalls on Interstate I-210 (Completed)		4,588.0	0.0	4,588.0	4,588.0				
La Canada Flintridge	MR310.45	Soundwalls on Interstate I-210 in La Canada-Flintridge (phase 2)		1,800.0	0.0	1,800.0	1,800.0				
La Canada Flintridge	MR310.53	Soundwall on I-210 (Phase 3)		3,712.0	0.0	3,712.0	3,712.0				
		TOTAL LA CANADA FLINTRIDGE		10,100.0	0.0	10,100.0	10,100.0	0.0	0.0	0.0	0.0
LA County	MR310.44	Soudwalls on I-210 in LA Crescenta-Montrose		3,044.0	0.0	3,044.0		335.0	225.0	1,242.0	1,242.0
		TOTAL LA COUNTY		3,044.0	0.0	3,044.0	0.0	335.0	225.0	1,242.0	1,242.0
Metro/Caltrans	MR310.29	NBSSR on I-210 frm Pennsylvania Ave. to West of SR-2		700.0	0.0	700.0	700.0				
		TOTAL METRO		700.0	0.0	700.0	700.0	0.0	0.0	0.0	0.0
		TOTAL ARROYO VERDUGO OPS IMPS		95,988.4	(0.0)	95,988.4	84,304.4	5,775.0	2,225.0	2,442.0	1,242.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Las Virgenes/Malibu Operational Improvements				158,026.0	0.0	158,026.0	154,681.0	3,055.0	290.0	0.0	0.0
Westlake Village	MR311.01	Lindero Canyon Road Interchange, Phase 3A Design		443.7	0.0	443.7	443.7				
Westlake Village	MR311.02	Highway 101 Park and Ride Lot (Design Completed)		243.7	0.0	243.7	243.7				
Westlake Village	MR311.10	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3B,4B Construction (Completed)		3,251.0	0.0	3,251.0	3,251.0				
Westlake Village	MR311.18	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3A Construction		9,669.0	0.0	9,669.0	9,669.0				
Westlake Village	MR311.19	Highway 101 Park and Ride Lot (Completed)		4,943.6	0.0	4,943.6	4,943.6				
		TOTAL WESTLAKE VILLAGE		18,551.0	0.0	18,551.0	18,551.0	0.0	0.0	0.0	0.0
Agoura Hills	MR311.03	Palo Comado Interchange		10,450.0	0.0	10,450.0	10,450.0				
Agoura Hills	MR311.04	Aguora Road/Kanan Road Intersection Improvements		1,725.0	0.0	1,725.0	1,150.0	575.0			
Agoura Hills	MR311.05	Agoura Road Widening		37,250.0	0.0	37,250.0	36,700.0	550.0			
Agoura Hills	MR311.14	Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road PSR		700.0	0.0	700.0	700.0				
Agoura Hills	MR311.15	Agoura Hills Multi-Modal Center		100.0	0.0	100.0	100.0				
		TOTAL AGOURA HILLS		50,225.0	0.0	50,225.0	49,100.0	1,125.0	0.0	0.0	0.0
Calabasas	MR311.06	Lost Hills Overpass and Interchange		35,500.0	0.0	35,500.0	35,500.0				
Calabasas	MR311.07	Mulholland Highway Scenic Corridor Completion (Completed)		4,389.8	0.0	4,389.8	4,389.8				
Calabasas	MR311.08	Las Virgenes Scenic Corridor Widening (Completed)		5,746.2	0.0	5,746.2	5,746.2				
Calabasas	MR311.09	Parkway Calabasas/US 101 SB Offramp (Completed)		214.0	0.0	214.0	214.0				
Calabasas	MR311.20	Off-Ramp for US 101 at Las Virgenes Road (Cancelled)		0.0	0.0	0.0	0.0				
Calabasas	MR311.33	Park and Ride Lot on or about 23577 Calabasas Road (near Route 101) (Completed)		3,700.0	0.0	3,700.0	3,700.0				
		TOTAL CALABASAS		49,550.0	0.0	49,550.0	49,550.0	0.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd		14,600.0	0.0	14,600.0	13,700.0	900.0			
Malibu	MR311.24	Malibu/Civic Center Way Widening		5,600.0	0.0	5,600.0	5,200.0	400.0			
Malibu	MR311.26	PCH-Raised Median and Channelization from Webb Way to Corral Canyon Road		6,950.0	0.0	6,950.0	6,950.0				
Malibu	MR311.27	PCH Intersections Improvements		1,000.0	0.0	1,000.0	80.0	630.0	290.0		
Malibu	MR311.28	Kanan Dume Road Arrestor Bed Improvements and Intersection with PCH Construction (Completed)		900.0	0.0	900.0	900.0				
Malibu	MR311.29	PCH Regional Traffic Message System (CMS)		0.0	0.0	0.0					
Malibu	MR311.30	PCH Roadway and Bike Route Improvements fr. Busch Dr. to Western City Limits (Completed)		500.0	0.0	500.0	500.0				
Malibu	MR311.32	PCH and Big Rock Dr. Intersection and at La Costa Area Pedestrian Improvements		950.0	0.0	950.0	950.0				
Malibu	MR311.35	Park and Ride Lot on Civic Center Way and/or PCH		3,500.0	0.0	3,500.0	3,500.0				
		TOTAL MALIBU		34,000.0	0.0	34,000.0	31,780.0	1,930.0	290.0	0.0	0.0
Hidden Hills	MR311.34	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements		5,700.0	0.0	5,700.0	5,700.0				
		TOTAL HIDDEN HILLS		5,700.0	0.0	5,700.0	5,700.0	0.0	0.0	0.0	0.0
		TOTAL LAS VIRGENES/MALIBU OPS IMPS		158,026.0	0.0	158,026.0	154,681.0	3,055.0	290.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps				431,749.2	1,066.0	432,815.3	281,375.9	56,368.0	40,626.3	54,445.0	0.0
SBCCOG	MR312.01	South Bay Cities COG Program Development & Oversight and Program Administration <i>(Project Development Budget Included)</i>		13,375.0	0.0	13,375.0	13,375.0				
		TOTAL SBCCOG		13,375.0	0.0	13,375.0	13,375.0	0.0	0.0	0.0	0.0
Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections (Completed)		5,357.0	(0.0)	5,357.0	5,357.0				
Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector (Completed)		8,120.0	0.0	8,120.0	8,120.0				
Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements		86,400.0	0.0	86,400.0	49,400.0	20,000.0	11,000.0	6,000.0	
Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110 (Completed)		9,000.0	0.0	9,000.0	9,000.0				
Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I-110 from Artesia Blvd and I-405		1,000.0	0.0	1,000.0	1,000.0				
Caltrans	MR312.77	I-405 IQA Review for PSR (El Segundo to Artesia Blvd) (Completed)		150.0	0.0	150.0	150.0				
Caltrans	MR312.78	I-405 IQA Review for PSR (Main St to Wilmington) (Completed)		150.0	0.0	150.0	150.0				
Caltrans	MR312.82	PCH (I-105 to I-110) Turn Lanes and Pockets		8,400.0	0.0	8,400.0		4,400.0	4,000.0		
Caltrans	MR312.86	I-105 Integrated Corridor Management (IQA)		150.0	0.0	150.0	0.0	150.0			
		TOTAL CALTRANS		118,727.0	(0.0)	118,727.0	73,177.0	24,550.0	15,000.0	6,000.0	0.0
Carson/Metro	MR312.41	Traffic Signal Upgrades at 10 Intersections		4,220.0	0.0	4,220.0	1,400.0	1,400.0	1,420.0		
Carson/Metro	MR312.46	Upgrade Traffic Control Signals at Figueroa St and 234th St. and Figueroa and 228th st (Completed)		150.0	0.0	150.0	150.0				
Carson	MR312.80	223rd st Widening		1,000.0	0.0	1,000.0	1,000.0				
		TOTAL CARSON		5,370.0	0.0	5,370.0	2,550.0	1,400.0	1,420.0	0.0	0.0
El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave. (Completed)		2,500.0	0.0	2,500.0	2,500.0				
El Segundo	MR312.27	PCH Improvements from Imperial Highway to El Segundo Boulevard		400.0	0.0	400.0	400.0				
El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project		5,350.0	0.0	5,350.0	950.0	3,200.0	1,200.0		
		TOTAL EL SEGUNDO		8,250.0	0.0	8,250.0	3,850.0	3,200.0	1,200.0	0.0	0.0
Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave.		1,500.0	0.0	1,500.0	1,500.0				

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave		2,523.0	0.0	2,523.0	2,523.0				
Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd (Completed)		4,967.0	0.0	4,967.0	4,967.0				
Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) (Completed)		393.0	0.0	393.0	393.0				
Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street (Completed)		2,090.3	0.0	2,090.3	2,090.3				
Gardena	MR312.79	Traffic Signal Install at Vermont Ave. and Magnolia Ave		144.0	0.0	144.0	144.0				
		TOTAL GARDENA		11,617.3	0.0	11,617.3	11,617.3	0.0	0.0	0.0	0.0
Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (Completed)		2,100.0	0.0	2,100.0	2,100.0				
Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane) (Completed)		3,600.0	0.0	3,600.0	3,600.0				
Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave (Completed)		7,551.0	0.0	7,551.0	7,551.0				
Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St. to Marine Ave.		1,237.0	0.0	1,237.0	1,237.0				
Hawthorne	MR312.54	Intersection Widening & Traffic Signal Modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Beckel Road on Crenshaw at Jack Northern and on 120th St		2,000.0	0.0	2,000.0	2,000.0				
Hawthorne	MR312.61	Hawthorne Blvd Arterial Improvements, from 126th St to 111th St. (Completed)		4,400.0	0.0	4,400.0	4,400.0				
Hawthorne	MR312.66	Imperial Ave Signal Improvements and Intersection Capacity Project		1,995.0	0.0	1,995.0	1,500.0	495.0			
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements.		3,200.0	0.0	3,200.0	2,700.0	500.0			
Hawthorne	MR312.68	El Segundo Blvd Improvements Project Phase I		2,000.0	0.0	2,000.0	1,300.0	700.0			
Hawthorne	MR312.69	El Segundo Blvd Improvements Project Phase II		600.0	0.0	600.0	600.0				
Hawthorne	MR312.81	120th St Improvements -- Crenshaw Blvd to Felton Ave		600.0	0.0	600.0	600.0				
		TOTAL HAWTHORNE		29,283.0	0.0	29,283.0	27,588.0	1,695.0	0.0	0.0	0.0
Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard		574.7	0.0	574.7	574.7				
		TOTAL HERMOSA BEACH		574.7	0.0	574.7	574.7	0.0	0.0	0.0	0.0
Inglewood	MR312.12	Intelligent Transportation System (ITS) Phase IV		3,500.0	0.0	3,500.0	3,500.0				
Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection		0.0	0.0	0.0					

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Inglewood	MR312.70	Prairie Ave Signal Synchronization Project (Completed)		205.0	0.0	205.0	205.0				
Inglewood	MR312.71	La Cienega Blvd Synchronization Project (Completed)		80.0	0.0	80.0	80.0				
Inglewood	MR312.72	Arbor Vitae Synchronization Project (Completed)		130.0	0.0	130.0	130.0				
Inglewood	MR312.73	Florence Ave Synchronization Project (Completed)		255.0	0.0	255.0	255.0				
		TOTAL INGLEWOOD		4,170.0	0.0	4,170.0	4,170.0	0.0	0.0	0.0	0.0
LA City	MR312.48	Alameda St. (South) Widening frm. Anaheim St. to Harry Bridges Blvd		17,481.3	0.0	17,481.3	2,875.0	3,000.0	7,606.3	4,000.0	
LA City	MR312.51	Improve Anaheim St. from Farragut Ave. to Dominguez Channel (Call Match) F7207		1,313.0	(0.0)	1,313.0	1,313.0				
LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight		100.0	0.0	100.0	100.0				
LA City	MR312.74	Alameda St. (East) Widening Project		3,580.0	0.0	3,580.0	3,580.0				
		TOTAL LA CITY		22,474.3	(0.0)	22,474.3	7,868.0	3,000.0	7,606.3	4,000.0	0.0
LA County	MR312.16	Del Amo Blvd improvements from Western Ave to Vermont Ave (Completed)		307.0	0.0	307.0	307.0				
LA County	MR312.52	ITS: Improvements on South Bay Arterials (Call Match) F7310		1,021.0	0.0	1,021.0	1,021.0				
LA County	MR312.64	South Bay Arterial System Detection Project		2,000.0	0.0	2,000.0	600.0	1,400.0			
		TOTAL LA COUNTY		3,328.0	0.0	3,328.0	1,928.0	1,400.0	0.0	0.0	0.0
Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp (Completed)		43.0	0.0	43.0	43.0				
Lawndale	MR312.31	Manhattan Bch Blvd at Hawthorne Blvd Left Turn Signal Improvements		508.0	0.0	508.0	508.0				
Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements (Completed)		878.3	0.0	878.3	878.3				
Lawndale	MR312.49	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match) F9101		1,039.3	0.0	1,039.3	1,039.3				
		TOTAL LAWDALE		2,468.6	0.0	2,468.6	2,468.6	0.0	0.0	0.0	0.0
Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut (Complete)		1,585.0	0.0	1,585.0	1,585.0				
		TOTAL LOMITA		1,585.0	0.0	1,585.0	1,585.0	0.0	0.0	0.0	0.0
Manhattan Beach	MR312.04	Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes) (Completed)		346.5	0.0	346.5	346.5				
Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave		9,100.0	0.0	9,100.0	9,100.0				

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)		1,500.0	0.0	1,500.0	1,500.0				
Manhattan Beach	MR312.35	Seaverd Ave at Manhattan Beach Blvd intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)	CHG	980.0	1,066.0	2,046.0	980.0	1,066.0			
Manhattan Beach	MR312.62	Marine Ave at Cedar Ave Intersection Improvements		900.0	0.0	900.0	900.0				
		TOTAL MANHATTAN BEACH		12,826.5	1,066.0	13,892.5	12,826.5	1,066.0	0.0	0.0	0.0
Metro	MR312.30	I-405 Improvements from I-105 to Artesia Blvd		17,381.0	0.0	17,381.0	14,181.0	3,200.0			
Metro	MR312.55	I-405 Improvements from I-110 to Wilmington		17,400.0	0.0	17,400.0	14,200.0	3,200.0			
Metro	3000002033/PS 4040-2540-01-10	South Bay Arterial Baseline Conditions Analysis (Completed)		250.0	0.0	250.0	250.0				
Metro	MR312.83	Inglewood Transit Center at Florence/La Brea		1,500.0	0.0	1,500.0	1,500.0				
Metro	MR312.84	I-105 Integrated Corridor Management		19,850.0	0.0	19,850.0	600.0	2,000.0	2,400.0	14,850.0	
Metro	MR312.85	I-405 N/B Aux Lane (Imperial Hwy to El Segundo)		14,000.0	0.0	14,000.0	800.0	1,000.0	3,000.0	9,200.0	
		TOTAL METRO		70,381.0	0.0	70,381.0	31,531.0	9,400.0	5,400.0	24,050.0	0.0
Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR		90.0	0.0	90.0	90.0				
		TOTAL RANCHO PALOS VERDES		90.0	0.0	90.0	90.0	0.0	0.0	0.0	0.0
POLA	MR312.32	SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd		41,225.0	0.0	41,225.0	3,830.0	7,000.0	10,000.0	20,395.0	
		PORT OF LOS ANGELES		41,225.0	0.0	41,225.0	3,830.0	7,000.0	10,000.0	20,395.0	0.0
Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd		1,400.0	0.0	1,400.0	1,400.0				
Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane) (Completed)		936.0	0.0	936.0	936.0				
Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane) (Completed)		389.0	0.0	389.0	389.0				
Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements (Completed) (Eastbound right turn lane)		22.0	0.0	22.0	22.0				
Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) (Completed)		30.0	0.0	30.0	30.0				
Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)		1,907.0	0.0	1,907.0	847.0	1,060.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Redondo Beach	MR312.38	PCH at Anita St Improv (left and right turn lane)		2,400.0	0.0	2,400.0	800.0	1,600.0			
Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)		5,175.0	0.0	5,175.0	5,175.0				
Redondo Beach	MR312.75	Kingsdale Ave at Artesia Blvd Intersection Improvements		992.0	0.0	992.0	992.0				
		TOTAL REDONDO BEACH		13,251.0	0.0	13,251.0	10,591.0	2,660.0	0.0	0.0	0.0
Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements		20,597.0	0.0	20,597.0	19,600.0	997.0			
Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements (Completed) (Southbound right turn lane)		319.9	0.0	319.9	319.9				
Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd		25,700.0	0.0	25,700.0	25,700.0				
Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements		15,300.0	0.0	15,300.0	15,300.0				
Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements		2,900.0	0.0	2,900.0	2,900.0				
Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements		852.0	0.0	852.0	852.0				
Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing (Completed)		500.0	0.0	500.0	500.0				
Torrance	MR312.60	Crenshaw from Del Amo to Dominguez - 3 SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center		3,300.0	0.0	3,300.0	3,300.0				
Torrance	MR312.63	PCH at Crenshaw Blvd Intersection Imp		500.0	0.0	500.0	500.0				
Torrance	MR312.76	Plaza Del Amo at Western Ave (SR-213) Improvements		2,784.0	0.0	2,784.0	2,784.0				
		TOTAL TORRANCE		72,752.9	0.0	72,752.9	71,755.9	997.0	0.0	0.0	0.0
		TOTAL SOUTH BAY		431,749.2	1,066.0	432,815.3	281,375.9	56,368.0	40,626.3	54,445.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots"				327,739.4	86,131.0	413,870.4	254,905.0	23,125.0	67,790.8	64,749.5	3,300.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services		1,550.0	0.0	1,550.0	1,550.0				
GCCOG	TBD	Gateway Cities Third Party Support		100.0	0.0	100.0	100.0				
		TOTAL GCCOG		1,650.0	0.0	1,650.0	1,650.0	0.0	0.0	0.0	0.0
Metro	AE25081	Cerritos: PS&E for Carmenita/South and Bloomfield/Artesia Inters Improv (Completed)		342.2	0.0	342.2	342.2				
Metro	AE25083	La Mirada/Santa Fe Springs: PS&E for Valley View/Rosecrans & Valley View/Alondra (Completed)		365.4	0.0	365.4	365.4				
Metro	AE5204200	Professional Services for 605/60 PA/ED (CIP)		38,899.0	0.0	38,899.0	38,899.0				
Metro	AE333410011375	Professional Services for the I-605/I-5 PA/ED (CIP)		28,724.0	0.0	28,724.0	28,724.0				
Metro	AE322940011372	710/91 PSR/PDS (Completed)		2,340.0	0.0	2,340.0	2,340.0				
Metro	AE38849000	I-605 off-ramp at South Street Improvements Project (PR & PS&E)		4,452.3	0.0	4,452.3	4,452.3				
Metro	MR315.02	I-605 South St Improvements Construction		20,000.0	0.0	20,000.0	5,000.0	10,000.0	5,000.0		
Metro	AE39064000	I-605 Beverly Interchange Improvements (PR/PSE/ROW/CON)		26,520.9	0.0	26,520.9	3,229.3	171.6	4,820.0	15,000.0	3,300.0
Metro	AE476110012334	Professional Services for WB SR-91 Improvements PA/ED (Completed)		7,763.0	0.0	7,763.0	7,763.0				
Metro	PS4603-2582	Professional Services for I-605 Feasibility Study (Completed)		6,170.0	0.0	6,170.0	6,170.0				
Metro	AE53025001	SR-91 Atlantic to Cherry EB Aux Lane (PAED/PS&E/ROW/CON)	CHG	8,250.0	38,801.0	47,051.0	7,500.0	750.0	18,801.0	20,000.0	
Metro	AE57645000	SR-91 Central to Acacia Improvements PAED/PSE/ROW		22,006.0	0.0	22,006.0	5,006.0	2,000.0	9,000.0	6,000.0	
Metro	TBD	Third Party Support for the I-605 Corridor Hot Spots Interchanges Program Development (Gateway Cities, SCE, LA County)		300.0	0.0	300.0	300.0				
Metro	MR315.63	SR-60 at 7th St Interch (PAED, PSE, ROW)		2,250.0	0.0	2,250.0	2,250.0				
Metro	MR315.73	I-605 at Valley Blvd Interch (PAED, PSE, ROW)		3,640.7	0.0	3,640.7	2,209.9	1,430.8			
Metro	MR315.72	Whittier Intersection Improvements (PSE, ROW)		3,848.5	0.0	3,848.5	2,308.1	1,540.4			
Metro	MR315.74	WB SR-91 Alondra Blvd to Shoemaker Ave (PSE, ROW)	CHG	11,475.0	46,030.0	57,505.0	11,475.0	1,400.0	22,315.0	22,315.0	
Metro	PS4603-2582	Professional Services for PSR/PDS: I-5/I-605 and I-605/SR-91 (Completed)		3,121.0	0.0	3,121.0	3,121.0				
Metro	PS47203004	Professional Services for the Gateway Cities Strategic Transportation Plan (Completed)		10,429.5	(0.0)	10,429.5	10,429.5				

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Metro	PS4720-3250	Cities of Long Beach, Bellflower, and Paramount: PAED for Lakewood/Alondra, Lakewood/Spring, and Bellflower Spring Intersection & PS&E for Lakewood/Alondra Intersection Improvements Improvements (Completed)		572.7	0.0	572.7	572.7				
Metro	PS4720-3251	Cities of Cerritos, La Mirada, and Santa Fe Springs: PAED for Valley View/Rosecrans, Valley View/Alondra, Carmenita/South, and Bloomfield/Artesia Intersection Improvements (Completed)		560.7	0.0	560.7	560.7				
Metro	PS4720-3252	I-605 Arterial Hot Spots in the City of Whittier: PAED for Santa Fe Springs/ Whittier, Painter/Whittier, & Colima Whittier Intersection Improvements (Completed)		680.0	0.0	680.0	680.0				
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds		200.0	0.0	200.0	200.0				
Metro	PS4720-3235	Professional Services for 605/60 PSR/PDS (Completed)		3,040.0	0.0	3,040.0	3,040.0				
		TOTAL METRO		205,950.9	84,831.0	290,781.9	146,938.1	17,292.8	59,936.0	63,315.0	3,300.0
Caltrans	MR315.08	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-91 PA/ED		776.3	0.0	776.3	776.3				
Caltrans	MR315.29	I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS		234.0	0.0	234.0	234.0				
Caltrans	MR315.24	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/I-5 PA/ED		2,069.8	0.0	2,069.8	2,069.8				
Caltrans	MR315.28	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PSR-PDS (Completed)		260.0	0.0	260.0	260.0				
Caltrans	MR315.30	I-605 Beverly Interchange (Env. Doc.) (Completed)		500.0	0.0	500.0	500.0				
Caltrans	MR315.31	I-605 from SR-91 to South Street Improvements Project (Env. Doc.) (Completed)		500.0	0.0	500.0	500.0				
Caltrans	MR315.47	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PA/ED		3,650.0	0.0	3,650.0	3,650.0				
Caltrans	MR315.48	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements		60.0	0.0	60.0	60.0				
		TOTAL CALTRANS		8,050.1	0.0	8,050.1	8,050.1	0.0	0.0	0.0	0.0
Artesia	MR315.25	Pioneer Blvd at Arkansas St Intersection Imp		625.0	0.0	625.0	200.0	425.0			
		TOTAL ARTESIA		625.0	0.0	625.0	200.0	425.0	0.0	0.0	0.0
Bellflower	MR315.16	Bellflower Blvd- Artesia Blvd Intersection Improvement Project		8,442.8	0.0	8,442.8	8,442.8				
Bellflower	MR315.33	Lakewood - Alondra Intersection Improvements: Construction		1,002.0	0.0	1,002.0	1,002.0				
		TOTAL BELLFLOWER		9,444.8	0.0	9,444.8	9,444.8	0.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Cerritos	MR315.38	Carmenita - South Intersection Improvements, Construction		414.2	0.0	414.2	414.2				
Cerritos	MR315.39	Bloomfield - Artesia Intersection Improvements, ROW & Construction		1,544.2	0.0	1,544.2	1,544.2				
		TOTAL CERRITOS		1,958.4	0.0	1,958.4	1,958.4	0.0	0.0	0.0	0.0
Downey	MR315.03	Lakewood - Telegraph Intersection Improvements (Completed)		2,120.0	0.0	2,120.0	2,120.0				
Downey	MR315.14	Lakewood - Imperial Intersection Improvements		4,060.0	0.0	4,060.0	4,060.0				
Downey	MR315.18	Bellflower - Imperial Highway Intersection Improvements (Completed)		2,740.4	0.0	2,740.4	2,740.4				
Downey	MR315.27	Lakewood - Florence Intersection Improvements		4,925.0	0.0	4,925.0	4,925.0				
Downey	MR315.66	Lakewood Blvd at Firestone Blvd Intersection Improvm.		1,300.0	0.0	1,300.0	1,300.0				
		TOTAL DOWNEY		15,145.4	0.0	15,145.4	15,145.4	0.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
LA County	MR306.01	Whittier Blvd (Indiana Street to Paramount Blvd) Corridor Project (Call Match) F9304		700.0	0.0	700.0	700.0				
LA County	MR315.07	Painter - Mulberry Intersection Improvements		4,410.0	0.0	4,410.0	2,410.0	800.0	1,200.0		
LA County	MR315.11	Valley View - Imperial Intersection Improvements		1,640.0	0.0	1,640.0	1,640.0				
LA County	MR315.15	Norwalk-Whittier Intersection Improvements		2,830.0	0.0	2,830.0	2,830.0				
LA County	MR315.22	Norwalk-Washington Intersection Improvements (Completed)		550.0	0.0	550.0	550.0				
LA County	MR315.23	Carmenita - Telegraph Intersection Improvements		3,200.0	0.0	3,200.0	1,400.0	900.0	900.0		
LA County	MR315.64	South Whittier Bikeway Access Improvements (Call Match) F9511		800.0	0.0	800.0	800.0				
		TOTAL LA COUNTY		14,130.0	0.0	14,130.0	10,330.0	1,700.0	2,100.0	0.0	0.0
Lakewood	MR315.01	Lakewood Boulevard at Hardwick Street Traffic Signal Improvements		0.0	0.0	0.0	0.0				
Lakewood	MR315.04	Lakewood - Del Amo Intersection Improvements		6,004.3	0.0	6,004.3	6,004.3				
Lakewood	MR315.36	Lakewood Blvd Regional Capacity Enhancement		3,900.0	0.0	3,900.0	3,900.0				
		TOTAL LAKEWOOD		9,904.3	0.0	9,904.3	9,904.3	0.0	0.0	0.0	0.0
Long Beach	MR315.60	Soundwall on NB I-605 near Spring Street	CHG	3,169.0	1,300.0	4,469.0	3,169.0		1,300.0		
Long Beach	MR315.61	Lakewood - Spring Intersection Improvements, PSE and Construction		454.3	0.0	454.3	454.3				
Long Beach	MR315.62	Bellflower - Spring Intersection Improvements, PSE and Construction		492.8	0.0	492.8	492.8				
Long Beach	MR315.67	2015 CFP - Artesia Complete Blvd (Call Match) F9130		900.0	0.0	900.0	900.0				
Long Beach	MR315.68	2015 CFP - Atherton Bridge & Campus Connection (Call Match) F9532		0.0	0.0	0.0	0.0				
Long Beach	MR315.69	Park or Ride (Call Match) F9808		212.6	(0.0)	212.6	212.6				
Long Beach	MR315.70	Artesia Boulevard Improvements		1,450.0	0.0	1,450.0	1,450.0				
		TOTAL LONG BEACH		6,678.7	1,300.0	7,978.7	6,678.7	0.0	1,300.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Norwalk	MR315.06	Studebaker - Rosecrans Intersection Improvements		1,670.0	0.0	1,670.0	1,670.0				
Norwalk	MR315.10	Bloomfield - Imperial Intersection Improvements		920.0	0.0	920.0	95.1	824.9			
Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements		1,509.0	0.0	1,509.0	154.2	1,000.0	354.8		
Norwalk	MR315.26	Studebaker - Alondra Intersection Improvements		480.0	0.0	480.0	480.0				
Norwalk	MR315.43	Imperial Highway ITS Project, from San Gabriel River to Shoemaker Rd. (PAED, PS&E, CON)		3,380.4	0.0	3,380.4	3,380.4				
Norwalk	MR315.71	Firestone Blvd Widening Project		2,000.0	0.0	2,000.0	2,000.0				
		TOTAL NORWALK		9,959.4	0.0	9,959.4	7,779.7	1,824.9	354.8	0.0	0.0
Paramount	MR315.20	Alondra Boulevard Improvments		4,600.0	0.0	4,600.0	4,600.0				
		TOTAL PARAMOUNT		4,600.0	0.0	4,600.0	4,600.0	0.0	0.0	0.0	0.0
Pico Rivera	MR315.05	Rosemead - Beverly Intersection Improvements		13,479.0	0.0	13,479.0	13,479.0				
Pico Rivera	MR315.09	Rosemead - Whittier Intersection Improvements		1,821.5	0.0	1,821.5	1,821.5				
Pico Rivera	MR315.19	Rosemead - Slauson Intersection Improvements		2,901.0	0.0	2,901.0	2,901.0				
Pico Rivera	MR315.21	Rosemead - Washington Intersection Improvements		53.0	0.0	53.0	53.0				
		TOTAL PICO RIVERA		18,254.5	0.0	18,254.5	18,254.5	0.0	0.0	0.0	0.0
Santa Fe Springs	MR315.40	Valley View - Rosecrans Intersection Improvements, Construction		824.0	0.0	824.0	824.0				
Santa Fe Springs	MR315.41	Valley View - Alondra Intersection Improvements, ROW & Construction		2,667.0	0.0	2,667.0	2,667.0				
Santa Fe Springs	MR315.42	Florence Avenue Widening Project, from Orr & Day to Pioneer Blvd (PAED, PSE, ROW)		3,800.0	0.0	3,800.0	3,800.0				
		TOTAL SANTA FE SPRINGS		7,291.0	0.0	7,291.0	7,291.0	0.0	0.0	0.0	0.0
Whittier	MR315.44	Santa Fe Springs Whittier Intersection Improvements: Construction		4,568.2	(0.0)	4,568.2	1,585.9	882.3	2,100.0		
Whittier	MR315.45	Painter Ave - Whittier Intersection Improvements: Construction		7,184.5	0.0	7,184.5	2,750.0	1,000.0	2,000.0	1,434.5	
Whittier	MR315.46	Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction		2,344.1	0.0	2,344.1	2,344.1				
		TOTAL WHITTIER		14,096.8	0.0	14,096.8	6,680.0	1,882.3	4,100.0	1,434.5	0.0
		TOTAL I-605/SR-91/I-405 "HOT SPOTS"		327,739.4	86,131.0	413,870.4	254,905.0	23,125.0	67,790.8	64,749.5	3,300.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Gateway Cities: INTERSTATE 710 SOUTH EARLY ACTION PROJECT				267,594.5	16,411.9	284,006.4	222,795.9	0.0	0.0	0.0	0.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services		1,550.0	0.0	1,550.0	1,550.0				
		TOTAL GCCOG		1,550.0	0.0	1,550.0	1,550.0	0.0	0.0	0.0	0.0
Metro	AE3722900	I-710 Soundwall Design Package 1 (PSE & ROW) (Completed)		2,161.9	0.0	2,161.9	2,161.9				
Metro	Bucket	I-710 ITS/Air Quality Early Action (Grant Match)	DEOB	3,760.0	(250.0)	3,510.0	3,510.0				
Metro	MR306.02	I-710 Soundwall Package 2 Construction		4,948.0	0.0	4,948.0	4,448.0	500.0			
Metro	PS2198100	I-710 Soundwall Package 2 (PSE&ROW)		4,079.6	0.0	4,079.6	3,709.6	370.0			
Metro	PS-4010-2540-02-17	I-710/I-5 Interchange Project Development (Completed)		600.0	0.0	600.0	600.0				
Metro	PS4340-1939	I-710 Corridor Project (PA/ED) EIR/EIS		40,495.9	0.0	40,495.9	40,495.9				
Metro	PS-4710-2744	I-710 Soundwall Feasibility & Project Development		3,509.0	0.0	3,509.0	3,509.0				
Metro	PS4720-3330	I-710 Soundwall PSE & ROW Package 3		7,929.6	0.0	7,929.6	7,209.6	720.0			
Metro	MR306.04	I-710 Soundwall Package 3 Construction		43,062.0	0.0	43,062.0	15,000.0	28,062.0			
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds (Completed)		200.0	0.0	200.0	200.0				
Metro	MOU.Calstart2010	Professional Services contract for development of zero emission technology report		150.0	0.0	150.0	150.0				
Metro	MR306.38	Sustainable Transportation Planning Grant (Grant Match)		64.8	0.0	64.8	64.8				
Metro	MR306.41	FRATIS Modernization (Grant Match)		3,000.0	0.0	3,000.0	3,000.0				
Metro	MR306.59	Imperial Hwy Capacity Enhancements Project	CHG	865.0	3,100.0	3,965.0	865.0	1,500.0	1,600.0		
Metro	various	Professional Services contracts for I-710 Utility Studies (North, Central, South)		25,046.0	0.0	25,046.0	25,046.0				
Metro	MR306.05	I-710 Integrated Corridor Management (ICM) Project	CHG	5,000.0	250.0	5,250.0	1,000.0	3,000.0	1,250.0		
Metro	MR306.61	Rosecrans Ave/Atlantic Ave & Artesia Blvd/Santa Fe Intersection Improvements		329.5	0.0	329.5		329.5			
Metro	MR306.62	Willow St Corridor -- Walnut Ave to Cherry Ave Congestion Relief Project		1,312.1	(0.0)	1,312.1		700.1	612.0		
		TOTAL METRO		146,513.5	3,100.0	149,613.4	110,969.9	35,181.6	3,462.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
POLA	MR306.40	I-710 Eco-FRATIS Drayage Truck Efficiency Project (Grant Match)		240.0	0.0	240.0	240.0				
		TOTAL POLA		240.0	0.0	240.0	240.0	0.0	0.0	0.0	0.0
Metro	13.01/USAGE	Third Party Support Services for I-710 Corridor Project (US Army Corp of Eng)		100.0	0.0	100.0	100.0				
		TOTAL USAGE		100.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0
Metro	MR306.39	I-710 Soundwall Project - SCE Utility Relocation Engineering Advance		75.0	0.0	75.0	75.0				
Metro	MR306.48	SCE design support I-710 Soundwall Package 3		400.0	0.0	400.0	400.0				
Metro	MR306.5B	Third Party Support Services for I-710 Corridor Project (So Cal Edison)		1,623.0	0.0	1,623.0	1,623.0				
		TOTAL SCE		2,098.0	0.0	2,098.0	2,098.0	0.0	0.0	0.0	0.0
Caltrans	MR306.24	Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway		1,450.0	0.0	1,450.0	1,450.0				
Caltrans	MR306.27	Third Party Support for I-710 Corridor Project EIR/EIS Enhanced IQA		3,500.0	0.0	3,500.0	3,500.0				
Caltrans	MR306.29	I-710 Early Action Project - Soundwall PA/ED Phase - Noise Study Only		100.0	0.0	100.0	100.0				
Caltrans	MR306.21	I-710 Integrated Corridor Management (ICM) CT IQA		150.0	0.0	150.0	150.0				
		TOTAL CALTRANS		5,200.0	0.0	5,200.0	5,200.0	0.0	0.0	0.0	0.0
LA County	MR306.01	Whittier Blvd (Indiana Street to Paramount Blvd) Corridor Project (Call Match) F9304		700.0	0.0	700.0	700.0				
LA County	MR306.16	Staff Support for the Review of the Draft I-710 South EIR/EIS		157.0	0.0	157.0	157.0				
		TOTAL LA COUNTY		857.0	0.0	857.0	857.0	0.0	0.0	0.0	0.0
Bell	MR306.07	Staff Support for the Review of the Draft I-710 South EIR/EIS		136.0	0.0	136.0	136.0				
Bell	MR306.37	Eastern at Bandini Rickenbacker Project (Call Match) F9200		178.6	(0.0)	178.6	178.6				
Bell	MR306.44	Gage Ave Bridge Replacement Project		66.8	0.0	66.8	66.8				
		TOTAL BELL		381.4	0.0	381.4	381.4	0.0	0.0	0.0	0.0
Bell Gardens	MR306.08	Staff Support for the Review of the Draft I-710 South EIR/EIS		152.3	0.0	152.3	152.3				
Bell Gardens	MR306.30	Florence Ave/Eastern Ave Intersection Widening (Call Match) F7120		1,184.7	0.0	1,184.7	1,184.7				
Bell Gardens	MR306.35	Florence/Jaboneria Intersection Project (Call Match) F9111		283.4	(0.0)	283.4	283.4				
Bell Gardens	MR306.52	Garfield Ave & Eastern Ave Intersection Improvements		4,635.0	0.0	4,635.0	4,635.0				
		TOTAL BELL GARDENS		6,255.4	(0.0)	6,255.4	6,255.4	0.0	0.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Commerce	MR306.09	Staff Support for the Review of the Draft I-710 South EIR/EIS		75.0	0.0	75.0	75.0				
Commerce	MR306.23	Washington Blvd Widening and Reconstruction Project (Completed)		13,500.0	0.0	13,500.0	13,500.0				
Commerce	MR306.45	Atlantic Blvd. Improvements Project		1,500.0	0.0	1,500.0	1,500.0				
		TOTAL COMMERCE		15,075.0	0.0	15,075.0	15,075.0	0.0	0.0	0.0	0.0
Compton	MR306.10	Staff Support for the Review of the Draft I-710 South EIR/EIS		35.3	0.0	35.3	35.3				
		TOTAL COMPTON		35.3	0.0	35.3	35.3	0.0	0.0	0.0	0.0
Downey	MR306.18	Staff Support for the Review of the Draft I-710 South EIR/EIS		120.0	0.0	120.0	120.0				
Downey	MR306.20	Paramount Blvd/Firestone Intersection Improvements (Complete)		3,069.0	0.0	3,069.0	3,069.0				
Downey	MR306.31	Lakewood Blvd Improvement Project (Completed)		6,000.0	0.0	6,000.0	6,000.0				
Downey	MR306.42	Firestone Blvd Improvement Project (Old River Rd. to West City Limits)		323.0	0.0	323.0	323.0				
Downey	MR306.49	Paramount Blvd at Imperial Highway Intersection Improvement Project		3,185.0	0.0	3,185.0	3,185.0				
		TOTAL DOWNEY		12,697.0	0.0	12,697.0	12,697.0	0.0	0.0	0.0	0.0
Huntington Park	MR306.36	Staff Support for the Review of the Draft I-710 South EIR/EIS		15.0	0.0	15.0	15.0				
Huntington Park	MR306.53	Slauson Ave Congestion Relief Improvements	CHG	700.0	4,200.0	4,900.0	700.0	800.0	2,500.0	900.0	
		TOTAL HUNTINGTON PARK		715.0	4,200.0	4,915.0	715.0	0.0	0.0	0.0	0.0
Long Beach	MR306.11	Staff Support for the Review of the Draft I-710 South EIR/EIS		146.0	0.0	146.0	146.0				
Long Beach	MR306.19	Shoemaker Bridge Replacement Project		23,900.0	0.0	23,900.0	17,000.0	6,900.0			
Long Beach	MR306.22	Atlantic Ave/Willow St Intersection Improvements (Completed)		300.0	0.0	300.0	300.0				
Long Beach	MR306.60	Shoreline Drive Realignment Project		4,700.0	0.0	4,700.0	2,800.0	1,900.0			
Long Beach	MR315.70	Artesia Boulevard Improvements	CHG	765.0	9,112.0	9,877.0	0.0	765.0	4,112.0	5,000.0	
		TOTAL LONG BEACH		29,811.0	9,112.0	38,923.0	20,246.0	9,565.0	4,112.0	5,000.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
Lynwood	MR306.46	Staff Support for the Review of the Draft I-710 South EIR/EIS		20.0	0.0	20.0	20.0				
		TOTAL LYNWOOD		20.0	0.0	20.0	20.0	0.0	0.0	0.0	0.0
Maywood	MR306.12	Staff Support for the Review of the Draft I-710 South EIR/EIS		65.0	0.0	65.0	65.0				
Maywood	MR306.56	Slauson Ave and Atlantic Congestion Relief Improvements		445.0	0.0	445.0	445.0				
		TOTAL MAYWOOD		510.0	0.0	510.0	510.0	0.0	0.0	0.0	0.0
Paramount	MR306.13	Staff Support for the Review of the Draft I-710 South EIR/EIS		130.0	0.0	130.0	130.0				
Paramount	MR306.32	Garfield Ave Improvements		2,825.0	0.0	2,825.0	2,825.0				
Paramount	MR306.06	Rosecrans Bridge Retrofit Project		800.0	0.0	800.0	1,600.0				
		TOTAL PARAMOUNT		3,755.0	0.0	3,755.0	4,555.0	0.0	0.0	0.0	0.0
POLB	MR306.55	Pier B Street Freight Corridor Reconstructon		10,000.0	0.0	10,000.0	10,000.0				
		TOTAL PORT OF LONG BEACH		10,000.0	0.0	10,000.0	10,000.0	0.0			
South Gate	MR306.14	Staff Support for the Review of the Draft I-710 South EIR/EIS		184.5	0.0	184.5	184.5				
South Gate	MR306.17	Atlantic Ave/Firestone Blvd Intersection Improvements (Complete)		12,400.0	0.0	12,400.0	12,400.0				
South Gate	MR306.33	Firestone Blvd Regional Corridor Capacity Enhancement Project (Completed)		6,000.0	0.0	6,000.0	6,000.0				
South Gate	MR306.50	I-710 Soundwall Project - Package 1 Construction Phase		8,900.0	0.0	8,900.0	8,900.0				
South Gate	MR306.57	Imperial Highway Improvements Project		966.2	0.0	966.2	966.2				
South Gate	MR306.58	Firestone Blvd at Otis St Improvements		850.0	0.0	850.0	700.0	150.0			
South Gate	MR306.63	Garfield Ave Median Improvements		340.0	0.0	340.0	0.0	340.0			
		TOTAL SOUTH GATE		29,640.7	0.0	29,640.7	29,150.7	490.0	0.0	0.0	0.0
Vernon	MR306.15	Staff Support for the Review of the Draft I-710 South EIR/EIS		70.2	0.0	70.2	70.2				
Vernon	MR306.25	Atlantic Blvd Bridge Widening and Rehabilitation		2,070.0	0.0	2,070.0	2,070.0				
		TOTAL VERNON		2,140.2	0.0	2,140.2	2,140.2	0.0	0.0	0.0	0.0
		TOTAL I-710 SOUTH & EARLY ACTION PROJ		267,594.5	16,411.9	284,006.4	222,795.9	45,236.6	7,574.0	5,000.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
North County: SR-138 Capacity Enhancements				200,000.0		200,000.0	185,385.1	12,340.0	2,274.9	0.0	0.0
Metro	MR330.01	SR-138 (AvenueD) PA/ED (I-5 to SR-14)		19,400.0	0.0	19,400.0	19,400.0				
Metro/ Caltrans	MR330.12	SR 138 Segment 6 Construction		5,600.0	0.0	5,600.0	5,600.0				
		TOTAL METRO		25,000.0	0.0	25,000.0	25,000.0	0.0	0.0	0.0	0.0
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange		20,340.0	(0.0)	20,340.0	16,000.0	4,340.0			
Lancaster	MR330.03	SR-138 (SR-14) Avenue G Interchange		1,875.1	(0.0)	1,875.1	1,875.1				
Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange		21,274.9	0.0	21,274.9	11,000.0	8,000.0	2,274.9		
Lancaster	MR330.05	SR-138 (SR-14) Avenue L Interchange		1,510.0	0.0	1,510.0	1,510.0				
Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange		20,000.0	0.0	20,000.0	20,000.0				
		TOTAL LANCASTER		65,000.0	0.0	65,000.0	50,385.1	12,340.0	2,274.9	0.0	0.0
Palmdale	MR330.07	SR-138 Palmdale Blvd. (SR-138) 5th to 10th St. East		25,000.0	0.0	25,000.0	25,000.0				
Palmdale	MR330.08	SR-138 Palmdale Blvd. SB 14 Ramps		25,000.0	0.0	25,000.0	25,000.0				
Palmdale	MR330.09	SR-138 10th St. West Interchange		15,000.0	0.0	15,000.0	15,000.0				
Palmdale	MR330.10	SR-138 (SR-14) Widening Rancho Vista Blvd. to Palmdale Blvd		25,000.0	0.0	25,000.0	25,000.0				
Palmdale	MR330.11	SR-138 Avenue N Overcrossing		20,000.0	0.0	20,000.0	20,000.0				
		TOTAL PALMDALE		110,000.0	0.0	110,000.0	110,000.0	0.0	0.0	0.0	0.0
		TOTAL SR-138 CAPACITY ENH		200,000.0		200,000.0	185,385.1	12,340.0	2,274.9	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY22	FY23	FY24	FY25
North County: I-5/SR-14 HOV SURPLUS				85,094.9		85,094.9	47,217.9	23,877.0	14,000.0	0.0	0.0
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange		9,297.5	0.0	9,297.5	9,297.5				
Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange		8,769.2	0.0	8,769.2	569.2	6,000.0	2,200.0		
Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange		3,677.0	0.0	3,677.0	0.0	2,877.0	800.0		
		TOTAL LANCASTER		21,743.7	0.0	21,743.7	9,866.7	8,877.0	3,000.0	0.0	0.0
LA County	MR501.01	The Old Road - Magic Mountain Prkwy to Turnberry Ln		25,000.0	0.0	25,000.0	7,000.0	7,000.0	11,000.0		
		TOTAL LA COUNTY		25,000.0	0.0	25,000.0	7,000.0	7,000.0	11,000.0	0.0	0.0
Palmdale	MR330.08	SR-138 Palmdale Blvd SB 14 Ramps		1,186.2	0.0	1,186.2	1,186.2				
Palmdale	MR330.09	SR-138 10th St. West Interchange		12,600.0	0.0	12,600.0	12,600.0				
		TOTAL PALMDALE		13,786.2	0.0	13,786.2	13,786.2	0.0	0.0	0.0	0.0
Santa Clarita	MR501.02	Sierra Highway Traffi Signal Improvements		565.0	0.0	565.0	565.0				
Santa Clarita	MR501.03	Vista Canyon Road Bridge at Los Canyon Road		20,000.0	0.0	20,000.0	12,000.0	8,000.0			
Santa Clarita	MR501.04	Vista Canyon Metrolink Station		4,000.0	0.0	4,000.0	4,000.0				
		TOTAL SANTA CLARITA		24,565.0	0.0	24,565.0	16,565.0	8,000.0	0.0	0.0	0.0
		TOTAL I-5/SR-14 CAPACITY ENH		85,094.9		85,094.9	47,217.9	23,877.0	14,000.0	0.0	0.0



Board Report

File #: 2021-0710, **File Type:** Contract

Agenda Number: 11.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 19, 2022

SUBJECT: SEPULVEDA TRANSIT CORRIDOR

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 2 to Contract No. AE67085000, Sepulveda Transit Corridor Environmental Review and Conceptual Engineering, with HTA Partners, a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., in the amount of \$4,723,199 to include additional environmental review, increasing the total contract value from \$48,304,067 to \$53,027,266.

ISSUE

At its August 2020 meeting the Board approved the award of the above contract for environmental analysis and advanced conceptual engineering (ACE) design services for the Sepulveda Transit Corridor (Legistar File 2020-0296). Informed by the Sepulveda Transit Corridor Feasibility Study, which concluded in 2019, the environmental contract specified the clearance of three alternatives.

Subsequently, in March 2021 (Legistar File 2021-0072), the Board approved the award of Pre-Development Agreements (PDA) with two contractor teams for the further definition and design development of their transit alternatives. In August 2021, a Notice to Proceed was issued to these teams that has resulted in five PDA alternatives being carried forward for environmental study. In addition, elements from the Feasibility Study that were not proposed by either PDA team were incorporated into a sixth alternative for environmental review. Negotiations for this contract modification have been conducted concurrently with the definition of these alternatives by the PDA and environmental teams following the issuance of the Notices to Proceed in August 2021.

Board action is required to execute a contract modification for the additional work needed to conduct environmental review for six project alternatives. Attachment A shows the general alignments of the alternatives.

BACKGROUND

In 2016, Los Angeles County voters approved the Measure M Expenditure Plan, which included transit improvements between the San Fernando Valley, the Westside, and the Los Angeles

International Airport (LAX). The Measure provides for the implementation of the Sepulveda Transit Corridor Project in two phases: the first segment between the San Fernando Valley and the Westside and a second segment extension to LAX.

Metro conducted the Sepulveda Transit Corridor Feasibility Study between 2017 and 2019 that identified three feasible heavy rail alternatives and one feasible monorail alternative between the San Fernando Valley and the Westside. The Board received the findings of the study in 2019 (Legistar File 2019-0759).

The current study alternatives include both monorail and heavy rail technologies and range between 14 and 16 miles in length. From north to south these routes all connect the Van Nuys Metrolink Station, Metro G Line (Orange), future Metro D Line (Purple) and Metro E Line (Expo).

The project began the CEQA environmental clearance process on November 30, 2021 and the scoping period will extend from November 30, 2021 through February 11, 2022.

DISCUSSION

This Board Action will facilitate the technical work needed to further define environmental impacts. The environmental clearance of the project should be conducted by a single environmental contractor team to ensure consistency in the level of environmental review across all alternatives. The recommended Board Action would also avoid any delays associated with procuring a separate contractor to environmentally clear the three additional alternatives.

Expanding the number of alternatives studied ensures that the agency is rigorously exploring and objectively evaluating a reasonable range of alternatives to identify a transportation solution that meets the project's purpose and need. Adding additional alternatives will result in detailed descriptions of environmental impacts for each of the alternatives and allow the Board and the public to consider their comparative merits.

Existing Contract No. AE67085000 with HTA Partners was effective September 21, 2020. The execution of Contract Modification No. 2 will allow the contractor to conduct environmental review for the six alternatives.

As described in the Notice of Preparation for the Draft Environmental Impact Report, the six alternatives entering the environmental review process are as follows:

- Alternative 1: monorail with aerial alignment in I-405 corridor and electric bus connection to UCLA
- Alternative 2: monorail with aerial alignment in I-405 corridor and aerial automated people mover connection to UCLA
- Alternative 3: monorail with aerial alignment in I-405 corridor and underground alignment between Getty Center and Wilshire BI
- Alternative 4: heavy rail with underground alignment south of Ventura BI and aerial alignment generally along Sepulveda BI in the San Fernando Valley
- Alternative 5: heavy rail with underground alignment including along Sepulveda BI in the San Fernando Valley

- Alternative 6: heavy rail with entirely underground alignment including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

DETERMINATION OF SAFETY IMPACT

The environmental study and design phase will not impact the safety of our customers and/or employees.

FINANCIAL IMPACT

The FY 2021-2022 budget includes \$14,135,573 in Cost Center 4360 (Mobility Corridors Team 3), Project 460305 to support environmental clearance, ACE, and associated outreach. Since this is a multi-year program, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds are Measure R 35% and Measure M 35% Transit Construction funds. These funds are not eligible for bus and/or rail operating expenses.

EQUITY PLATFORM

HTA has made, and would continue to make through Modification No. 2, a 20.61% Small Business Enterprise Program (SBE) commitment and a 3.02% Disabled Veteran Business Enterprise (DVBE) commitment. Difference between percentage committed and current participation reflects early stages of work completion and does not suggest a shortfall.

The project team will continue to listen to community input and concerns and collect stakeholder feedback to inform the project. As public health guidelines evolve, the outreach team (inclusive of the outreach contractor) will build from successful strategies from the Feasibility Study and develop a broad range of activities, including booths at community events, outreach at transit stations and stops, bilingual online surveys and webinars, collaboration with community-based and faith-based organizations, and coordination with elected officials representing the communities throughout the project area. Efforts will be targeted to Equity Focus Communities within and beyond the study area, to veterans and students accessing the West LA Veterans Affairs Medical Center and UCLA campuses and to current and potential future transit riders.

During the public scoping period, the project aims to achieve the following engagement goals: (1) comply with the California Environmental Quality Act (CEQA) requirements for public engagement; (2) execute a robust engagement program in accordance with Metro's 2019 Public Participation Plan, Title VI, and ADA compliance requirements; (3) increase project awareness along the project study area, regionally and within nearby Equity Focus Communities; (4) encourage the public to provide formal comments on the scope of the environmental document during the 74-day public comment period in writing, via the project comment form, project email, US mail, providing an oral comment during public scoping meetings, or by calling the project helpline; and (5) increase participation of Equity Focus Communities, transit riders and individuals with disabilities and/or limited English proficiency speakers by engaging them at community events, organization briefings, targeted social

and traditional media outlets, and bilingual (English/Spanish) collateral materials.

Metro Community Relations is committed to providing an extensive summary of engagement and marketing metrics. Engagement efforts will be summarized as part of the Draft Environmental Impact Report.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Sepulveda Transit Corridor Project will support the first goal of the Vision 2028 Metro Strategic Plan by providing high-quality mobility options that enable people to spend less time traveling. Travel times for the Feasibility Study alternatives are less than 30 minutes Valley-Westside (from the Ventura County Metrolink Line in the north to the E Line (Expo) in the south), and less than 40 minutes for Valley-Westside-LAX (from Metrolink to the future Airport Metro Connector station). This performance is highly competitive with travel by car on the I-405 freeway.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendation. This would interrupt work on the project and delay the schedule.

NEXT STEPS

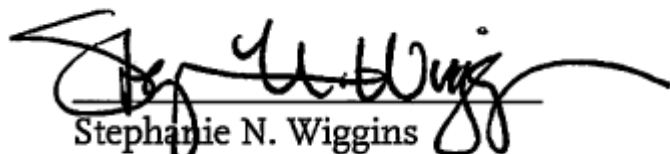
Upon Board approval, staff will execute Contract Modification No. 2 to Contract No. AE67085000 with HTA Partners to provide environmental clearance on three additional alternatives for the Sepulveda Transit Corridor.

ATTACHMENTS

Attachment A - General Alignments of the Alternatives
Attachment B - Procurement Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary

Prepared by: Jacqueline Su, Sr Transportation Planner, Countywide Planning & Development, (213) 547-4282
Peter Carter, Senior Director, Countywide Planning & Development, (213) 922-7480
Cory Zelmer, DEO, Countywide Planning & Development, (213) 922-1079 Allison Yoh, EO, Countywide Planning & Development, (213) 922-7510 David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A - GENERAL ALIGNMENTS OF THE ALTERNATIVES

Alternative 1 (Monorail)



Alternative 2 (Monorail)



Alternative 3 (Monorail)



Alternative 4 (Heavy Rail)



Alternative 5 (Heavy Rail)



Alternative 6 (Heavy Rail)



- Metro Rail Lines & Stations
- Metro Busway & Stations
- Metro Purple (D Line) Extension Transit Project (Under Construction)
- East San Fernando Valley Light Rail Transit Line (Pre-construction)
- Amtrak/Metrolink Line & Stations

Subject to Change 22-0550 ©2021 LACMTA

PROCUREMENT SUMMARY

SEPULVEDA TRANSIT CORRIDOR ENVIRONMENTAL REVIEW
AND CONCEPTUAL ENGINEERING/AE67085000

1.	Contract Number: AE67085000			
2.	Contractor: HTA Partners Joint Venture (HNTB Corporation, Terry A. Hayes Associates Inc. and AECOM Technical Services, Inc.)			
3.	Mod. Work Description: Environmental review of three additional alternatives.			
4.	Contract Work Description: Environmental review and conceptual engineering.			
5.	The following data is current as of: 11/22/21			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	9/21/20	Contract Award Amount:	\$48,304,067
	Notice to Proceed (NTP):	9/21/20	Total of Modifications Approved:	\$0
	Original Complete Date:	11/21/24	Pending Modifications (including this action):	\$4,723,199
	Current Est. Complete Date:	11/21/24	Current Contract Value (with this action):	\$53,027,266
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639	
8.	Project Manager: Peter Carter		Telephone Number: (213) 922-7480	

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 issued in support of environmental review of three additional alternatives for the Sepulveda Transit Corridor. The Contractor shall begin work on the environmental process and shall support the advancement of the Pre-Development Agreement (PDA) process.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. All other terms and conditions remain in effect.

On September 21, 2020, the Board awarded firm fixed price Contract No. AE67085000 in the amount of \$48,304,067 to HTA Partners Joint Venture in support of the Sepulveda Transit Corridor environmental review and advanced conceptual engineering design services.

One modification has been issued to date.

Refer to Attachment C – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price of \$4,723,199 has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis and negotiations. All labor rates remain unchanged from the original contract award. Staff successfully negotiated a savings of \$832,364.

Proposal Amount	Metro ICE	Negotiated Amount
\$5,555,563	\$4,786,072	\$4,723,199

CONTRACT MODIFICATION/CHANGE ORDER LOG

SEPULVEDA TRANSIT CORRIDOR ENVIRONMENTAL REVIEW
AND CONCEPTUAL ENGINEERING/AE67085000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Revised Scope of Services to clarify Task 5 - DEIS and DEIR preparation circulation, review and approvals	Approved	11/30/20	\$0.00
2	Environmental review of three additional alternatives.	Pending	Pending	\$4,723,199
	Modification Total:			\$4,723,199
	Original Contract:	Approved		\$48,304,067
	Total:			\$53,027,266

DEOD SUMMARY

SEPULVEDA TRANSIT CORRIDOR/AE67085001

A. Small Business Participation

HTA Partners, A Joint venture between HNTB Corporation, SB, Terry A. Hayes Associates Inc., and AECOM Technical Services made a 20.61% Small Business Enterprise (SBE) and a 3.02% Disabled Veteran Business Enterprise (DVBE) commitment. The project is 9% complete and the current level of participation is 13.17% SBE and 2.51% DVBE, representing a shortfall of 7.45% and 0.52%, respectively.

Although, the project is in the early stages of completion, HTA Partners contends that a considerable amount of the SBE/DVBE participation will be accomplished during the Task 7 efforts. Task 7 began in earnest on July 1, 2021 and is on-going. HTA Partners have also included eight (8) SBE subcontractors and two (2) DVBE subcontractors in this modification (Mod. 2), representing 37.95% SBE participation and 4.42% DVBE participation for this modification.

Nonetheless, Metro's Project Management and Contract Administration teams will continue to work with the Diversity & Economic Opportunity Department (DEOD) to monitor contract progress at key milestones (i.e., 50%, 75% and 90% contract completion) to ensure that HTA Partners meets or exceeds its small business commitments.

Small Business Commitment	SBE 20.61% DVBE 3.02%	Small Business Participation	SBE 13.17% DVBE 2.51%
----------------------------------	----------------------------------	-------------------------------------	----------------------------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	A/E Tech LLC	0.52%	0.00%
2.	Cityworks Design dba Lisa Padilla	0.88%	0.00%
3.	Connetics Transportation Group, Inc.	0.37%	0.16%
4.	D'Leon Consulting Engineers Corp.	2.51%	0.24%
5.	Epic Land Solutions, Inc.	0.20%	0.00%
6.	Fariba Nation Consulting	0.20%	0.00%
7.	Geospatial Professional Solutions, Inc. dba GPSI	1.33%	0.76%
8.	LKG-CMC, Inc.	0.84%	0.48%
9.	Paleo Solutions	0.07%	0.00%
10.	Suenram & Associates, Inc.	1.45%	1.46%

11.	Terry A. Hayes Associates, Inc. (JV-P)	10.96%	9.40%
12.	Vicus LLC	0.46%	0.00%
13.	Wagner Engineering & Survey, Inc.	0.81%	0.67%
	Total	20.61%	13.17%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	Conaway Geomatics	1.16%	2.51%
2.	MA Engineering	0.97%	0.00%
3.	OhanaVets, Inc.	0.89%	0.00%
4.	Environmental Review Partners	Added	0.00%
	Total	3.02%	2.51%

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

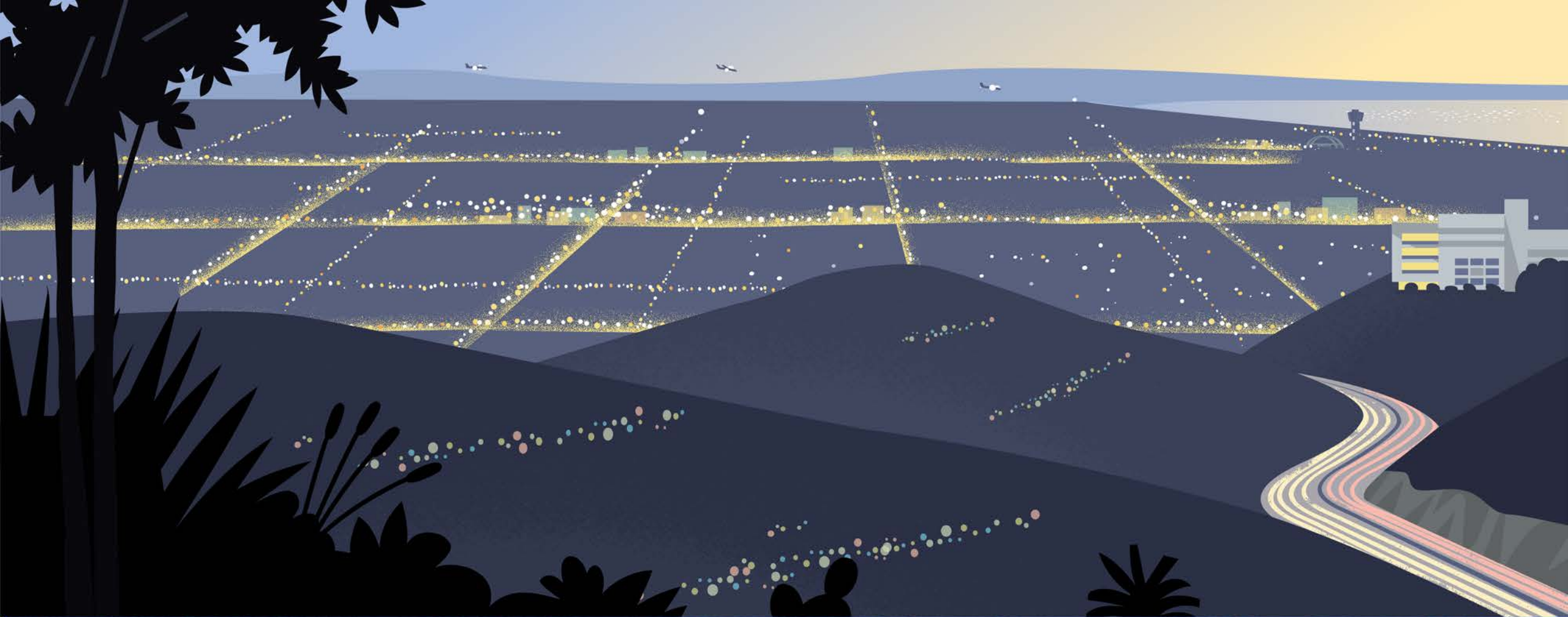
A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

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. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



We're exploring alternatives to the 405.
Planning & Programming Committee: January 19, 2022
File 2021-0710

Recommendation

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 to Contract No. AE6708500, Sepulveda Transit Corridor Environmental Review and Conceptual Engineering, with HTA Partners, a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., in the amount of \$4,723,199 to include three additional alternatives for environmental review, increasing the total contract value from \$48,304,067 to \$53,027,266.

Project Overview

- > Up to 16.2 miles in length
- > Up to nine (9) stations, with connections at:
 - Metrolink Ventura County Line
 - East San Fernando Valley Transit Corridor
 - Metro G Line (Orange)
 - D Line (Purple)
 - E Line (Expo)
- > Evaluating six (6) alternatives
- > Northern terminus station near the Van Nuys Metrolink/Amtrak Station and a southern terminus station near the Metro E Line



General Alignments of the Alternatives

Alternative 1 (Monorail)



Alternative 2 (Monorail)



Alternative 3 (Monorail)



Alternative 4 (Heavy Rail)



Alternative 5 (Heavy Rail)



Alternative 6 (Heavy Rail)



- Metro Rail Lines & Stations
- Metro Busway & Stations
- Metro Purple (D Line) Extension Transit Project (Under Construction)
- East San Fernando Valley Light Rail Transit Line (Pre-construction)
- Amtrak/MetroLink Line & Stations

Project Consistency with Agency Goals & Near Term Next Steps

- > Project is consistent with Metro's Equity Platform Framework
 - Rapid Equity Assessment tool was reviewed and approved by Metro's Office of Equity and Race
- > Project is aligned with Metro Vision 2028 Strategic Plan goals
 - Goal #1 – Provide high quality mobility options that will enable people to spend less time traveling
- > Project scoping for the environmental review phase began on November 30, 2021 and will continue through February 11, 2022



Board Report

File #: 2021-0744, **File Type:** Contract

Agenda Number: 16.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JANUARY 20, 2022

SUBJECT: DIFFERENTIAL ASSEMBLY

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, firm fixed price Contract No. MA77508000 to The Aftermarket Parts Company LLC, the lowest responsive and responsible bidder for Differential Assembly. The Contract one-year base amount is for \$1,056,098 inclusive of sales tax, and the one-year option amount is \$1,087,782, inclusive of sales tax, for a total contract amount of \$2,143,880, subject to resolution of protest(s), if any.

ISSUE

The Bus Maintenance Midlife program refurbishes buses at the mid-point of the bus life, including major mechanical and electrical system replacements and interior and exterior refurbishment. During the Bus Midlife, the existing differential assemblies are removed, inspected, serviced, and/or replaced as needed with a new assembly during the bus overhaul. Bus operating divisions also replace differential assemblies as needed on buses.

This procurement is required to ensure differential assemblies are available for buses to continue revenue service without delays.

BACKGROUND

The differential assembly is an essential component for a bus and transfers power from the power train of the engine and transmission to the wheels of the bus. It is an essential component to the Bus Midlife program and day to day operation at the bus divisions. Many are inspected, serviced and reused during the bus overhaul, but some require replacement due to wear and tear. The service consists of draining the differential oil, replacing a filter in the differential housing and inspecting the differential gears. When removing and inspecting the differential, broken gear teeth are commonly found due to the stress load on the gears.

DISCUSSION

The bus differential is a part of the rear axle assembly that contains a set of gears that take the rotation of the driveshaft from the engine through the transmission and transfers the energy through the axles to the tires to drive the bus in either forward or reverse motion. Essentially, the differential gears transfer all the power/torque from the engine and transmission to the axle and wheels to propel the bus.

The contract to be awarded is a “requirements type” agreement in which we commit to order only from the awardee, up to the specified quantity for a specific duration of time, but there is no obligation or commitment for us to order any specific quantity of the differential assemblies that may currently be anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required.

The differential assemblies will be purchased and maintained in inventory and managed by Material Management. As the differential assemblies are issued, the appropriate budget project numbers and accounts will be charged.

DETERMINATION OF SAFETY IMPACT

Award of contract will ensure that the Central Maintenance Shops and all operating divisions have adequate inventory to maintain the bus fleet according to Metro Maintenance standards.

FINANCIAL IMPACT

The funding of \$1,056,098 for these differential assemblies is included in the FY22 budget under multiple bus operating cost centers in project 306002 Operations Maintenance under line 50441, Parts - Revenue Vehicle and in Central Maintenance cost center 3366, under project 203036 Bus Midlife Project and line item 50441, Parts - Revenue Vehicle.

Since this is a multi-year contract, the cost center manager and Chief Operations Officer will be accountable for budgeting the cost in future fiscal years including any option exercised.

Impact to Budget

The current source of funding for this action are Federal, State, and Local including sales tax and fares. These sources are eligible for Bus Operating or Capital projects. Use of these funding sources maximizes established funding provisions and guidelines.

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 vital 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, and the midlife program ensures the proper State of Good Repair of the bus fleet to provide transportation for these underserved communities.

The Diversity and Economic Opportunity Department (DEOD) established a two percent (2%) DBE goal, which is standard for transportation delivery procurements. The commitment by the successful bidder has been verified.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The procurement of differential assemblies supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The new differential assemblies will maintain the reliability of the bus fleet and ensure that our customers are able to arrive at their destinations without interruption and in accordance with the scheduled service intervals for Metro bus operations.

ALTERNATIVES CONSIDERED

The alternative is not to award the contract and procure the differentials on an as-needed basis, using the traditional “min/max” replenishment system method. This strategy is not recommended since it does not provide for a commitment from the supplier to ensure the availability, timely delivery, continued supply and a guaranteed fixed price for the parts.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. MA77508000 for the procurement of Differential Assembly with Aftermarket Parts Company, LLC at the one-year base amount of \$1,056,098 and the one-year option amount of \$1,087,782 for a total contract amount of \$2,143,880.

ATTACHMENTS

Attachment A - Procurement Summary

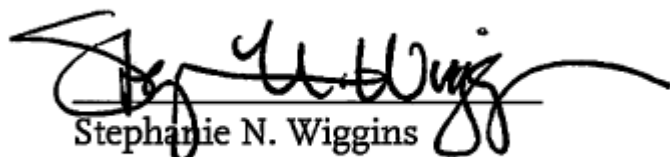
Attachment B - DEOD Summary

Prepared by: Alan Tang, Sr. Manager Central Maintenance (213) 922-5707

Tanya Allen, Procurement Planning Administrator (213) 922-1018

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

Conan Cheung, Acting Chief Operations Officer, Bus (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

DIFFERENTIAL ASSEMBLY/MA77508000

1.	Contract Number: MA77508000	
2.	Recommended Vendor: The Aftermarket Parts Company LLC, 3229 Sawmill Parkway, Delaware, OH 43015	
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: 8/23/21	
	B. Advertised/Publicized: 8/23/21	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 9/30/21	
	E. Pre-Qualification Completed: 10/19/21	
	F. Conflict of Interest Form Submitted to Ethics: 10/21/21	
	G. Protest Period End Date: 1/24/22	
5.	Solicitations Picked up/Downloaded: 12	Bids/Proposals Received: 1
6.	Contract Administrator: Tanya Allen	Telephone Number: (213) 922-1018
7.	Project Manager: Harold Torres	Telephone Number: (213) 922-5714

A. Procurement Background

This Board Action is to approve Contract No. MA77508000 for the procurement of Differential Assembly. Board approval of this contract award is subject to resolution of any properly submitted protest.

An Invitation for Bid (IFB) No. MA77508 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

No amendments were issued during the solicitation phase of this IFB.

A total of one bid was received on September 30, 2021 from The Aftermarket Parts Company, LLC.

Staff conducted a market survey to determine the reasons for the lack of formal bid responses to this IFB. Inquiries were made to all firms that obtained the solicitation. Firms indicated they could not competitively bid on this item due to the supply chain issues caused by the pandemic.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with Metro's Acquisition Policy for a competitive sealed bid.

The bid received from The Aftermarket Parts Company, LLC (Aftermarket) was determined to be responsive and responsible, and in full compliance in meeting the bid and technical requirements of the IFB.

C. Price Analysis

The recommended bid price from Aftermarket has been determined to be fair and reasonable based upon the Independent Cost Estimate (ICE) and historical purchases.

Bidder Name	Bid Amount	Metro ICE
The Aftermarket Parts Company LLC	\$2,143,880.35	\$2,108,339

D. Background on Recommended Contractor

The recommended firm, The Aftermarket Parts Company, LLC is located in Delaware, OH has been in business for ninety (90) years. The Aftermarket Parts Company, LLC provided similar products for Metro and other agencies including the Metropolitan Council Minnesota, Chicago Transit Authority, and King County and numerous other transit agencies. The Aftermarket Parts Company, LLC. has provided satisfactory service and products to Metro on previous purchases.

DEOD SUMMARY

DIFFERENTIAL ASSEMBLY / MA77508000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this solicitation. The Aftermarket Parts Company LLC met the goal by making a 2% DBE commitment.

Small Business Goal	2% DBE	Small Business Commitment	2% DBE
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	DBE Subcontractor	Ethnicity	% Committed
1.	Say Cargo Express, Inc.,	Hispanic American	2%
Total Commitment			2%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2021-0660, **File Type:** Contract

Agenda Number: 18.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JANUARY 20, 2022

SUBJECT: ENTERPRISE ASSET MANAGEMENT SYSTEM

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a sole-source, firm fixed price Contract No. PS77453000 to Bentley Systems, Inc. for the Enterprise Asset Management System (EAMS) Bentley Implementation Services, in the amount of \$2,743,395 for the 36-month base term.

ISSUE

The Maintenance and Materials Management System (M3) is a mission critical system with over 3,200 daily users. M3 is used extensively across Metro for Work Management, Maintenance and Repair of Assets, Material Management, Incident Tracking, and Timekeeping for operational employees. The system is over 15 years old and is no longer supported by the software vendor. M3 does not provide critical functionality now required to meet the federal State of Good Repair (SGR) requirements.

Metro has purchased a replacement Enterprise Asset Management System which includes an application specializing in linear asset management, Bentley AssetWise. Bentley Systems, Inc. will provide the implementation for the Bentley AssetWise portion of the solution. Bentley Systems, Inc. is the sole software publisher and implementer of its proprietary, closed-source software products.

BACKGROUND

In July of 2019, the Metro Board of Directors authorized the CEO to award contract PS51755000 to 21Tech LLC for the EAM System Software Acquisition and Software Support Services and established a Life of Project(LOP) Budget in the amount of \$45,800,000 (Board Report Number 2019-0373) for Phase I. A hybrid solution of the Infor EAM software supplemented by the cloud-based Bentley AssetWise software was selected as the best software solution in the Enterprise Asset Management industry that would be able to meet Metro's requirements. Bentley AssetWise software is an analytical tool for the maintenance, tracking and reporting of linear assets.

In September of 2021, the Metro Board of Directors authorized the CEO to award contract

PS75040000 to KPMG LLP for the Enterprise Asset Management System (EAMS) Implementation Services and increased the Life of Project (LOP) budget by \$22,950,000 to accommodate Phase 2, for a total LOP of \$68,750,000. A separate request for services was initiated in August 2021 for the implementation of the Bentley AssetWise portion of the solution because only Bentley Systems, Inc. can configure and interface their software to the rest of the solution. The funding for this contract was included in the LOP budget increase approved by the Board in September 2021.

DISCUSSION

The Bentley AssetWise software, as part of the new EAM solution, is a tool that supports rail infrastructure assets throughout their lifecycles. AssetWise is a gold-standard railway decision support system that enables proactive management and decision support for linear railway assets. AssetWise is designed to help turn railway data into actionable information, enabling better decisions about track and other maintenance-of-way assets.

Bentley Systems, Inc. is needed to implement their software as part of EAMS to reduce maintenance and equipment costs on Metro rail infrastructure. Use of the application will also streamline capital planning and operations and improve field-reporting accuracy.

Bentley Systems, Inc. is the sole software publisher and implementer of its proprietary, closed-source software products. Their software is a cloud-based, Software as a Service (SaaS) product and provided to Metro as part of a subscription service. The configuration and set-up of Bentley AssetWise can only be performed by Bentley Systems Inc. because they are the only ones who can access the source code to be able to configure and customize it for Metro. Other vendors are unable to configure or adapt the software to meet Metro requirements as part of the EAMS implementation.

Although SBE and DVBE goals were not established for this sole source procurement due to the lack of subcontracting opportunities in the implementation of Bentley's proprietary software, this contract is one of three contracts associated with the Enterprise Asset Management project. The other two previously awarded contracts, which constitute 95% of the project funding for software and professional services, were both competitive procurements with significant SBE and DVBE commitments (24.59% SBE & 3.11% DVBE and 34.02% & 3.00% DVBE). Currently performance for contract PS51755000: Enterprise Asset Management System for Software and Services is 5.3% above goal for the SBE commitment and 1.1% above goal for the DVBE commitment.

DETERMINATION OF SAFETY IMPACT

The approval of the contract award will have a direct and positive impact to safety, service quality, system reliability, performance, and overall customer satisfaction.

FINANCIAL IMPACT

The funding of \$420,000 for the Bentley EAM System Implementation Services is included in the FY22 budget under account 50316, in Cost Center 9210 in Project 207155 - Enterprise Asset Management System Replacement (EAMS Project).

Since this is a multi-year contract, the project manager and cost center manager will be accountable for budgeting the cost in future fiscal years. Additionally, an annual review of availability of funds, project progress and potential areas for project scope reduction will be performed within the EAMS governance structure prior to proceeding each fiscal year.

Impact to Budget

The initial source of funds for Capital Project 207155 Enterprise Asset Management System is TDA-4 which is a State Funding Source and is bus and rail eligible.

Equity Platform Section

The EAM system including Bentley AssetWise will enable Metro to improve asset management and planning throughout the agency, improve FTA/NTD reporting as well as enhance predictive and preventative maintenance and inspections required for regulatory compliance. As a result of better capital planning and improved maintenance of our linear assets, Metro will provide a safer and more reliable transit system for all. Improved analytics, tracking and reporting provided by the new EAM system will also help ensure that Metro's assets are equally maintained regardless of service area or community. In addition, Metro will have better insights into any disparities across communities or service areas. This will assist in responding appropriately and ensure Metro's assets are equitably maintained.

A roll-out schedule has not been finalized however a priority will be given to business units with assets utilized and relied on by Equity Focused Communities to ensure there are no negative impacts to marginalized groups that will ultimately receive the output of this system.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #1) to provide high-quality mobility options that enable people to spend less time traveling and #5) to provide responsive, accountable and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The alternative is not to award the Contract for the Bentley portion of the EAMS System which will risk our ability to implement the system needed to meet federal State of Good Repair requirements for Metro's rail infrastructure and linear assets. Without the implementation services, Metro cannot utilize the software purchased to meet our linear asset management needs.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. PS77453000 with Bentley Systems to implement Bentley AssetWise portion of the new EAMS.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

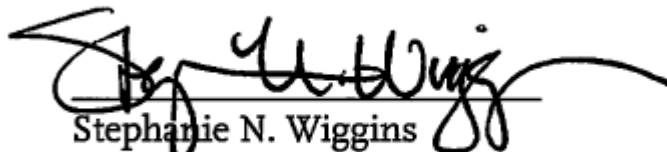
Prepared by: Amy Romero, Senior Director, Central Maintenance, (213) 922-5709

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

Conan Cheung, Acting Chief Operations Officer, Bus (213) 418-3034

Bryan Sastokas, Deputy Chief Information Technology Officer, (213) 922-5510

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

ENTERPRISE ASSET MANAGEMENT SYSTEM BENTLEY IMPLEMENTATION
SERVICES/PS77453000

1.	Contract Number: PS77453000	
2.	Recommended Vendor: Bentley Systems, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: August 3, 2021	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: August 27, 2021	
	E. Pre-Qualification Completed: September 13, 2021	
	F. Conflict of Interest Form Submitted to Ethics: August 27, 2021	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked up/Downloaded: 1	Bids/Proposals Received: 1
6.	Contract Administrator: Ana Rodriguez	Telephone Number: (213) 922-1076
7.	Project Manager: Amy Romero	Telephone Number: (213) 922-5709

A. Procurement Background

This Board Action is to approve a sole source Contract No. PS77453000 to Bentley Systems, Inc. (Bentley) for the system implementation services of the Bentley AssetWise software, which will be part of the new Enterprise Asset Management System (EAMS).

A Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy for sole source procurements and the contract type is a firm fixed price. SBE and DVBE goals were not recommended due to the lack of subcontracting opportunities.

Two (2) amendments were issued during the solicitation phase of the RFP:

- Amendment No. 1 was issued on August 9, 2021 to extend the proposal due date to August 27, 2021
- Amendment No. 2 was issued on August 13, 2021 to amend Section IV., Contract Documents

The proposal was received from Bentley on August 27, 2021.

B. Evaluation of Proposals

The proposal submitted was reviewed by staff from the Metro Operations Department and the Information and Technology Services Department. Bentley's

proposal was reviewed for technical approach, experience of proposed team members, and understanding of the work.

Beginning in August, Metro staff engaged in discussions with Bentley to address questions and get clarification on the work plan and scope of work to ensure that it aligned with the system integrator's overall implementation plan for the rest of the EAMS solution. Discussions with Bentley continued until both parties reached an agreement on the scope of the services and the terms and conditions of the Contract.

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical evaluation, and negotiations.

The originally proposed amount was for the implementation services of the Bentley AssetWise software and included two years of license subscriptions under a new service and support program, EPS 365, that would have given Metro access to more of Bentley's products and a customer success manager. Upon further review, Metro elected not to proceed with EPS 365 because Metro would not be able to fully benefit from the services provided by this program while the EAMS is being implemented. Metro does not expect any negative impact on the implementation due to not proceeding with EPS 365 at this time and will revisit this decision once the implementation of the EAMS is complete.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
1.	Bentley Systems, Inc.	\$3,831,040.44	\$3,347,400.00	\$2,743,395.00

D. Background on Recommended Contractor

The recommended firm, Bentley Systems, Inc., located in Exton, Pennsylvania has been in business for 36 years. Bentley is a leader in the creation and delivery of interoperable, engineering-focused tools that support rail assets throughout their lifecycles. Metro has purchased software subscriptions from Bentley previously and services have been provided satisfactorily.

DEOD SUMMARY

ENTERPRISE ASSET MANAGEMENT SYSTEM / PS77453000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a goal for this sole source non-competitive procurement for proprietary software due to the lack of subcontracting opportunities. Bentley Systems, Inc. is the sole software publisher and implementer of Bentley AssetWise. All Bentley implementations are done by Bentley personnel only. DEOD explored and determined that opportunities for subcontracting were not apparent. It is expected that Bentley Systems will perform the work with their own workforces.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Metro

Board Report

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

File #: 2021-0803, **File Type:** Informational Report

Agenda Number: 21.

**OPERATIONS, SAFETY & CUSTOMER EXPERIENCE COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 20, 2022**

**SUBJECT: METRO'S HOMELESS OUTREACH & ENGAGEMENT - AMENDMENT NO. 5 TO
THE LETTER OF AGREEMENT WITH THE COUNTY DEPARTMENT OF HEALTH
SERVICES (DHS)**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Amendment Number 5 (Amendment No. 5) to the Letter of Agreement for Multidisciplinary Street-based Engagement Services with the County Department of Health Services (DHS) to include additional funding in the amount of \$1,470,000 for the extension of the emergency-shelter program funding through June 30, 2022.

ISSUE

Metro has partnered with LA County's Department of Health Services (DHS) to establish and implement a comprehensive homeless outreach and engagement program since 2017. This partnership is codified in a Letter of Agreement (LOA) between Metro and DHS. Due to the COVID-19 crisis, in March 2021, Metro initiated a partnership with an emergency shelter (Home at Last - HAL) to provide short-term housing for up to 80 clients engaged on the Metro system. The agreement to provide the pilot short-term housing expires January 31, 2022. Staff recommends that the Board authorize the CEO to amend the agreement through execution of Amendment No. 5 to increase funding to address the continued need for emergency-shelter services during the current Covid-19 spike through June 30, 2022.

BACKGROUND

LAHSA conducts an annual point-in-time count throughout the entire county. According to the 2020 count, there were 48,041 individuals surveyed who were unsheltered. Comparing Metro's counts to the LAHSA county-wide count, Metro serves approximately 3.1% or 1,490 of the unsheltered population, who may seek shelter on our system.

Metro has invested resources and developed a comprehensive outreach strategy to fill in the gaps

that exist in the Los Angeles Continuum of Care by connecting homeless individuals on Metro's system with adequate health, social and supportive housing services. To-date, the outreach efforts have been successful in connecting riders experiencing homelessness with much-needed support services and housing options. From 2017, over 5,300 individuals have been engaged by PATH teams, nearly half have been connected with interim housing. Over 500 individuals have been permanently housed through Metro's work with DHS/PATH.

Metro and DHS consulted with PATH on an interim solution - a pilot program to temporarily increase short-term shelter bed availability in Metro's service area. In February 2021, HAL operated as a DHS -designated emergency COVID shelter location that was set to close. It is a communal living facility with beds for single adult males and females. There is also personal property storage at the facility. The shelter is located in South Los Angeles at 7900 S Western Avenue.

To provide PATH outreach teams with additional shelter bed availability to quickly match individuals with interim/emergency shelter, Metro initiated a dedicated homeless shelter bed pilot program from March 01, 2021 to January 2022, with the Home At Last (HAL) emergency shelter, through the existing agreement with DHS. HAL's program includes full supportive services for residents in a secure facility, including specialized programming for those impacted by mental health crises and addiction, regular counseling, meals, laundry, showers, basic skills training, medical care, transportation to medical appointments, assessments and housing-ready documentation assistance, and daily activities for residents.

DISCUSSION

Metro initiated a pilot program to temporarily increase short-term shelter bed availability in Metro's service area through the Home At Last (HAL) emergency shelter. The pilot program will expire January 31, 2022.

This partnership allows for Metro to reserve access eighty (80) beds and supportive wrap-around shelter resources for single women, men, and individuals who identify as transgender for clients referred by PATH teams. Within two weeks of the program's inception, the majority of the beds were filled. In November 2021 60% of the beds were in use.

During the pilot program from March to the close of November 2021, PATH referred 345 people experiencing homelessness to the HAL Shelter. Metro staff tracks the relevant data for usage, housing placement, service referrals and program operating and administrative costs. The preliminary evaluation of the HAL program shows that 26% of individuals placed at the facility were connected with long-term housing placements through family reunification, moving to a higher supportive care facility, other interim housing programs and permanent housing. The average occupancy is between 50-67 individuals and the average length of stay for a client is 31 days at the HAL emergency shelter. While at HAL clients are eligible to participate in HAL's specialized program of support. They receive access to a number of services including mental health and addiction support.

The data also shows that a vast majority of individuals who are placed at HAL exit the facility and are not given permanent housing placements. The individuals we have served through this program are single men and women of varying ages, with varying mental and physical medical needs. The clients

referred to HAL include 20 percent who identify as female, 79 percent who identify as male and less than 1 percent identify as transgender/non-binary.

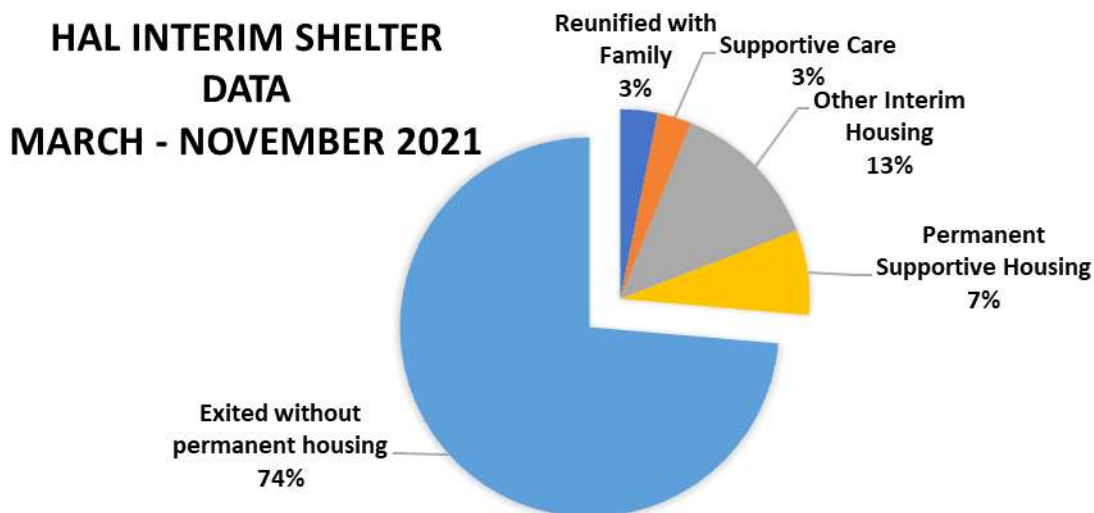


Figure 1. HAL Interim Shelter Data - March - November 2021

Staff's preliminary evaluation of the HAL emergency shelter program shows that the program should be continued through June 30, 2022 due to the increase in COVID-19 cases. The need for emergency shelter beds goes beyond what Metro can provide through the HAL partnership.

The staff recommendation to extend the interim shelter program at Home At Last (HAL) was presented to PSAC at their meeting on January 5, 2022. PSAC unanimously voted to support the extension of the Home At Last program until June 30, 2022 (Attachment B). PSAC also voted to support several additional recommendations for Metro's Homeless outreach program. Metro is pursuing a consultant to provide a comprehensive analysis with recommendations for how Metro should best structure its homeless outreach programs that will consider the committee's input.

Challenges to the Emergency Shelter Pilot Program

Due to the communal living quarters at the Home At Last shelter location if a COVID outbreak occurs the shelter implements strict quarantine protocols. During those quarantine time periods PATH outreach teams cannot refer any individuals to HAL for shelter. Quarantine periods were mandated during September, October, November and December 2021 and placements were lower during those periods than in other months.

Long term funding continues to be a challenge. While the HAL program provides valuable positive benefits to the individuals it serves, the pilot has not yielded visible results in reducing the number of unhoused individuals on Metro's system. Because Metro does not have access to social service funding, this pilot program is funded using scarce transit operations dollars. The cities, county and state of California have record amounts of funding for housing and resources to end homelessness. Currently, transit agencies, including Metro are not eligible to be a direct recipient of those funds.

From the Vision 2028 strategic plan staff notes that partnerships like the model Metro has established with DHS/PATH are beneficial - but they are not sufficient at addressing the broader challenges, including homelessness. Partnerships with other public, private, and non-profit organizations are essential to identify and implement effective solutions. Leveraging partnerships, Metro can take deliberate steps to lead where it has the authority, offer guidance where it provides funding, and support others where there are additional opportunities to shape outcomes that benefit the broader public.

Metro is engaging the services of a consultant to prepare a comprehensive analysis with recommendations for how Metro should best structure its investment in homeless programs to yield the most benefits for the transit system and our customers while also providing solutions that connect the homeless to appropriate housing and supportive services. This will further create opportunities to align homeless strategies, resulting in better leveraging and coordination of services and funds. Recovery from the pandemic offers an opportunity to reexamine our current program and partnerships to better coordinate, avoid duplication of efforts, and effectively leverage and maximize resources. Metro will return to the board in June 2022 with the results of this analysis and recommendations for moving forward.

DETERMINATION OF SAFETY IMPACT

This Board action will not have a direct impact on safety.

FINANCIAL IMPACT

Adoption of the Letter of Agreement - Amendment Number 5 would result in an additional cost of \$1,470,000 for the extension of the interim shelter program through June 30, 2022. The costs for these services are included in the FY22 budget. The Board authorized funding to support Metro's ongoing and expansion of homelessness outreach efforts through the adoption of Motion 26.2 - Re-imagining Metro's Approach to Public Safety. Motion 26.2 includes \$3 million for PSAC pilot homelessness strategies that would be used to fund this extension. Funding for this effort is included in Metro's Federally approved indirect cost allocation plan and includes a mix of federal, state, and local sources including operating eligible funds.

EQUITY PLATFORM

Expanding Metro's efforts to address homelessness on the transit system through extending the HAL shelter program will directly benefit unhoused individuals in LA County. Data from the 2020 LAHSA point-in-time count shows that a majority (over 64%) of individuals experiencing homelessness are male, and over 35% are African American individuals and families experiencing chronic homelessness. Increasing funding and outreach efforts to address the most need will have a direct impact on Metro's efforts to invest in Equity Focus Communities.

The extension of the interim shelter pilot program will increase interim/emergency housing for unhoused Metro riders. Extending the interim shelter pilot program at the Home At Last facility, which is located in South Los Angeles, will directly improve access to interim housing for individuals who are experiencing homelessness in the communities near the shelter, as well as throughout LA

County.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The staff recommendation to expand the partnership with the Department of Health Services supports Metro's Vision 2028 Strategic Plan goal #4.1 which states: Metro will work with partners to build trust and make decisions that support the goals of the Vision 2028 Strategic Plan. An excerpt from the Vision 2028 Strategic Plan cites - Transportation interfaces with quality of life issues, such as equity, economic opportunity, gentrification, displacement, affordable housing, homelessness, environmental quality, public health, and access to education and health care.

ALTERNATIVES CONSIDERED

The Board could consider not extending the HAL shelter agreement and instead end the program immediately. This would require DHS to re-house 50-60 clients who are currently housed at HAL and require a 30-day notice to clients.

NEXT STEPS

Should the Board approve the staff recommendation, the CEO will execute Amendment Number 5 to the Letter of Agreement with LA County Department of Health Services to extend the pilot emergency shelter program to June 30, 2022. Metro is pursuing a consultant to provide a comprehensive analysis with recommendations for how Metro should best structure its investment in homeless programs and staff will return to the Board with those recommendations.

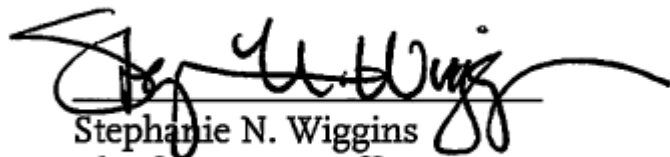
ATTACHMENTS

Attachment A - DHS Letter of Agreement Amendment No. 5

Attachment B - PSAC HAL Interim Shelter Recommendations - January 2022

Prepared by: Desarae Jones, Senior Director, Office of the CEO, (213) 922-2230

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



Stephanie N. Wiggins
Chief Executive Officer

**AMENDMENT NUMBER FIVE TO LETTER OF AGREEMENT
FOR MULTIDISCIPLINARY STREET-BASED ENGAGEMENT SERVICES**

This Amendment Number Five to the Letter of Agreement for Multidisciplinary Street-Based Engagement Services with an execution date of June 27, 2018 (hereinafter "Agreement"), is made and entered into this _____ day of _____, 2022 ("Amendment Five Effective Date") by and between the County of Los Angeles (hereinafter "County") and the Los Angeles County Metropolitan Transportation Authority (hereinafter "Metro"). The County and Metro are each individually a "Party" and collectively the "Parties" to this Agreement.

RECITALS

WHEREAS, in February 2016, the County's Board of Supervisors (Board) approved 47 strategies for the Los Angeles County Homeless Initiative (Homeless Initiative), directing the County, Los Angeles Homeless Services Authority (LAHSA), and Community Based Organizations (CBOs), to develop and implement a plan to leverage outreach efforts and create a countywide network of multidisciplinary, integrated street-based teams to identify, engage and connect, or re-connect, homeless individuals to interim and/or permanent housing and supportive services. A pilot program utilizing "County-City-Community" ("C3") teams was deployed to engage individuals living on Skid Row, and on September 2016, the Board expanded the pilot program; and

WHEREAS, in response to the Homeless Initiative and in support of the pilot program expansion, on October 2016, Metro's Board of Directors directed its Chief Executive Officer to provide funding towards the deployment of two (2) C3 homeless outreach teams to provide multidisciplinary street-based engagement services (field-based services) exclusively to the Metro Red Line, and take all actions necessary to transfer the funds to the County to administer the program, in coordination with the implementation of the Homeless Initiative. On February 21, 2017, the Board delegated authority to the Los Angeles County, Director of Health Services to accept funding from participating funders including government, non-profit, and private organizations; and

WHEREAS, in April 2017, Metro and the Los Angeles County, Department of Health Services entered into the first Letter of Agreement for Multidisciplinary Street-Based Engagement Services, in the amount of \$1,200,000 to deploy two (2) C3 homeless outreach teams for twelve (12) months and engage persons that turn to the Metro Red Line and property for alternative shelter; and

WHEREAS, in May 2018, Metro's Board of Directors directed its Chief Executive Officer to provide funding to expand the C3 homeless outreach teams from two (2) to eight (8) teams on the Metro rail, bus, and Union Station. Metro and the Los Angeles County, Department of Health Services entered into their second Letter of Agreement for Multidisciplinary Street-Based Engagement Services, dated June 27, 2018 to provide services from July 1, 2018 through June 30, 2019 in the amount of \$4,940,000, which was amended by that certain Amendment No. 1, dated June 19, 2019, to continue services through June 30, 2021, and increase the funding by \$9,880,000 for a total funding amount not to exceed \$14,820,000; and

WHEREAS, in March 2021, Metro and the Los Angeles County, Department of Health Services entered into Amendment No. 2 to establish a four (4) month homeless shelter bed pilot program, thereby increasing funding for the Agreement by \$1,500,000 for a not-to-exceed total of \$16,320,000. The pilot program includes adding staff (five (5) Generalist and one (1) Supervisor) to enhance homeless outreach teams, providing up to eighty interim housing beds throughout Los Angeles County, properly document, track and submit monthly data reports, to properly submit complete monthly invoices of the actual costs incurred, and to properly document deployments; and

WHEREAS, in June 2021, Metro and the Los Angeles County, Department of Health Services entered into Amendment No. 3 to extend the Term of the Agreement through June 30, 2023, and increase the funding by \$9,880,000 for a total amount not-to-exceed \$26,200,000; and

WHEREAS, in November 2021, Metro and the County entered into Amendment No. 4 to amend the Agreement to increase the funding by \$1,250,000 for a total amount not-to-exceed \$27,450,000; and

WHEREAS, the Parties desire to enter into this Amendment No. 5 to amend the Agreement to increase the funding by \$1,470,000 for a total amount not-to-exceed \$28,920,000; and

NOW, THEREFORE, in consideration of the mutual covenants, promises and undertakings set forth herein and other consideration, the receipt and adequacy of which the Parties hereby acknowledge, the Parties hereby agree as follows:

AGREEMENT

1. Section 1 – Term of Agreement, is hereby deleted in its entirety and replaced as follows:

“1. Term of Agreement and Period of Performance: The term of this Agreement begins on July 1, 2018 and remains in place through June 30, 2023.

The Period of Performance of this Agreement shall be as follows:

Eight (8) C3 Homeless Outreach Teams – through June 30, 2023.

Five (5) Generalist Outreach workers, One (1) Supervisor and Eighty (80) Interim Housing Beds – March 1, 2021 through June 30, 2021.

Eighty (80) Interim Housing Beds – July 1, 2021 through June 30, 2022.

The Parties may, by mutual written consent, execute another Amendment to extend the term of Agreement and period of performance.”

2. Section 2 – Purpose of Funds, is hereby deleted in its entirety and replaced as follows:

“2. Purpose of Funds: The County shall use \$27,423,400 of the \$28,920,000 for SHSMA work order(s) with County contractor(s) who will provide:

- A. At least eight (8) multidisciplinary outreach teams that will each provide field-based engagement/outreach services Monday through Sunday eight hours per day, County recognized holidays excepted, for homeless individuals living in and around the Metro system as defined by Metro. The Parties may, by mutual written consent, modify the days of the week and/or time that the field-based engagement/outreach services are to be provided by the multidisciplinary outreach teams.
- B. Enhanced homeless outreach teams and related mental health, addiction, nursing, and shelter services by adding five (5) additional generalist outreach workers, one (1) additional supervisor, and up to eighty (80) interim housing beds at sites throughout Los Angeles County.

The County shall obtain Metro’s written consent prior to issuing SHSMA work orders to perform work pursuant to this Agreement. Further, the County will bill Metro at a rate not to exceed 5% for administering this program.

The Parties may, by mutual written consent, execute another Amendment to add additional funds.

FY19 – FY21 Historical Spending Pattern

Term	SHSMA Work Orders	Administrative Costs	Total
7/1/18- 6/30/19	\$4,693,000	\$247,000	\$4,940,000
7/1/19- 6/30/20	\$4,693,000	\$247,000	\$4,940,000
7/1/20- 6/30/21	\$4,693,000	\$247,000	\$4,940,000
3/1/21- 6/30/21	\$1,417,000	\$83,000	\$1,500,000

FY22 – FY23 Projections

Term	SHSMA Work Orders	Administrative Costs	Total
7/1/21 - 6/30/23	\$10,786,000	\$564,000	\$11,350,000
Total	\$26,282,000	\$1,388,000	\$27,670,000

The funding shall not exceed the total contract value of \$27,670,000 for the term of the Agreement. Work orders and Budgets will be agreed upon by the parties.”

3. Except as expressly amended hereby, the Letter of Agreement for Multidisciplinary Street-Based Engagement Services, Amendment Number One, Amendment Number Two, Amendment Number Three and Amendment Number Four remain in full force and effect as originally executed. All rights and obligations of the parties under the Letter of Agreement, Amendment Number One, Amendment Number Two, and Amendment Number Three, and Amendment Number Four that are not expressly amended by this Amendment shall remain unchanged by this Amendment.

IN WITNESS WHEREOF, the Board of Supervisors of the County of Los Angeles has caused this Amendment to be executed by the County’s Director of Health Services and the Los Angeles County Metropolitan Transportation Authority on its behalf by its duly authorized officer, on the day, month, and year first above written.

By _____

Stephanie N. Wiggins, CEO
Los Angeles County
Metropolitan Transportation Authority

Date _____

By _____ for

Christina R. Ghaly, M.D., Director
Los Angeles County
Department of Health Services

Date _____

Public Safety Advisory Committee

Prepared by the PSAC Facilitator Team

MEMO

Date: January 12, 2022

To: Metro Office of the Chief Executive Officer

From: Public Safety Advisory Committee (PSAC)

Re: Outcomes from the January 5, 2022 PSAC Meeting

During the January 5, 2021 Public Safety Advisory Committee (PSAC) meeting, the advisory body held a vote to approve the following:

- A proposal to approve the recommendations from the Community Engagement (CE) ad hoc committee on the Home at Last short term shelter program (HAL program)

Below is a summary of the committee action:

- PSAC voted to approve the CE ad hoc committee's recommendations for the HAL program. The vote was 12 "yes," 0 "no," 0 "abstain," and 3 "absent." (Link: [Approved Recommendations on Home at Last short term shelter program](#))

Proposal to approve the recommendations of the CE ad hoc committee on the HAL program

The committee voted unanimously to approve the CE ad hoc committee recommendations included in the [January 5, 2022 meeting agenda packet](#) (Attachment J). No modifications were made to the recommendations.



OFFICE OF THE CHIEF OF STAFF

LA Metro's Home At Last Interim Shelter Program

January 2022 Update



Home at Last (HAL)

Created in
response to lack
of available
shelter during
COVID

HOME AT LAST (HAL) PARTNERSHIP

- **Metro has dedicated funding for 80 emergency shelter placements at HAL in South LA**
- **PATH connects clients with the shelter directly**
- **HAL has a full program of wrap around support services for clients**
- **Current Pilot - March – Jan 2022**

OCEO is Re-defining the Goal

What is the goal of Metro's homeless outreach program?



Connection to existing social services & County and City Resources

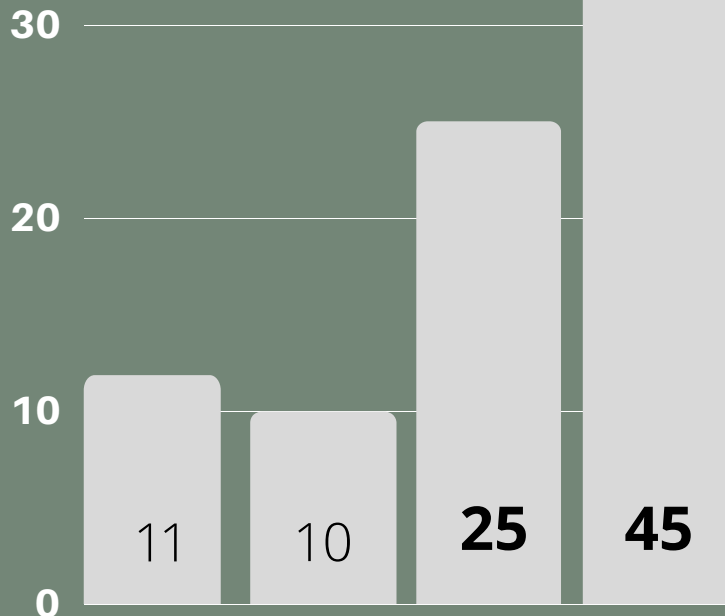


Securing additional funding & better partnership with City and County



Evaluating Impact





Family Reunification
Higher Care
Permanent Supportive Housing
Other Interim Housing

DATA FROM MARCH - NOVEMBER 2021

HAL Emergency Shelter Evaluation

March - November 2021, Metro housed 345 individuals through the HAL pilot program.

91 individuals (26%) reunified with family, connected with a higher level of care, moved to permanent supportive housing or other interim housing.

74% of individuals exit the shelter without a permanent housing placement

Although Metro is connecting individuals with housing through HAL, it is not yielding visible results. There is not a meaningful reduction in the number of unhoused observed on Metro's system.

HAL Shelter - Challenges:

- **Lack of on-going funding source**
- **Location**
- **Communal Setting/COVID protocols**
- **Only serves single individuals, not families**
- **Providing services and housing that county would normally provide**




Item 2021-0803

Staff recommends approving \$1.47 mil DHS contract amendment to:

- Extend the emergency shelter program (HAL) through June 2022
- Funding source: Motion 26.2 PSAC Pilot Strategies for Homelessness
- Approved by PSAC on January 5, 2022

Future of HAL

- **Metro is pursuing a consultant to provide a comprehensive analysis with recommendations for how Metro should best structure its investment in homeless programs and staff will return to the Board in June with those recommendations.**



OFFICE OF THE CHIEF OF STAFF

Thank you.



Board Report

File #: 2021-0785, **File Type:** Project

Agenda Number:

CONSTRUCTION COMMITTEE JANUARY 20, 2022

SUBJECT: RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING a life-of-project budget for the Rail-to-Rail Active Transportation Project (Project) in the amount of \$115,989,173; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute Project related agreements, including contract modifications, up to the authorized Life-of-Project Budget.

ISSUE

A Life of Project (LOP) budget for the Project is required to execute contracts and pursue completion of the Project. Establishing the LOP budget at the time of contract award is consistent with the recommendations in the Office of the Inspector General (OIG) Construction Management Best Practices Study Report and lessons learned regarding establishing final budgets, when adequate information (such as the receipt and validation of responsiveness of hard bids) is available.

BACKGROUND

The Rail-to-Rail Active Transportation Corridor (ATC) Project ("Project") spans 6.4 miles along an east/west alignment from the future Metro K Line Florence/West station to just east of the existing Metro A Line Slauson station, improving multimodal connectivity in historically disadvantaged communities in South Los Angeles. This investment in a multi-use corridor for bicyclists and pedestrians will link together three regionally significant north-south transit lines in Metro's system (the Metro K Line (Crenshaw/LAX) Light Rail Transit (LRT), the Silver Line Bus Rapid Transit (BRT) located on the 110 Harbor Transitway, and the Metro A Line LRT, increasing mobility options, enhancing access to community-prioritized destinations, connecting with local Metro and municipal bus services located adjacent to and within one-quarter mile of the corridor, and provide a safer path of travel for the thousands of students, residents, and commuters who are anticipated to use the Project corridor daily for a variety of trip purposes. Upon completion, more than six miles of Class 1

bicycle path infrastructure will be in place, and safety for pedestrians and bicyclists will be significantly enhanced. Specific Project improvements to the corridor include:

- Remove existing rail track, ties, and ballast along the Metro ROW
- Pave asphalt concrete path for Class I multi-use Path and Class II Bike Lane
- Install safety features such as crosswalk markings, curb ramps, repainted stop bars, crossing signage, pedestrian crossing signals, striping, and medians at several intersections
- Construct new crosswalks at the I-110 ramps between the Metro station (located on the south side of Slauson Avenue) and the new facilities (located on the north side)
- Install landscape features such as trees, shrubs, and benches

Currently, pedestrians and bicyclists travel in this corridor with virtually no facilities to support their safe passage. Corridor characteristics can be described as an inconsistent mix of sidewalks, railroad, and roadway, and include residential neighborhoods on the south and light industrial and commercial abutting the western portion of the corridor on the north. Once the rail right-of-way (ROW) emerges on the north side of Slauson Avenue, the corridor is characterized as heavily traversed with automobile, truck, and public transit traffic. Safe, comfortable, and convenient access for existing bicycle and pedestrian volumes is significantly impeded by restricted amenities on the south side of Slauson Avenue, with narrow and over-crowded sidewalks. On the north side of Slauson Avenue (location of the Project ROW) sidewalks are nonexistent, creating an inadequate and unsafe passage for all users, including bus rider access to multiple bus stops along the Project corridor.

The Project is constructed upon right of way previously owned by Burlington Northern Santa Fe Railroad (BNSF). Negotiation with BNSF for the abandonment of freight rail operating easement on the ROW was completed in 2019 and included discussions, negotiations, and an easement abandonment determination made by the Surface Transportation Board. Metro now controls all abandoned rail right of way needed to complete the Project. Multi-use path conversion from rail usage typically requires dealing with known, potential, or perceived contamination along the railroad corridor. Soil contamination does not prevent the development of the path if necessary steps are taken to ensure safety to users. Metro staff has worked closely with the Department of Toxic Substances to develop a soil handling plan that mitigates contaminants on the right of way. In January 2021, soil mitigation and rail removal began along the right of way.

DISCUSSION

Funding for this transformative project comes from various partners and sources, including local, state, and federal, as shown on Attachment A. A federal discretionary Transportation Investment Generating Economic Recovery grant (TIGER grant) anchors the project with a \$15,000,000 investment into the corridor. The California State Transportation Agency (CalSTA) provided

\$8,000,000 in funding to resolve contaminated soil conditions along the right of way, and the state Active Transportation Program granted \$8,300,000. Local funding is provided through a County of Los Angeles “repurposed earmark” contribution in the amount of \$2,159,760 and a Measure W Safe, Clean Water Program grant of \$7,925,000. The City of Los Angeles (City) is also a financial partner for this Project, and the City Council has committed to performing the construction work within the public right of way located in the City jurisdiction in accordance with Metro’s schedule and grant deadline requirements. A Memorandum of Understanding (MOU) has been drafted and Metro and City staff continue to work closely to complete this action.

In addition, the County through Director Mitchell is considering a contribution of \$15,000,000 to enable the project. This funding is not yet included in the funding plan (Attachment A). If the county provides additional funding to support the project, this will reduce burden on other Metro funding sources.

There are several unique aspects related to the City funding and its impact on the LOP budget. The Project Issue for Bid (IFB) was released on April 5th, 2021. At the time of IFB, the scope of City commitment to the Project was unknown. The IFB documents were released with both public right of way and Metro right of way scope of work included, and work within the public right of way was separated into distinct design packages. Bids were received on July 16th, 2021, and upon receipt of bids the City requested to meet with Metro to discuss an appropriate way to fund public right of way work. On October 5, 2021, City Councilmembers Price and Martinez introduced a motion to the City Transportation and Public Works Committees, which directed City staff, in part, as follows:

INSTRUCT the City Administrative Officer (CAO), working with the Bureau of Engineering (BOE), StreetsLA, Los Angeles Department of Transportation (LADOT), Bureau of Street Lighting (BSL), and any other relevant City departments to:

- a. Review the work plan for the Segment A of the Rail-to-Rail Project scope elements in the City’s right-of-way to verify the funding amount necessary to complete the work.
- b. Prepare a multi-year funding plan that includes a comparison of the cost and availability of using City forces versus contractors to construct the necessary improvements and a recommendation whether to fulfill the City’s contribution via in-kind work or a cash payment.
- c. Negotiate an MOU with the Metro, with the final MOU to be presented to Council for approval, which effectuates the above recommendations, memorializes the City’s contribution, valued at up to \$30 million, and highlights the roles and responsibilities of the City’s construction and that of Metro and their contractor.

The Transportation Committee approved the motion on October 5th, 2021 and the Public Works Committee approved the motion on October 13th, 2021.

Because the IFB included all scope for the Project, including elements of work within the public right of way, the City’s commitment to fund elements of the Project in the public right of way made it necessary to negotiate with the low bid Contractor to remove those elements. Therefore, the LOP budget in this recommendation considers the City’s contribution to the project in an amount yet to be determined and reflects a reduction of \$24,437,000 in the low bid Contractors contract value. The reduction in the low bid Contractors contract value combines the removal of all scope within the

public right of way with schedule and value engineering savings, which reduce the Project's overall costs.

Metro and the City continue to operate in good faith to finalize the MOU and reach amenable terms that allow both parties to deliver the Project in a befitting manner.

Equity Platform

The Project will expand economic opportunities for the residents of Los Angeles, particularly the historically underserved community located in the Project area, by ensuring that local and regional residents can move safely to and from home, work, school, and various other activities. The corridor has a high volume of people that rely on public transit and elevated bicycle and pedestrian activity. Specifically, 18.7 percent of households in the Project area have zero car available. Nearly 4,300 pedestrians and 2,500 cyclists utilize the corridor daily and the corridor lies within the City of Los Angeles Vision Zero Network. The latest American Community Survey (ACS) estimates show that the Project area has nearly doubled the Los Angeles County average for transit usage and near-average percentages of commuters walking and cycling to work. The Project area also has a much higher population density than the county average. Neighborhoods within and adjacent to the Project area contain some of the highest population densities in the county. All census tracts within the Project area have median household incomes below the county median and the Project area has a large Black and Latino population. The Project area's population density, percentage of zero-vehicle households, people relying on transit, and median household income of less than \$15,000 all indicate not just a need for this Project, but a favorable demographic profile for usage of an ATC with clear equity benefits including safer pedestrian and bicycle infrastructure, greater public health (walking/biking), and improved connections to public transit including both bus and rail.

Compared to other communities in Los Angeles County, the Project area has many unique destinations, including many Social Service Organizations (SSOs) and other agencies that provide various services for the area's economically disadvantaged children, adults, and seniors. Because the Project area has such a high number of disadvantaged residents, access to the nine different social service centers is very important. The pedestrian and bicycle path will provide safer and more direct travel for current residents, enhancing their ability to access regional employment centers including downtown Los Angeles, Los Angeles International Airport (LAX), the Ports of Los Angeles and Long Beach, and the University of Southern California, and many others throughout Los Angeles County. There is an array of amenities available within the project area, including multiple schools, parks, and medical centers. Many individuals walk or bike to these facilities, and this project will support their ability to access important services. Between 1/2-mile to 3-miles, a comfortable and convenient distance for most cyclists, are many more key destinations. There are several key employment centers in the project area that are accessible within a 3-mile radius. The Rail to River Active Corridor Project will enhance travel to these employment centers via active transportation modes. Key retail destinations include Chesterfield Square, which houses the local Home Depot with active and organized day-labor activities. The Project area includes key medical facilities accessed by residents that offer a broad spectrum of services to area residents. In summary, the Project will establish a strong backbone system for connectivity between residential areas, schools, recreational facilities, medical facilities, community services, employment areas, and shopping centers. By

enhancing links to existing multimodal connections, developing a new, safer route for pedestrians and bicyclists, the Project will address existing transportation barriers and connect residents to these key social and employment hubs. This improved connectivity for various transportation modes will provide ladders of opportunity to area residents and support existing businesses in the corridor. The benefit-cost analysis conducted for the TIGER application estimates that this Project will generate economic Competitiveness benefits of nearly \$9 million.

DETERMINATION OF SAFETY IMPACT

This recommendation would significantly improve pedestrian and bicycle safety along the Slauson corridor. The current Slauson corridor provides limited bicycle and pedestrian facilities. Sidewalks are used where possible but are discontinuous, and traffic volumes on the roadways are significant. Bicyclists weave between sidewalks and roadways and in some areas of the corridor, pedestrians walk on existing railroad facilities. Pedestrian and bicycle crossings are unsafe in some parts of the corridor as well. The Project scope addresses these safety concerns and strives to lower interactions between vehicles and pedestrians/bicyclists.

FINANCIAL IMPACT

This is a multi-year Project. Upon approval of the Life of Project budget, staff will manage the Project within the Board approved fiscal year budgets. It is the responsibility of the Chief Program Management Officer to budget for this project in future fiscal years.

The funding plan for the project, including sources and uses, is included as Attachment A.

Impact to Budget

The funding sources are subject to change based on availability and eligibility at the time of expenditure. These funds are not eligible for bus or rail operations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project furthers goals outlined in Metro's Bicycle Transportation Strategic Plan (2006 Bike Plan) and First Last Mile Strategic Plan (2014) by creating safe connections to surrounding neighborhoods, expanding the reach of transit through infrastructure improvements, and maximizing multi-modal benefits. Metro plays an important role in bicycling planning across Los Angeles County, facilitating first mile/last mile connections to transit and supporting bicycle transportation through various policies and programs. Metro's 2006 Bike Plan established policies and priorities for bicycle transportation, improving access to transit, and encouraging and promoting bicycling-specific activities and events

Additionally, this recommendation supports Metro's strategic goal #1 by providing high-quality mobility options that enable people to spend less time traveling. Metro acknowledges the need for partnerships with local, regional, and state authorities to leverage funding to maintain streets, highways, and shared freight rail corridors in a state of good repair for all users.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with the establishment of an LOP budget. This is not recommended as this will jeopardize TIGER grant deadlines.

NEXT STEPS

Upon Board approval of the recommendations, staff will move the Project forward into construction.

ATTACHMENTS

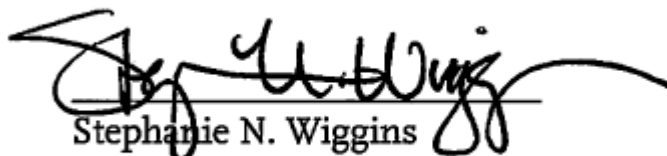
Attachment A - Sources and Uses

Prepared by:

Brad Owen, Executive Officer Program Management (213) 418-3143

Reviewed by:

Bryan Pennington, Chief Program Management Officer. (213) 922-7449



Stephanie N. Wiggins
Chief Executive Officer

FUNDING AND EXPENDITURE PLAN
Rail to Rail (R2R Segment A)

ATTACHMENT A

Use of Funds	Inception thru FY22	FY23	FY24	FY25	FY26+	Total Capital Costs
Design Phase Total	18.9	-	-	-	-	18.9
Construction Phase						
TRC Hazardous Materials Clean-up/Taxes	8.0	-	-	-	-	8.0
Construction Contract C1166	5.0	15.5	25.5	14.8	-	60.8
City Infrastructure Coordination (incl. traffic control)	0.3	0.8	0.8	0.5	-	2.3
3rd Party Agreements - City/County/Others	0.3	1.1	0.9	0.8	-	3.1
Design Support During Construction	0.7	0.7	0.8	0.7	-	2.9
CMSS and Program Mgmt Consultants	0.8	1.4	2.4	1.4	-	5.9
Environmental Cleanup (DTSC)	0.5	0.5	0.5	0.1	-	1.6
Other Professional Services (DEOD)	0.0	0.2	0.2	0.2	-	0.5
Outreach/Unhoused	0.0	0.2	0.2	0.2	-	0.6
Artwork/Signage (Fabrication/Installation/Staff)	-	0.0	0.1	0.2	-	0.3
Agency Costs: Project Control, V/CM, Safety, Communications, Quality, Sustainability., etc.	0.5	1.6	1.6	1.6	-	5.2
Unallocated Project Contingency	-	-	-	-	6.1	6.1
Construction Phase Total	16.0	21.8	32.9	20.3	6.1	97.0
Total Project Cost	34.9	21.8	32.9	20.3	6.1	116.0
Source of Funds	Inception thru FY22	FY23	FY24	FY25	FY26+	Totals
TIGER Grant	10.5	4.5				15.0
Soil Mitigation Grant	8.0					8.0
Mmeasure R - Admin (1.5%)	16.4					16.4
LA County Measure W Grant		7.5	0.5			7.9
LA County Repurposed Earmark		2.2				2.2
LA County ARP Funds						-
Active Transportation Program Grant		6.0	2.3			8.3
Other Federal, State, Local fund*		1.7	30.1	20.3	6.1	58.2
Total Project Funding	34.9	21.8	32.9	20.3	6.1	116.0

* Metro will continue to seek eligible federal, state and local funds for Active Transportation.



Metro

Board Report

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

File #: 2021-0678, **File Type:** Contract

Agenda Number: 29.

CONSTRUCTION COMMITTEE JANUARY 20, 2022

SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT

ACTION: AUTHORIZE CONTRACT MODIFICATION TO UPDATE VARIOUS PRELIMINARY ENGINEERING DESIGN AND REPORTS TO COMPLETE THE CPUC APPLICATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 27 to Contract No. AE58083E0129 with Gannett Fleming, Inc. for the East San Fernando Valley Transit Corridor Project, for the updates to the preliminary engineering design and reports, in the amount of \$2,939,638, increasing the total Contract amount from \$75,419,893 to \$78,359,531.

BACKGROUND

The Project is a light rail system that will extend north from the Van Nuys Metro G-Line, previously known as the Metro Orange Line station, to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles with 14 at-grade stations. The Board certified the Final Environmental Impact Report on December 3, 2020. The Project achieved Record of Decision on January 29, 2021.

Included in the Project environmental document was the initial operating segment (IOS) defined as the southern 6.7 miles of the Project alignment. The IOS is street running in the middle of Van Nuys Boulevard and includes 11 at-grade stations along with the maintenance facility. The remaining northern 2.5-mile environmentally cleared segment is going through additional analysis as directed by the Board in December 2020 and is not included in the IOS.

As the IOS was cleared and the design has advanced, the IOS portion of the Project is proceeding into the next phase of final design and construction to keep to the Measure M completion schedule. The IOS procurement process for a Contractor is anticipated to begin in early 2022 followed by groundbreaking later in the year.

Final design for select, advanced utility relocations was approved by the Board in December and is currently being advanced. Authorization requested in this report will complete work needed to submit

CPUC crossing applications.

ISSUE

The recommended Contract Modification is to update the preliminary engineering design to include in the California Public Utility Commission (CPUC) crossing applications, which are required for the Progressive Design-Build (PDB) contractor to complete their final design. The CPUC approval process can take up to eighteen (18) months and thus submitting the applications to CPUC is critical for advancing the PDB contract work and therefore the overall project schedule. This action will assist in mitigating the risk associated with CPUC approval of the crossings.

DISCUSSION

In 2019, Metro awarded to Gannett Fleming, Inc. a cost-plus fixed fee (CPFF) contract for Architecture Engineer (AE) services to advance the design for the design build project delivery method (Phase 1), support during the solicitation process (Phase 2) and design support during construction (Phase 3) for the Project.

The Phase 1 design was completed in accordance with City Standards, but subsequent comments provided by the City of Los Angeles and the CPUC require the design to be modified. The updated design will be applied to the CPUC applications and submitted for approval. Furthermore, the updated design will be incorporated into the design updates by Metro's Systems Consultant, SECOTrans, for an overall consistent project design.

The updates impacting the CPUC applications include adjustments to station entrances, adjacent intersections, and pedestrian crossings along the guideway on Van Nuys Blvd. These adjustments will require changes to multiple plan sheets and project elements, which include roadway, track/guideway, traffic signals, light poles, drainage, and other design elements.

EQUITY PLATFORM

The Gannett Fleming (GF) contract has SBE commitments of 25.29% and 5.54% DVBE (see Attachment C), and the contract modifications requested in this report do not change the level commitments. Current level of participation is 16.09% SBE and 5.25%, although GF has not yet reached their goals, they are currently trending up, and are also making changes to include more SBE firms in the contract work to be performed. In addition, there are 7 more years left in the contract to achieve the 25.29% and 5.54% respectively. Five (5) SBE's will be participating in this contract modification, which will be beneficial to the SBE community and help bring GF closer to their commitment.

The stations were shown to the public during the environmental process and the community was given an opportunity to provide comments. Continued coordination meetings with City of Los Angeles have allowed design to progress and consolidate station entrances and pedestrian crossings along Van Nuys Blvd. This design update being applied to CPUC applications will also benefit the community by normalizing the station entrances to consolidate with signalized intersections and

minimize mid-block crossings. Updating the preliminary engineering design followed by submission of the CPUC applications will assist the ESFV Progressive Design-Build (PDB) contractor in meeting the opening day schedule of 2028 and facilitate new high-quality transit in an area of high need.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

This Project is funded on a fiscal year basis under Project number 865521 East San Fernando Valley Light Rail Transit Corridor, cost center 8510, under various accounts including Professional/Technical Services and \$251,167,442 is included in the FY22 Adopted Budget. This is a multi-year project requiring expenditure authorizations in fiscal year increments until a Board Authorized Life of Project Budget is adopted. It is the responsibility of the Cost Center Manager, Project Manager and Chief Program Management Officer to budget for this project in the future fiscal years and within the cumulative budget limit for the affected fiscal year.

Impact to Budget

Sources of funds for the recommended actions are Measure M 35% and State Grants. No other funds were considered.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic goals:

Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

The purpose of the Project is to provide high-capacity transit service in the San Fernando Valley.

Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system.

The at-grade light rail system will attract bus ridership and improve the trip experience for users of the transportation system.

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

With 11 stations, including connections to Metro G-Line and Metrolink, the ESFV enhances mobility to the community

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

Collaboration with the elected officials, citizens, and Metro patrons of San Fernando Valley continues to positively impact the Project.

ALTERNATIVES CONSIDERED

The Board could decide not to approve this contract modification. The design for submitting the CPUC applications would then proceed after the PDB Contract is awarded and Notice To Proceed is authorized. Staff does not recommend this alternative because this design work is necessary for the CPUC applications irrespective of which consultant/contractor performs the work. If the designs are completed as part of this request for modification to the GF contract, the CPUC applications will be advanced immediately, and enhance our ability to accelerate delivery of the project to ensure revenue service by the 2028 Olympic and Paralympic Games.

NEXT STEPS

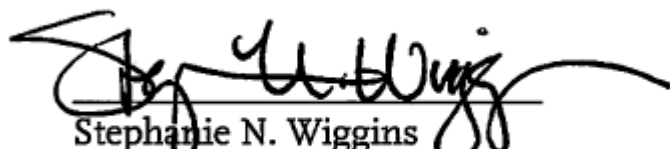
Upon Board adoption, staff will complete negotiations and execute the contract modifications.

ATTACHMENTS

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

Prepared by: Rick Meade, Acting Deputy Chief Program Management Officer, (562) 524-0517

Reviewed by: Bryan Pennington, Chief Program Management Officer, (213) 922-7557
Debra Avila, Deputy Chief Officer Vendor/Contract Management, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

EAST SAN FERNANDO VALLEY (ESFV) TRANSIT CORRIDOR PROJECT

1.	Contract Number: AE58083E0129		
2.	Contractor: Gannett Fleming, Inc.		
3.	Work Description: Perform additional design work to various Preliminary Engineering 30-60% Design and Reports to Complete CPUC Applications. Design updates to the PE plans and reports for various design elements are required based on comments received from the Los Angeles Department of Transportation (LADOT), with California Public Utilities Commission (CPUC) concurrence, and Metro agreement to implement to address LADOT concerns.		
4.	Contract Work Description: Engineering design and oversight services for the East San Fernando Valley (ESFV) Transit Corridor Project. This action is for part of Scope of Services Phase 1 development of Preliminary Engineering (PE) design.		
5.	The following data is current as of: 11/23/21		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	7/25/19	Contract Award Amount: \$61,974,852
	Notice to Proceed (NTP):	8/15/19 (Contract Execution)	Total of Contract Changes Approved: \$13,445,041
	Original Complete Date:	8/15/28	Pending Modifications (including this action): \$4,865,691
	Current Est. Complete Date:	8/15/28	Current Contract Value (with this action): \$75,419,893
7.	Contract Administrator: Diana Sogomonyan		Telephone Number: (213) 922-7243
8.	Project Manager: Monica Born		Telephone Number: (213) 418-3097

A. Procurement Background

On July 25, 2019, the Board of Directors approved award of Contract No. AE58083E0129 to Gannett Fleming, Inc. in support of the East San Fernando Valley Transit Corridor Project, a proposed light rail system that will extend north from the Van Nuys Metro Orange Line Station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles. Consultant's Scope of Services consists of three phases: Preliminary Engineering (PE); Solicitation Support (SS); and Design Support During Construction Services (DSDC). The Period of Performance for the Contract is nine (9) years from execution date of the contract.

Twenty-one (21) Contract Modifications (MODs) and three (3) Contract Change Orders (CO) have been approved and executed to date, one CO of which has been superseded and converted to a Contract Modification. Three (3) Contract Modifications are in progress, one

of which consists of this action. (Refer to Attachment B – Contract Modification/Change Order Log).

This action is to authorize the Chief Executive Officer (CEO) to execute a Contract Modification No. 27 to Contract No. AE58083E0129 with Gannet Fleming, Inc. to Update Various Preliminary Engineering 30-60% Design and Reports to Complete CPUC Applications.

This Scope of Services is part of Consultant's Phase 1 Preliminary Engineering work and consists of providing updates to the Preliminary Engineering (PE) plans and reports for various design elements. Revisions to these drawings are based on comments received from the Los Angeles Department of Transportation (LADOT), with California Public Utilities Commission (CPUC) concurrence, in order to address LADOT concerns. The 30/60% design plans were submitted in January, February, and March 2021 for LADOT review and approval, which generated comments requiring elimination of mid-block pedestrian crossings and the relocation of stations from mid-block to end of block. Alternative concepts were proposed, but LADOT determined the relocations were required and Metro agreed to implement. Some resulting design changes consist of eliminating left turn gates and left turn pockets, widening the tracks for access and circulation, drainage and roadway changes, structural changes, changes to vertical elements (elevators, escalators, stairs), and revisions to various PE Reports. Additionally, four (4) Traction Power Substation (TPSS) sites were relocated and up to two (2) were eliminated to accommodate lower cost property acquisitions.

The revised PE documents and reports will be provided to the Progressive Design-Build Contractor for incorporation into their development of the Final Design.

The Contract Modification will be processed in accordance with Metro's Acquisition Policy. Contract No. AE58083E0129 is a Cost Reimbursable Fixed Fee Contract (CPFF).

B. Cost/Price Analysis

Subsequent to receipt of Metro's Independent Cost Estimate (ICE), during negotiations and further fact finding on the Scope of Services (SOS), clarifications were made to better understand the Consultant's proposed level of effort (LOE) and cost; this effort identified additional scope of services for Drainage Design, Roadway Design, and Structures Design required for this change that were not clearly detailed in the cost breakdown and narrative of the SOS provided by the Consultant, but was not included in the ICE. Metro project staff review of the clarified scope determined it was warranted. Metro negotiated Consultant's proposed LOE from 22,452 hrs. to a final 16,610 hrs. (a 26% reduction), still that included 5,834 hours and \$731,316 dollars more than the ICE.

The recommended cost for the Contract Modifications is determined to be fair and reasonable based upon fact finding, technical evaluation, cost analysis, and negotiations. The Contract Modification will be processed in accordance with Procurement Policies and Procedures, within the additional funding requested.

MOD NO.	PROPOSAL	INDEPENDENT COST ESTIMATE	FINAL NEGOTIATED
27	\$3,932,405	\$2,208,323	\$2,939,638

CONTRACT MODIFICATION/CHANGE ORDER LOG

EAST SAN FERNANDO VALLEY (ESFV) TRANSIT CORRIDOR PROJECT

Mod./ CO No.	Description	Status	Date	\$ Amount	Board Approved CMA
N/A	Initial Award		7/25/19	\$61,974,852	\$12,394,970
MOD 1	Contract Conforming and Clarifications	Approved	11/12/19	\$0.00	
MOD 2	Underground Utility Detection Services along Van Nuys Blvd.	Canceled	5/28/20	\$0.00	
MOD 3	Geotechnical Test Plan and Hazardous Material Work Plan	Approved	8/24/20	\$53,164	\$12,341,806
MOD 4	Underground Utility Detection Services Along Van Nuys Blvd. – Segment A	Approved	10/14/20	\$437,646	\$11,904,160
MOD 5	Underground Utility Detection Services Along Van Nuys Blvd. – Segment B	Approved	11/5/20	\$481,156	\$11,423,004
MOD 6	Underground Utility Detection Services Along Van Nuys Blvd. – Segment C	Approved	11/5/20	\$358,665	\$11,064,339
MOD 7	Underground Utility Detection Services Along Van Nuys Blvd. – Segment D	Approved	11/5/20	\$74,079	\$10,990,260
MOD 8	Planning Work for Potholing and Trenching Along Van Nuys Blvd. – Segment A	Approved	11/5/20	\$159,832	\$10,830,428
MOD 9	Utility Investigation - Potholing and Slot Trenching for Segment A	Approved	11/23/20	\$1,691,789	\$10,830,428
MOD 10	Coordination With Third Party Utility Owners to Assess Utility Conflicts	Approved	4/12/21	\$734,547	\$10,095,881
MOD 11	Preliminary Engineering of Composite Utility Rearrangement Plans	Approved	2/23/21	\$738,979	\$9,356,902
MOD 12	Planning Work for Potholing and Trenching Along Van Nuys Blvd. – Segment B	Approved	3/23/21	\$150,153	\$9,206,749

MOD 13	Planning Work for Potholing and Trenching Along Van Nuys Blvd. – Segment C	Approved	3/23/21	\$140,163	\$9,066,586
MOD 14	Planning Work for Potholing and Trenching Along Van Nuys Blvd. – Segment D	Approved	4/6/21	\$101,777	\$8,964,809
MOD 15	Utility Investigation - Potholing and Slot Trenching for Segment B	Approved	2/25/21	\$1,772,143	\$8,964,809
MOD 16	Utility Investigation - Potholing and Slot Trenching for Segment C	Approved	2/25/21	\$1,565,506	\$8,964,809
MOD 17	Utility Investigation - Potholing and Slot Trenching for Segment D	Approved	3/1/21	\$627,590	\$8,964,809
MOD 18	Geotechnical Subsurface Investigation	Approved	9/1/21	\$987,531	\$8,964,809
MOD 19	Additional Coordination with Third Party Utility Owners to Assess Utility Conflicts	Approved	6/28/21	\$534,376	\$8,430,433
MOD 20	Van Nuys Blvd. Re-Design Level of Effort	Approved	9/22/21	\$715,901	\$7,714,532
MOD 21.1	Additional Level of Effort for Completion of Phase 1 - Preliminary Engineering	Approved	9/3/21	\$670,630	\$7,043,902
MOD 24	Advanced Planning for Geotechnical Subsurface Investigation	Pending	11/10/21	\$567,906	\$6,475,996
CO 1	Coordination With Third Party Utility Owners to Assess Utility Conflicts (See Mod 10)	Superseded	11/4/20	\$0.00	\$6,475,996
CO 2	Utility Investigation - Additional Potholing for Segment A	Approved	7/7/21	\$285,542	\$6,190,454
CO 3	Advance Utility Design for Advance Utility Relocation (AUR) for LADWP Power Underground Design 1	Approved	9/22/21	\$595,966	\$5,594,488
	Subtotal Approved Changes (Mods and COs):			\$13,445,041	
MOD 23	Coordination With Telecommunication Utility Owners to Assess Utility Conflicts	Pending	TBD	TBD	\$5,594,488
MOD 26	Advance Utility Design for Advance Utility Relocation	Pending	TBD	\$1,926,053	\$5,594,488

	(AUR) for LADWP Power Underground Design 2 & 3				
MOD 27	Update Various Preliminary Engineering 30-60% Design and Reports to Complete CPUC Applications	Pending	TBD	\$2,939,638	\$5,594,488
	Subtotal Pending Changes:			\$4,865,691	
	CMA Authorized by the Board and Remaining				\$5,594,488
	Approved Mods			\$12,563,533	
	Approved COs			\$881,508	
	Pending Modifications:			\$4,865,691	
	Original Contract:			\$61,974,852	
	This Board Action:			\$2,939,638	
	Revised Contract Total (including Approved Changes +This Board Action):			\$75,419,893	
	Revised Contract Total (including Approved Changes +Pending Changes):			\$78,359,531	

DEOD SUMMARY

**EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT
AE58083E0129001**

A. Small Business Participation

Gannett Fleming, Inc. (Gannett) made a 25.29% Small Business Enterprise (SBE) and 5.54% Disabled Veteran Business Enterprise (DVBE) commitment. The contract is 41% complete and the current level of participation is 16.09% SBE and 5.25% DVBE, representing a 9.20% SBE shortfall and 0.29% DVBE shortfall (an improvement from the 12.12% SBE and 2.13% DVBE shortfalls reported to the Board in May 2021).

Gannett explained that their utilization plan was projected to use the SBE/DVBE's over the first two years at 21.3% SBE and 3.4% DVBE and in subsequent years the utilization will be higher. Gannett explained that the SBE shortfall is due to the SBE work starting later than originally anticipated and some areas of the design scope being put on-hold to accommodate further Metro studies. Gannett further states that they have redirected design work to SBE subconsultants in an effort to make up for the shortfall and are monitoring the situation on a monthly basis. In reference to the DVBE shortfall, Gannett provided, although the contract shows a current DVBE shortfall of 0.85%, Gannett's staffing plans for the years 3 through 9 include a significant ramp up in DVBE participation and the current projections show Gannett meeting the 5.54% DVBE commitment.

Nonetheless, Metro's Project Management and Contract Administration teams will continue to work with the Diversity & Economic Opportunity Department (DEOD) to monitor contract progress at key milestones (i.e., 50%, 75% and 90% contract completion) to ensure that Gannett meets or exceeds its small business commitments.

Small Business Commitment	25.29% SBE 5.54% DVBE	Small Business Participation	16.09% SBE 5.25% DVBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	BA Inc.	1.66%	1.30%
2.	Cross Spectrum Acoustics	added	0.29%
3.	Diaz Consultants, Inc.	1.44%	0.67%
4.	FPL and Associates, Inc.	5.95%	3.25%
5.	Here Design Studio, LLC	0.60%	0.00%
6.	Lenax Construction Services, Inc.	0.29%	0.00%
7.	PacRim Engineering Inc.	2.18%	1.88%
8.	Ramos Consulting Services, Inc.	8.28%	5.44%

9.	Sanchez Kamps Associates Design	0.59%	0.24%
10.	Zephyr UAS, Inc.	4.30%	3.02%
	Total	25.29%	16.09%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	Casamar Group, LLC	5.54%	2.44%
2.	E-Nor Innovations Inc.	Added	2.81%
	Total	5.54%	5.25%

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. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2021-0772, File Type: Contract

Agenda Number: 30.

CONSTRUCTION COMMITTEE JANUARY 20, 2022

SUBJECT: ENVIRONMENTAL CAPITAL CONSTRUCTION SUPPORT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD and EXECUTE a bench Contract for Environmental Capital Construction Support services for a three (3) year base period through RFP No. AE79441, with the following firms determined capable to perform the services: Arcadis U.S., Inc. Atlas Technical Consultants LLC. Burns and McDonnell Engineering Company, Inc. ERM West, Inc. Kleinfelder, Inc. Polytechnique Environmental, Inc. TRC Solutions, Inc. on issued Task Orders, within an overall not-to-exceed amount of \$82,650,000 and with a one year option of \$1,650,000 for option year 1 and \$1,600,000 for option year 2 if these options are exercised, subject to the resolution of any properly submitted protest;
- B. AWARD and EXECUTE individual Contract Work Orders and Task Orders within the total approved not-to-exceed funding limit of \$82,650,000

ISSUE

Under federal, state, and local law and to avoid fines, civil or criminal liability, Metro is required to evaluate hazardous substances, contamination, and/or regulatory compliance for nearly every capital project and all transit projects undertaken by Metro. This bench contract is a critical component for managing and mitigating known and unknown hazardous conditions and mitigation prior to and during the execution of Capital Construction projects. The bench contract provides technical expertise and specialty licenses required to execute this type of work. Furthermore, this bench contract plays a critical role in mitigating risk in order to keep projects on schedule, obtain cleaner and more accurate bids from Prime Contractors, and keep the agency within regulatory compliance requirements.

BACKGROUND

A critical component of executing our Capital projects requires us to continually evaluate, mitigate, remove, and/or manage hazardous substances and contamination. We need to simultaneously act

towards regulatory compliance under federal, state and local law. Metro must adhere to all environmental laws to avoid fines, and civil or criminal liability.

The scope of work identified in this environmental services and construction support contract is specifically for support on Metro's Capital Construction program.

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 construction, waste handling, and environmental compliance support work in-house. Metro has contracted for such vendors with specialized environmental equipment and technical capabilities to complement and supplement limited resources, including licensed hazardous waste contractors, analytical laboratories, field services, and evaluation/remediation equipment. Metro, in effect, would incur more cost to do the work internally than by employing these types of consultants and specialized vendors.

DISCUSSION

The Bench Contracts established through RFP No. AE79441, will be used to assist Metro's Capital projects with emergency response, hazardous substances abatement, and transport and disposal of encountered hazardous and non-hazardous classified soil and liquid wastes, which also includes management of asbestos and lead-containing materials. The contract also includes environmental demolition services for Metro owned properties and environmentally related construction services for Capital projects. Additional contract requirements include permit assistance, remediation system construction, implementation, and installation.

The scope of services in this contract is primarily for the support for numerous major Capital projects. The support provided by previous environmental services and construction support contracts has historically saved major Capital projects money and avoided additional months of construction work due to our ability to rapidly respond to unforeseen environmental issues encountered during construction.

This contract is awarded as a Bench - Indefinite Delivery/Indefinite Quantity (IDIQ) contract. The total contract value is the aggregate total of all Task Orders and changes issued within the Board authorized funding amount. The consultant(s) are not guaranteed any work. When the need for environmental waste handling and environmental-related construction services arises, only then will staff be able to issue Task Orders. These Task Orders and any changes will be funded from an existing project's budget with consideration of any information available at the time of planning and applicable time constraints on performance of the work.

Awarding of the issued Task Orders will be accomplished by selection from a Proposal Evaluation Team (PET) from the bench of qualified contractors. All the Task Orders will be fully negotiated based on agreed upon rates that will be negotiated at the onset of the Bench Contract. Staff applies strict project controls in the execution of each of these Task Orders to closely monitor the Consultant's budget and Task Order schedules. No funds are obligated until a Task Order is awarded against a valid Metro Project.

The Diversity and Economic Opportunity Department (DEOD) will establish Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE), and the Disabled Veteran Business Enterprise (DVBE) goals prior to the issuance of each Task Order.

To accomplish the issued Task Orders, the consultant(s) will provide 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, Construction Managers, stormwater professionals (QSD/QSP), Certified Industrial Hygienists (CIH), Certified Asbestos Consultants (CAC), contaminated waste professionals, Occupational Safety and Health Administration (OSHA) Construction Certified staff, and 40-Hour Hazardous Waste Operations and Emergency Response (HAZWOPER) 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 enhance customer experience of our system.

FINANCIAL IMPACT

All Task Orders are individually negotiated and the level of effort is fully defined prior to the authorization of any project-specific funds. The Chief Program Management Officer, DEO Environmental Services, 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 authorizations made within the total Contract authorized funding amount will be against specific capital project budgets which were approved through a separate board action. The Project Managers of each of the projects utilizing this contract will be responsible for providing appropriate budgets.

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 B. 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. These funds are not eligible for bus and rail operating expenses.

EQUITY PLATFORM

The design of this RFP and implementation of the procurement process prioritizes the use of small and disadvantaged businesses through a bench contract. The RFP was advertised in local and cultural publications relevant to the geographic and demographic communities within the project

area. The RFP Statement of Services, highly recommends contractors work with Community Based Organizations (CBO) for community engagement, including economic opportunities and jobs to individuals with barriers to employment.

The work focuses on those communities already impacted by pre-existing health and environmental factors as supported by the EFC maps. This contract for technical environmental support services allows projects experiencing unique and non-routine situations to be nimble and responsive. The health and safety of workers, businesses, residents, and passers-by could be negatively affected without this contract's timely demolition and remediation services.

During construction, this contract allows Metro multiple ways to support project compliance with regulatory requirements and keeping it on schedule through prompt response to unforeseen situations, minimizing potential negative impacts to air, land and water quality. This contract is expected to reduce project delays and facilitate community benefits from the ecosystem services in the long term.

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 Bench Contract under RFP No. AE79441 is not awarded, staff's ability to provide technical and environmental engineering support for environmental waste handling and environmental-related 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 delay to schedule completion milestones or risk of fines due to violations from regulatory agencies.

As another alternative, Metro could perform all the environmental waste handling and environmental-related construction services in-house. However, to do so, Metro would need to hire additional staff with expertise in many different subjects, such as engineers, geologists, surveyors, asbestos/lead inspectors, laboratory scientists, and waste profiling technicians. Metro would also need to purchase specialized equipment such as loaders, excavators, remediation systems and drill rigs, which are not practical or cost-effective to acquire or maintain. Metro would incur more short-term capital and long-term maintenance 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.

A last alternative would be to have the construction Contractor perform the unforeseen work as a change order as these issues arise. However this is not seen as feasible as hazardous material management involves specialty contractors and it would likely cost the Agency more if this work was executed by a change order. Additionally, some projects are in the early stages and do not yet have contractors on board to issue this work. The use of this contract will also be valuable to mitigate potential risks prior to issuance of RFPs and to obtain more accurate bids.

NEXT STEPS

After Board approval, staff will execute the conformed contracts and proceed with issuing Task Orders.

ATTACHMENTS

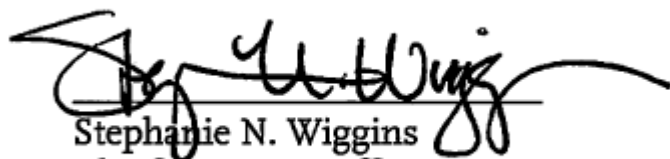
- A. Procurement Summary
- B. Types and Total Value Estimates of Projects - FY22 to FY24
- C. DEOD Summary

Prepared by: Jesus Villanueva, Principal Environmental Specialist
Environmental Services (213) 806-9245

Tom Kefalas, DEO, Environmental Services (213) 418-3370

Reviewed by Bryan Pennington, Chief Program Management Officer,
(213) 922-7449

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


Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**ENVIRONMENTAL SERVICES AND CONSTRUCTION SUPPORT
CONTRACT NO. AE79441**

1.	Contract Number: AE79441	
2.	Recommended Vendors: Arcadis U.S., Inc. Atlas Technical Consultants LLC. Burns McDonnell Engineering Company, Inc. ERM West, Inc. Kleinfelder, Inc. Polytechnique Environmental, Inc. TRC Solutions, 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 August 19, 2021	
	B. Advertised/Publicized: August 24, 2021 (Periodicals of General Circulation)	
	C. Pre-Proposal Conference: August 31, 2021	
	D. Proposals Due: September 21, 2021	
	E. Pre-Qualification Completed: October 18, 2021	
	F. Conflict of Interest Form Submitted to Ethics September 29, 2021:	
	G. Protest Period End Date: January 24, 2022	
5.	Solicitations Picked up/Downloaded: 73	Proposals Received: 7
6.	Contract Administrator: Daniel A Robb	Telephone Number: 213.922.7074
7.	Project Manager: Jesus Villanueva	Telephone Number: 213.922.7304

A. Procurement Background

This Board Action is to approve the award of Contracts under RFP No. AE79441 Environmental Services and Construction Support for Capital Projects to a bench of qualified teams to provide environmental services for a numerous Capital projects, in support of Metro's Environmental Compliance and Sustainability Department (ECSD). Services include emergency response, hazardous substances abatement, transport and disposal of encountered hazardous and non-hazardous classified soil and liquid wastes, management of asbestos and lead containing materials, environments demolition services, environmentally related construction services, plus permit assistance, remediation system construction, including engineering services to design and manage Metro's solid waste, recycling, and hazardous waste compliance issues at identified Metro capital project sites. Board approval of contract awards are subject to resolution of any properly submitted protest.

The recommended consultants will furnish all of the labor, materials, equipment, and other related items required to perform the services on a Task Order basis for a project. Task Orders will be issued for specific Scopes of Services and Periods of Performance.

The Request for Proposals (RFP) was an Architectural and Engineering (A & E) services, qualifications based procurement process performed in accordance with Los Angeles County Metropolitan Transportation Authority (Metro) Procurement Policies and Procedures and California Government Code §4525-45429.5. The contract type is a Cost Plus Fixed Fee (CPFF). The Contract is for a term of three (3) base years plus two (2) one-year options. A virtual pre-proposal conference was held on August 31, 2021 in accordance with the California Governor's Executive Order N-33 related to Covid-19. Seventy-three (73) firms downloaded the RFP package.

One Amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, was issued on September 14, 2021 to update the Letter of Invitation to clarify the method of selection and to distribute the Form 60

Seven (7) proposals were received on September 21, 2021 from the following firms:

1. Arcadis U.S., Inc.
2. Atlas Technical Consultants LLC.
3. Burns McDonnell Engineering Company, Inc.
4. ERM West, Inc.
5. Kleinfelder, Inc.
6. Polytechnique Environmental, Inc.
7. TRC Solutions, Inc.

All seven of the Proposals were responsive to the requirements of the RFP Documents, including Amendment No. 1.

B. Evaluation of Proposals

The Proposal Evaluation Team (PET) was comprised of representatives from the following departments: Engineering Department, and Environmental Compliance and Sustainability. The PET conducted a comprehensive evaluation of the proposals received.

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

Experience and Capabilities of the Firms on the Team	(25%)
Skill and Capability of Individuals on the Team.....	(25%)
Effectiveness of Management Plan.....	(25%)
Project Understanding and Approach.....	(25%)
Total.....	100%

The evaluation criteria are appropriate and consistent with criteria developed for other similar A & E procurements. Several factors were considered when developing the weightings, giving equal importance to all criteria.

This is an A & E qualification-based procurement; therefore, price cannot and was not used as an evaluation factor pursuant to state and federal law.

Qualifications Summary of Recommended Firm(s):

The evaluation performed by the PET determined that all the proposers were capable to join the bench of qualified consultants and teams to provide Environmental Engineering and Construction Support Services Capital Projects, as provided in the RFP Scope of Services.

Each Proposer demonstrated, through their written proposals, extensive technical experience and significant expertise in meeting the requirements identified in the Scope of Services. The Proposers demonstrated long histories of working with public agencies and each with a record of success in the environmental waste management field along with a thorough understanding of how to handle simultaneous assignments. The teams are highly experienced in delivering similar projects and can access extensive resources to respond to Metro's needs.

Furthermore, the Proposers demonstrated that they are well versed in providing the Scope of Services related to this contract and have the capabilities to provide key personnel with broad knowledge and experience with this type of work that is required under this contract. The key personnel identified by each proposer possess strong and relevant technical backgrounds and qualifications to meet Metro's needs.

The final scoring was based on evaluation of the written proposals received from the Proposers. The results of the scoring are shown below:

Firm	Evaluation Factor	Average Score	Factor Weight	Weighted Score
TRC Solutions, Inc.	Experience, and Capabilities of the Firms on the Team	90.52	25%	22.63
	Skill and Capability of Individuals on the Team	89.80	25%	22.45

	Effectiveness of Management Plan	90.28	25%	22.57
	Project Understanding and Approach	93.92	25%	23.48
	TOTAL		100.00%	91.13
Kleinfelder, Inc.	Experience, and Capabilities of the Firms on the Team	88.40	25%	22.10
	Skill and Capability of Individuals on the Team	91.88	25%	22.97
	Effectiveness of Management Plan	89.40	25%	22.35
	Project Understanding and Approach	88.32	25%	22.08
	TOTAL		100.00%	89.50
Arcadis U.S., Inc.	Experience, and Capabilities of the Firms on the Team	89.48	25%	22.37
	Skill and Capability of Individuals on the Team	85.88	25%	21.47
	Effectiveness of Management Plan	87.60	25%	21.90
	Project Understanding and Approach	90.52	25%	22.63
	TOTAL		100.00%	88.37

Burns & McDonnell Engineering Company, Inc.	Experience, and Capabilities of the Firms on the Team	84.72	25%	21.18
	Skill and Capability of Individuals on the Team	90.72	25%	22.68
	Effectiveness of Management Plan	89.00	25%	22.25
	Project Understanding and Approach	86.20	25%	21.55
	TOTAL		100.00%	87.67
Atlas Technical Consultants LLC	Experience, and Capabilities of the Firms on the Team	84.40	25%	21.10
	Skill and Capability of Individuals on the Team	79.80	25%	19.95
	Effectiveness of Management Plan	82.28	25%	20.57
	Project Understanding and Approach	79.52	25%	19.88
	TOTAL		100.00%	81.50
ERM West, Inc.	Experience, and Capabilities of the Firms on the Team	78.28	25%	19.57
	Skill and Capability of Individuals on the Team	84.80	25%	21.20
	Effectiveness of Management Plan	83.32	25%	20.83

	Project Understanding and Approach	75.20	25%	18.80
	TOTAL		100.00%	80.40
Polytechnique Environmental, Inc.	Experience, and Capabilities of the Firms on the Team	62.08	25%	15.52
	Skill and Capability of Individuals on the Team	77.68	25%	19.42
	Effectiveness of Management Plan	82.92	25%	20.73
	Project Understanding and Approach	77.48	25%	19.37
	TOTAL		100.00%	75.03

Note: All Scores rounded to the second decimal.

After award of the bench contracts, individual task orders will be competed among the bench and the most qualified firm to perform each task order scope will be determined and awarded the task order.

C. Cost Analysis

A cost analysis of labor rates, indirect rates and other direct costs was completed in accordance with Metro's Procurement Policies and Procedures, including fact-finding, clarification and cost analysis and the cost factors were determined to be fair and reasonable. Metro negotiated and established indirect cost rates and as appropriate provisional indirect (overhead) rates, plus a fixed fee factor to establish a fixed fee amount based on the total estimated cost for each task order, during the contract term to compensate the consultant.

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 overhead 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:			
Contract Duration	Proposal Amount	Metro ICE	NTE Funding Amount
Base Period – 3 Years	N/A ⁽¹⁾	\$82,650,000 ⁽²⁾	\$82,650,000 ⁽²⁾
Option Year 1	N/A ⁽¹⁾	\$1,650,000 ⁽³⁾	\$1,650,000 ⁽³⁾
Option Year 2	N/A ⁽¹⁾	\$1,600,000 ⁽⁴⁾	\$1,600,000 ⁽⁴⁾

- (1) A proposal amount was not applicable. This is a Cost Plus Fixed Fee (CPFF) Task Order Contract with no definable level of effort for the Scope of Services at the time of proposal. Hourly labor rates, overhead and fee were negotiated and determined to be fair and reasonable.
- (2) The amount \$82,650,000. is the Independent Cost Estimate (ICE) for 3-year base Period of the Contract.
- (3) The amount \$1,650,000. is the Independent Cost Estimate (ICE) for Option Year 1 Period of the Contract.
- (4) The amount \$1,600,000. is the Independent Cost Estimate (ICE) for Option Year 2 Period of the Contract.

The probable costs are based on the anticipated level of effort estimated for each year that will be required to perform the Scope of Services by the Consultant and sub-consultants.

D. Background on Recommended Consultants

TRC Solutions, Inc., located In Los Angeles, California, is a national leader in the environmental compliance, engineering, remediation, and demolition, as well as hazardous waste compliance consulting services with direct, relevant experience in environmental compliance, engineering, remediation, and demolition as well as hazardous waste compliance issues, which are important elements within the scope of this contract. TRC has assembled a team with relevant expertise capable of supporting Metro across multiple task orders simultaneously without jeopardizing quality, or on-schedule delivery of projects. The TRC team has successfully worked with Metro's Environmental Compliance and Sustainability Departments for more than 15 years, supporting the department on similar tasks to support Metro Orange Line, PLE Section 1, PLE Section 2, Airport Metro Connector, Link US, Rail to Rail, and Portal Widening Turnback projects.

ARCADIS U.S., Inc. located In Los Angeles, provide a full spectrum of consulting, design, engineering, project and construction management services related to infrastructure, environment, and waste solutions in the public and private business sectors. The Company is a Delaware corporation and maintains offices throughout the United States, including several in the greater-Los Angeles area. Arcadis U.S., Inc. is a wholly owned subsidiary of its ultimate parent entity, Arcadis N.V., a leading global design and consultancy organization for natural and built assets based in the Netherlands. Arcadis N.V. is a publicly traded company with its shares traded on the EuroNext exchange. Arcadis US Inc. has significant experience working with Metro, specifically related to providing environmental and construction support expertise for large capital projects. Arcadis has four active contracts with LA Metro, three as a prime

(Construction Claims Management, Regional Connector Construction Management, and Environmental Operations Support and AST/UST management).

Burns & McDonnell, located In Los Angeles, is a \$3 billion transportation environmental, and energy engineering/construction firm, with a lengthy history in transportation, technical depth, and experience providing solid waste, recycling, and hazardous waste compliance support services with multiple Southern California offices that include more than 200 professionals. Much of Burns & McDonnell's work has been on long, linear, highly-visible local projects with high visibility and extensive environmental and sustainability components. Burns & McDonnell has assembled a team of experts and qualified subcontractors to help support Metro's anticipated needs. The team consists of very strong companies that have a very good understanding of the project goals.

Atlas located in Monterey Park, is a world-class organization, dedicated to creating lasting infrastructure. Connected to the communities they service and committed to keeping people safe, connected, and productive by providing infrastructure that lasts for generations. Atlas serves a broad range of clients in government and industry, implementing complex projects from initial concept to delivery and operation. Atlas has over 100 years of combined experience offering a full suite of comprehensive professional services to include testing, inspection and certification; engineering and design, environmental services; and program, construction and quality management.

Environmental Resources Management (ERM) located In Walnut Creek, California, brings to Metro varied perspectives, innovation, and creative solutions to the capital project issues with decades of experience supporting clients such as Metro in Southern California. As the largest global pure play sustainability consultancy, ERM has created innovative solutions to sustainability challenges. ERM's diverse team of world-class experts supports clients across the breadth of their organizations to operationalize sustainability, underpinned by ERM's deep technical expertise in addressing environmental, health, safety, risk and social issues

Kleinfelder, Inc. (Kleinfelder), a California Corporation headquartered in San Diego, California, has been in business since 1961, and is a leader in the fields of Engineering, Architecture, and Science Consulting. Kleinfelder has nearly 2,800 employees across 74 offices across the United States, Canada, and Australia. They have been working in Los Angeles since 1984. Kleinfelder has previously performed Environmental Services and Construction Support for Capital Projects under various Metro contracts since 2008 and has successfully performed contracts of identical scope, size, and complexity for Metro and other public agencies, Kleinfelder has the expertise, experience, licenses, and certifications to provide services to handle hazardous materials, environmental waste handling, and certain environmentally related construction services for Metro's major transit capital projects, other capital projects, and Metro Property improvements.

Polytechnique Environmental, Inc. (Polytechnique), headquartered in Cerritos, California, is a Los Angeles County environmental engineering company. Polytechnique has assembled a diverse and dynamic team experienced in all of the tasks described in

the Los Angeles County Metropolitan Transportation Authority (Metro) RFP AE79441 Scope of Services. The proposed team has successfully delivered environmental support for capital projects for the transportation industry, including all phases of environmental engineering, design, construction, and the complex real estate development process. Polytechnique staff members have provided responsive, high-quality environmental services to Metro for over 25 years; are currently supporting Metro with engineering, compliance, and sustainability projects as a subconsultant; and will be a great addition to Metro's team.

Attachment B
5 Year Forecast for CAPITAL PROJECTS

Future Projects	Option Year 1		Option Year 2		Total	
	FY23 Immediate after award	FY24 Total Estimated Contract Value	FY25 Total Estimated Contract Value	FY26 Total Estimated Contract Value	FY27 Total Estimated Contract Value	Total Total Estimated Contract Value
Capital Projects						
Los Angeles						
Downtown						
Airport Metro Connector*	\$200,000.00	\$200,000.00	\$0.00			\$400,000.00
Division 20 - Portal Widening Turnback*	\$200,000.00	\$0.00	\$0.00			\$200,000.00
LINK US phase A	\$5,000,000.00	\$5,000,000.00	\$3,500,000.00	\$1,000,000.00	\$1,000,000.00	\$15,500,000.00
Metro Center Street Project*	\$200,000.00	\$200,000.00	\$0.00			\$400,000.00
						\$0.00
Drop Forge	\$14,000,000.00					\$14,000,000.00
East Side Access Improvement Project*	\$50,000.00	\$50,000.00	\$50,000.00			\$150,000.00
Eastside Transit Corridor Phase II	\$600,000.00	\$600,000.00	\$600,000.00			\$1,800,000.00
DOWNTOWN REGION TOTAL	\$20,250,000.00	\$6,050,000.00	\$4,150,000.00	\$1,000,000.00	\$1,000,000.00	\$32,450,000.00
South LA						
Green Line Core Capacity*	\$50,000.00	\$50,000.00	\$50,000.00			\$150,000.00
Green Line Extension*	\$200,000.00	\$200,000.00	\$200,000.00			\$600,000.00
Active Transportation Rail to Rail Corridor*	\$250,000.00	\$0.00	\$0.00			\$250,000.00
Vermont Transit Corridor*	\$0.00	\$300,000.00	\$300,000.00			\$600,000.00
SOUTH LA REGION TOTAL	\$500,000.00	\$550,000.00	\$550,000.00			\$1,600,000.00
West LA						
Division 6 - Demolition/abatement/Remediation	\$600,000.00		\$0.00			\$600,000.00
Purple Line Extension-Section 1 / Location 64*	\$100,000.00	\$0.00	\$0.00			\$100,000.00
Purple Line Extension-Section 2*	\$200,000.00	\$200,000.00	\$200,000.00			\$600,000.00
Purple Line Extension-Section 3*	\$400,000.00	\$400,000.00	\$400,000.00			\$1,200,000.00
WEST LA REGION TOTAL	\$1,300,000.00	\$600,000.00	\$600,000.00			\$2,500,000.00
East of LA						
Rosecrans / Marquardt Grade Separation*	\$250,000.00	\$250,000.00	\$250,000.00			\$750,000.00
West Santa Ana Branch Transit Corridor	\$24,000,000.00	\$14,000,000.00	\$2,000,000.00			\$40,000,000.00
EAST OF LA REGION TOTAL	\$24,250,000.00	\$14,250,000.00	\$2,250,000.00			\$40,750,000.00
San Fernando						
East San Fernando Valley Transit Corridor	\$2,000,000.00	\$2,000,000.00	\$1,000,000.00			\$5,000,000.00
Metro Orange Line Improvements	\$250,000.00	\$250,000.00	\$250,000.00			\$750,000.00
Metro Soundwall Program (Package 11)*	\$75,000.00	\$0.00	\$0.00			\$75,000.00
SAN FERNANDO REGION TOTAL	\$2,325,000.00	\$2,250,000.00	\$1,250,000.00			\$5,825,000.00
Santa Clarita						
Interstate 5*	\$400,000.00	\$400,000.00	\$250,000.00	\$150,000.00	\$100,000.00	\$1,300,000.00
SANTA CLARITA REGION TOTAL	\$400,000.00	\$400,000.00	\$250,000.00	\$150,000.00	\$100,000.00	\$1,300,000.00
Various Locations						
Real Estate Property acquired for East San Fernando Valley			\$500,000.00	\$500,000.00	\$500,000.00	\$1,500,000.00
VARIOUS LOCATION REGION TOTAL	\$0.00	\$0.00	\$500,000.00	\$500,000.00	\$500,000.00	\$1,500,000.00
Overall ROM	\$49,025,000.00	\$24,100,000.00	\$9,550,000.00	\$1,650,000.00	\$1,600,000.00	\$85,925,000.00

DEOD SUMMARY

ENVIRONMENTAL CAPITAL CONSTRUCTION SUPPORT / AE79441

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. Arcadis U.S., Inc., Atlas Technical Consultants LLC, Burns McDonnell Engineering Company, Inc., ERM West, Inc., Kleinfelder, Inc., Polytechnique Environmental, Inc., and TRC Solutions, Inc. will be required to meet or exceed the **DBE** contract-specific goal or demonstrate good faith efforts to do so. Arcadis U.S., Inc., Atlas Technical Consultants LLC, Burns McDonnell Engineering Company, Inc., ERM West, Inc., Kleinfelder, Inc., Polytechnique Environmental, Inc., and TRC Solutions, Inc. will be required to meet or exceed the **SBE/DVBE** contract-specific goal to be eligible for task order award.

Prime: Arcadis US, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Advanced Technical Laboratories	X		X
2.	Alaniz Associates Corp	X		X
3.	C2PM	X		X
4.	Chateau Vallon	X	X	
5.	Coleman Environmental Engineering, Inc.		X	X
6.	CTI Environmental, Inc.	X		X
7.	AVA Environmental, Inc.	X		X
8.	Harbor Environmental Group, Inc.	X		X
9.	J. & H. Drilling Co., dba M R Drilling	X		X
10.	JC Palomar Construction, Inc.	X		X
11.	Martini Drilling Corp	X		X
12.	OFRS, Inc.	X		
13.	Performance Analytical Laboratories, Inc.	X		X
14.	SunWest Engineering Constructors, Inc.	X		X
15.	Tri Span Inc.	X		X

Prime: Atlas Technical Services LLC

	Subcontractors	SBE	DVBE	DBE
1.	Conaway Geomatics	X		
2.	C2PM	X		X
3.	Cross Spectrum Acoustics	X		X
4.	Thomas Land Clearing	X		X
5.	DC Traffic	X		X
6.	Harness Industries LLC	X		X
7.	MA Engineering	X	X	X
8.	Martini Drilling	X		X
9.	NH Environmental Inc.		X	
10.	Performance Analytical Laboratories, Inc.	X		X
11.	Phase 5	X		
12.	SunWest Engineering	X		X
13.	Ultrasystems	X		X

Prime: Burns & McDonnell Engineering Co., Inc.

	Subcontractors	SBE	DVBE	DBE
1.	ASSET Laboratories	X		X
2.	A-Tech Consulting, Inc.	X		X
3.	AVA Environmental, Inc.	X		X
4.	OFRS, Inc.	X		X
5.	Summit Consulting & Engineering, Inc.	X		X

Prime: ERM-West, Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Aurora Industrial Hygiene, Inc.	X	X	X
2.	Martini Drilling	X		X
3.	Morgner Construction Management	X		X
4.	OFRS, Inc.	X		
5.	Performance Analytical Laboratories, Inc.	X		X
6.	Phase 5 Environmental	X		

Prime: Kleinfelder

	Subcontractors	SBE	DVBE	DBE
1.	Morgner Construction Management	X		X
2.	Tri Span, Inc.	X		X
3.	Action Cleanup Environmental Services, Inc	X		X
4.	Aero Environmental Services	X		
5.	All About Waste LLC			X

Prime: Kleinfelder (cont.)

	Subcontractors	SBE	DVBE	DBE
6.	ASSET Laboratories	x		x
7.	AVA Environmental Inc.	x		x
8.	BriteWorks, Inc.	x		x
9.	D'Leon Consulting Engineers			x
10.	EcoTeal, Inc.	x		x
11.	eWaste disposal Inc.	x		
12.	FRS Environmental, Inc.	x		x
13.	Geospatial Professional Solutions, Inc. (GPSI)	x		x
14.	Harbor Environmental Group, Inc.	x		x
15.	Harris Miller Miller & Hanson, Inc. (HMMH)	x		x
16.	InterPhase Environmental, Inc.	x		x
17.	JC Palomar Construction, Inc.	x		x
18.	Leland Saylor Associates		x	
19.	Northgate Environmental Management, Inc.	x		x
20.	OFRS, Inc.	x		
21.	Phase 5 Environmental	x		
22.	SunWest Engineering Constructors, Inc.	x		x
23.	Watearth, Inc.	x		x

Prime: Polytechnique Environmental Inc.

	Subcontractors	SBE	DVBE	DBE
1.	Polytechnique Environmental Inc. (SBE Prime)	x		
2.	ADV-SOC, Inc.		x	x
3.	AETL	x		
4.	Aurora Industrial Hygiene	x	x	x
5.	AVA Environmental, Inc.	x		x
6.	J & I Trucking	x		x
7.	GlobalASR Consulting, Inc.	x		x
8.	OFRS	x		
9.	Phase 5 Environmental	x		
10.	Spectrum Geophysics	x		

Prime: TRC Engineers, Inc. (CA)

	Subcontractors	SBE	DVBE	DBE
1.	Alameda Construction Services	x		x
2.	B & D Construction, Inc.	x		
3.	Surf to Snow Environmental Resource Management	x		
4.	Creation World Safety	x		x
5.	GCAP Services	x		x
6.	Integrated Demolition and Remediation	x		x
7.	JHHA Drilling	x		
8.	Martini Drilling	x		x
9.	MS Hatch Consulting, LLC	x		x
10.	Northstar Environmental Remediation	x		x
11.	NOVA Services		x	
12.	OFRS, Inc.	x		
13.	Performance Analytical Laboratory	x		x
14.	Sigma Engineering			x
15.	Spectrum Geophysics	x		
16.	Surf to Snow Environmental Resource Management	x		
17.	Tri Span, Inc.	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. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2021-0776, **File Type:** Contract**Agenda Number:** 31.

**CONSTRUCTION COMMITTEE
JANUARY 20, 2022**

SUBJECT: STATE ROUTE 71 (SR-71) IMPROVEMENTS (SOUTH SEGMENT): UPGRADE 1.8 MILES OF THE EXISTING EXPRESSWAY TO A 6-LANE FWY BETWEEN MISSION BLVD AND LOS ANGELES/SAN BERNARDINO COUNTY LINE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE Contract Modification No. 17 (CCO 17) for payment to the California Department of Transportation (Caltrans) for the construction contract of South Segment of the SR-71 Improvements Project between Mission Blvd and Los Angeles/San Bernardino County Line (The Project) in an amount not to exceed \$4.5 million within the overall corridor Life of Project (LOP) budget.

ISSUE

The construction contract for SR-71 improvements between Mission Blvd and Los Angeles/San Bernardino County Line encountered several problems including special requirements for excavation near the SCE power poles, utilities conflicts not identified during design, contaminated soil, and third-party delays. When the contractor started excavating for the construction of drainage culverts in August 2021, contaminated soil was encountered. Further investigations confirmed the presence of arsenic. The excavation work was immediately halted. Caltrans determined that the contaminated soil had to be appropriately disposed under the EPA regulations.

After consulting with disposal sites that are permitted to accept arsenic-contaminated soil, Caltrans estimated an approximated cost of \$4.5 million to properly dispose the excavated soil.

Contract modifications exceeding \$500,000 require Board authorization.

BACKGROUND

The existing SR-71 is a four-lane expressway and has signalized intersections between Mission Boulevard and Los Angeles/San Bernardino County Line. The Project will upgrade SR-71 from a four-lane expressway to a six mixed-flow lane and two HOV lane freeway within the specified limits. This Project is eligible for funding under Line 12 of the Measure M Expenditure Plan to improve the operation and safety of the facility. This Project includes extensive utility relocations, new retaining and soundwalls. Total budget for Construction Capital is \$124,097,000. Of the total budget for

Construction Capital, \$3,052,707 is spent to date; of this amount \$3,026,265 was funded with Measure M (17%) Highway Funds.

DISCUSSION

The SR-71 Improvement Project from Mission Blvd to Los Angeles/San Bernardino County Line was awarded on February 5, 2021. Caltrans designed and is currently managing the construction of the Project.

Construction of the Project started on May 10, 2021 and is currently in progress.

The construction of the Project is divided into five stages. The first stage is to construct the new drainage culverts. When the contractor started excavation for construction of the new drainage culverts, a strong organic smell was encountered in the soil in most areas. The work was immediately halted, and the soil was tested. Later the contractor informed Caltrans that the potential for the presence of arsenic was not stated in the contract documents and requested directions and additional funding to resolve the problem. Four dump sites were identified for the transfer of the contaminated material. Caltrans selected a dump site, which would perform the required soil tests and will accept any contaminant levels of arsenic soil for disposal.

The volume of the contaminated soil to be transported to various dump sites is estimated to be 64,000 cubic yards.

DETERMINATION OF SAFETY IMPACT

There are no safety impacts resulting from this action.

FINANCIAL IMPACT

The LOP budget of SR-71 South Segment Improvements in Construction Capital per FUNDING AGREEMENT NO. FA# 9200000000M500501 is \$124,097,000 and included \$86,072,000 in Local Measure M (17%) Highway Funds and \$38,025,000 in State Funds (TCEP). Metro's contribution to this project for Construction Capital is limited to the \$86,072,000 of Measure M (17%) Highway funds.

The up to \$4.5 million funds needed for CCO 17 is within the LOP budget. For FY22, \$27,659,821 has been budgeted for the SR-71 Improvements South Segment within the Highway Subsidies, Cost Center 0442, SR-71 Improvements, Project 475005, Account 54001 (Subsidies to Others). No Budget adjustment is needed at this time. Upon approval of this recommendation, staff will reassess the budgetary needs for the corridor, and proceed with the payment of the CCO amount.

Since this is a multi-year project, the Chief Countywide Planning Officer, Senior Executive Officer-Highway Program and Cost Center Manager will be responsible for budgeting the project costs in future fiscal years.

Impact to Budget

The source of funds for this recommendation is Measure M (17%) Highway Funds and TCEP Funds from SB1 which are not eligible for bus or rail operating expenditures.

EQUITY PLATFORM

The Project is administrated by Caltrans. Throughout the construction phase, the outreach efforts consist of sending press releases to the city, community, media outlets, and elected offices regarding construction work. Caltrans Public Affairs unit responds to constituent inquiries. The scheduled and as-needed community meetings will be conducted. Progress reports and updated information will be posted on Caltrans and Metro websites. Every effort will be made to avoid, minimize, and/or mitigate construction impacts on the corridor communities.

This action is necessary to minimize the presence of hazardous contaminants in the State ROW and allow the exports of the hazardous material to the appropriate dump site(s). The Project will be constructed within the Caltrans-owned right-of-way. Temporary construction easements (TCE) have been acquired for the necessary preparatory and temporary work on parcels adjacent to the freeway with proper compensation to the property owners. All those TCEs will be restored to their original or improved conditions and returned to the owners of record.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of staff recommendation would allow for the payment to the contractor to clean up the contaminated soil found in the Project. The Project is consistent with the following Metro Vision 2028 Goals and Objectives:

Goal 1: Providing high-quality mobility options that enable people to spend less time traveling by providing improved mobility at this location through upgrading the Expressway to an access-controlled freeway and HOV lanes to encourage carpooling 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 the management and delivery of this Project.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the staff's recommendation. However, this disapproval would result in further schedule delay, legal complications, and cost increase.

NEXT STEPS

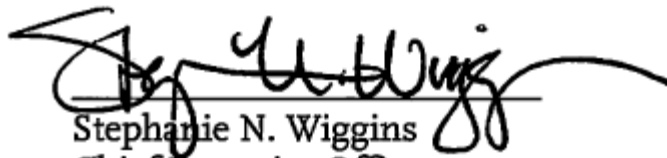
Upon Board's approval of the recommended action, Metro staff will authorize payment to the Contractor.

ATTACHMENT

Attachment A - SR-71 CCO Log

Prepared by: Victor Gau, Director of Engineering, Highway Programs, (213) 922-3031
Abdollah Ansari, Senior Executive Officer, Highway Programs (213) 922-4781

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

07-210624 --- SR-71 South Segment

CCO NO.	CCO DESCRIPTION	CCO AMOUNT	APPROVAL DATE
1	Maintain Traffic	\$ 500,000.00	05/03/21
2	Maintain Existing and Temporary Electrical Systems	\$ 85,000.00	05/03/21
3	Partnering	\$ 65,000.00	05/13/21
4	Establish DRB	\$ 40,000.00	05/19/21
5	Structures- Change W8 Spiral to #3 Spiral CIDH Piles	\$ -	08/11/21
6	Structures- Replacing Section 46-1.01A Special Provisions	\$ -	08/12/21
7	Additional SWPPP	\$ 20,000.00	08/13/21
8	QEW to Hold SCE Power Poles	\$ 49,000.00	09/20/21
9	Provided Specialized Hazardous Waste Contractor	\$ 40,000.00	09/21/21
10	Remove Buried Manmade Objects	\$ 50,000.00	09/21/21
11	Temporary Stormwater Diversion Plan (Rev		
12	Remove HOA Wall and Trees	\$ 50,000.00	10/15/21
13	DS 11-7 Realignment		
14	NSSP- Build RCB Rainy Season		
15	Sewer Siphon Structure Plan (Unilateral)	\$ -	11/15/21
16	Illegal Dumping	\$ 40,000.00	10/20/21
17	Contaminated Soil Disposal	\$ 4,500,000.00	
18	Remove Buried Manmade (CTPB)	\$ 50,000.00	
	<u>TOTAL OF ALL ABOVE-LISTED CCO's</u>	\$ 5,489,000.00	



Metro

Board Report

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

File #: 2021-0764, **File Type:** Agreement

Agenda Number: 33.

EXECUTIVE MANAGEMENT COMMITTEE JANUARY 20, 2022

SUBJECT: FUNDING AGREEMENTS FOR THE SAFE, CLEAN WATER PROGRAM (MEASURE W) GRANT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) or her designee to:

- A. EXECUTE the terms and conditions of the \$34,515,458.00 Safe, Clean Water (SCW) Program grant awarded to Metro for the Metro G Line (Orange) Water Infiltration and Quality Project by the Los Angeles County SCW Regional Infrastructure Program; and
- B. NEGOTIATE and EXECUTE the terms and conditions of a cost sharing agreement with the Los Angeles Department of Water and Power (LADWP) to contribute \$11,088,000.00 towards the project.

ISSUE

Metro is on its way to achieve operational water management goals identified in the 2020 10-Year Sustainability Strategic Plan. The agency is in partnership with other agencies and utilities in this effort including a specific commitment to increase stormwater capture capacity and infiltration by 15% from 2020 baseline levels.

In October 2020, Metro submitted a grant application and feasibility study to the Los Angeles County Safe, Clean Water Regional Infrastructure Program (established through Measure W) requesting funding for the Metro G Line (Orange) Water Infiltration and Quality Project (Project). This project would implement stormwater Best Management Practices (BMPs) along the G Line (Orange) right-of-way and Metro-owned parcels to capture, treat, and infiltrate stormwater from over 2,300 acres of drainage area in the San Fernando Valley. The Project would be integrated into the planned Metro G Line (Orange) Bus Rapid Transit Improvement Project and provide a variety of co-benefits to both the local community and region, including stormwater management, groundwater recharge, and flood risk reduction.

On September 15, 2021, the Los Angeles County Board of Supervisors approved funding for the Project as one of the recipients of the Safe Clean Water (SCW) Program's Regional Program funding, beginning in FY 2021-22 (Attachment A). The SCW Program grant will provide \$34,515,458 of the \$45.6M total project cost, which includes design, construction, and 30 years of operations and maintenance costs. Recognizing the groundwater supply and water quality improvements that would result from this project, the LADWP has agreed to enter a cost sharing agreement with Metro to contribute the remaining \$11,088,000 in funding required for the Project (Attachment B).

Metro Board approval of Metro's intent to receive the SCW Program grant funding and enter into a cost sharing agreement with LADWP is requested prior to the commencement of any negotiations and the execution of an agreement between Metro, the SCW Program, and LADWP.

BACKGROUND

As a major landowner in Los Angeles County, the stormwater management practices implemented on Metro's properties have a significant impact on regional water quality and supply. Metro's extensive land holdings and fortuitous siting within the highest value groundwater recharge areas in the region create opportunities for large-scale infiltration and aquifer recharge. Additionally, Metro's extensive capital program provides cost effective opportunities to install green infrastructure and stormwater BMPs as part of current and planned projects. Properly maintained, such installations improve the handling of stormwater and reduce pollution runoff from Metro's facilities and right of ways.

The 18-mile-long Metro G Line (Orange) directly overlays the San Fernando Valley Groundwater Basin, which is one of the highest value groundwater recharge areas within Los Angeles County. Recognizing the significant groundwater infiltration and stormwater quality potential in this area, Metro initiated a feasibility evaluation for the Metro G Line (Orange) Water Infiltration and Quality Project in March 2020. The results of the feasibility assessment identified the Project as a strong candidate for a SCW Program grant.

Los Angeles voters approved Measure W in November 2018, establishing the SCW Program and its funding source via a special parcel tax. The Program provides local, dedicated funding to increase Los Angeles County's local water supply, improve water quality, and enhance communities. The Program generates up to \$285 million each year to fund multi-benefit stormwater and urban runoff capture projects, which is distributed across nine different Watershed Areas. The Program issued its first round of grant disbursements in FY 2020-21.

DISCUSSION

The G Line (Orange) Water Infiltration and Quality Project proposes to divert stormwater runoff from the surface and existing regional storm drains to a network of infiltration drywells across seven locations within Metro properties and along the G Line (Orange) right-of-way. The infrastructure would include pretreatment facilities to capture, treat, and infiltrate stormwater runoff from over 2,300 acres of drainage area, recharging the San Fernando Valley Groundwater Basin in the Upper Los

Angeles River watershed. The project would also reduce surface water pollution, improve surface water quality at downstream receiving water (Los Angeles River), and reduce the risk of localized flooding by mitigating peak flow rates.

This project will allow Metro to meet and exceed the stormwater capture and infiltration goals set in Metro's 10-Year Sustainability Strategic Plan, *Moving Beyond Sustainability*. The Project is projected to recharge the San Fernando Valley Groundwater Basin at a rate of 890 acre-feet per year (over 290 million gallons) and remove 65% of the zinc and bacteria pollutant load on an annual average basis. Metro's total water consumption in 2020 was 673 acre-feet, meaning this effort alone has the potential to capture enough stormwater to allow Metro to become *Net Water Positive, contributing more water to regional groundwater recharge efforts on an annual basis than it uses to support operations*.

The use of existing Metro property for this project avoids potential complications associated with land acquisition, adding a largely subsurface beneficial use without disrupting primary transportation functions. Additionally, the Project takes advantage of highly fortuitous siting as it is located in the highest value groundwater recharge areas in the region, intersects primary drainages, and can utilize existing Los Angeles County Flood Control District (LACFCD) storm drain infrastructure to intercept, treat, and infiltrate stormwater prior to discharge to the Los Angeles River. The Project catchment areas do not overlap with those from other existing or proposed infiltration projects.

By integrating these infrastructure improvements into the G Line (Orange) Bus Rapid Transit (BRT) Improvements Project, Metro will also be able to deliver additional community benefits, save on construction costs, and expedite the project implementation process. If approved, construction is anticipated to be completed by 2026, in line with the BRT Improvements Project schedule.

Metro has engaged several key stakeholders in the development of the Project, including targeted discussions with agencies such as LA County, LADWP, LA Sanitation & Environment, and StreetsLA, as well as community organizations such as Climate Resolve, Council for Watershed Health, and the National Resources Defense Council. To date, the Project has received three letters of support from external stakeholders. Additionally, the SCW Program's Regional Oversight Committee held over 80 public meetings to select the projects, project concepts, and scientific studies approved for funding. This process involved scoring by a committee and independent third-party analyses to determine the benefits of each project. Projects were prioritized for funding based on their investment in disadvantaged communities, utilization of Nature-Based Solutions, and advancement of compliance with existing water quality regulations.

The SCW Program grant for the G Line (Orange) Project was approved in the Upper Los Angeles River Stormwater Investment Plan for the 2021-22 fiscal year. The first allocation of \$1.6M will be dispersed in FY 2021-22, with the remainder of the \$34,515,458.00 to be dispersed over subsequent fiscal years in alignment with the project implementation timeline.

Stormwater management projects like the G Line (Orange) Water Infiltration and Quality Project provide direct benefits to Metro by supporting environmental compliance obligations and helping fulfill the agency's sustainability goals. Metro's Sustainability Strategic Plan includes a commitment to "Increase runoff infiltration and capture capacity for stormwater by 15% from 2020 baseline levels" by

2030. This strategy reflects Metro's full life-cycle approach to water management and the potential for Metro to become Net Water Positive.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro.

FINANCIAL IMPACT

Adoption of the resolution and authorization of the CEO to execute the required documents to claim the Safe, Clean Water Program and LADWP cost-share funds would positively impact the agency's budget by making \$45,603,458 available to Metro.

The SCW Program grant will fund \$34,515,458 and the remaining \$11,088,000 in funding will be provided through a cost-sharing agreement with LADWP. *The ongoing operations and maintenance costs for the planned stormwater infrastructure **are included** the SCW Program funding award for a term of 30 years.*

EQUITY PLATFORM

Fifty-eight percent (58%) of the Project's direct benefit (drainage area) area is located within equity-focused communities (EFCs) and 90% is within disadvantaged communities (DAC) or severely DACs, as defined by the California Utilities Commission Water Code Section 79505.5. The Project provides a local and more affordable supply of clean water, reduces environmental hazards to the community by reducing water pollution, both at the surface and in regional water sources, and increases the wellbeing of the community by mitigating localized nuisance flooding.

Metro Community Relations will develop a Stakeholder and Community Outreach/Engagement Plan for the Metro G Line (Orange) BRT Improvements Project to commence during the Project's design phase. All outreach and engagement activities for the water infiltration project component will be conducted as part of the outreach and engagement activities for the larger Metro G Line (Orange) BRT Improvements Project. The Plan will ensure those living, working, visiting and passing by the Project, as well as local community and government organizations, are informed about project developments, progress, and ways to provide input. All stakeholders engaged in the initial development of the stormwater infiltration project will continue to be engaged throughout this process.

The outreach and engagement efforts will be implemented through a variety of ways, including briefings, presentations, community meetings, digital media, media relations, paid media buys consisting of print and radio media, and the dissemination of a notice via door-to-door distribution to government, organizations and local stakeholders in the project corridor. Information and signage will be developed to educate the public on the infiltration system, water supply and quality benefits provided to the surrounding communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Metro G Line (Orange) Water Infiltration and Quality Project supports the implementation of Metro's Strategic Plan Goals, with specific alignment to Initiative 5.2 - Exercise good public policy judgement and sound fiscal stewardship. The implementation of this project will support these strategic goals by: 1) Supporting compliance with State and local water regulations; 2) Delivering water supply benefits through water capture and infiltration, with the potential to make Metro Net Water Positive; 3) Improving surface water quality downstream of the project area, and; 4) Increasing community wellbeing by mitigating localized nuisance flooding.

The project will also support achievement of Metro's Sustainability Strategic Plan Water Target #2 - Increase runoff infiltration and capture capacity for stormwater by 15% from 2020 baseline levels.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation to allow the CEO or her designee to negotiate and execute the SCW Program grant and LADWP cost-share agreements. Staff does not recommend this alternative because it would risk the loss of \$45,603,458 in funding and would significantly decrease Metro's achievement of its water quality and conservation goals.

NEXT STEPS

After Board approval of this action, staff will engage with the SCW Program to enter into a Transfer Agreement authorizing receipt of the approved funding amount. Metro will use the standard template Transfer Agreement developed by the SCW Program and establish the terms and conditions for the transfer of the SCW Program funds to grant recipients. Upon execution of a Transfer Agreement, Metro will receive the approved funding amount for implementation of the approved activities.

Metro staff will also engage with LADWP to negotiate and execute the terms of the cost sharing agreement to fund the remainder of the project, in the amount of \$11,088,000. A Memorandum of Agreement will be developed, including details on the fund transfer schedule and timeline.

ATTACHMENTS

Attachment A. Adopted FY 2021-22 SIP BL

Attachment B. DWP MOL Measure W Project Letter of Support

Prepared by: Melissa Levitt, Senior Environmental Specialist, (213) 418-3478

Heather Repenning, Executive Officer, (213) 922-4932

Craig Reiter, Senior Director, (213) 418-3476

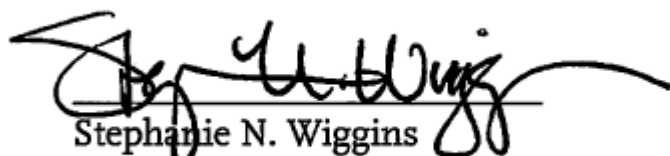
Annalisa Murphy, Director, (213) 922-2143

Brad Owen, Executive Officer, (213) 418-3143

Cris B. Liban, Deputy Chief Sustainability Officer, (213) 922-2471

Reviewed by:

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



Stephanie N. Wiggins
Chief Executive Officer



CUSTOMERS FIRST

Eric Garcetti, Mayor

Board of Commissioners
Cynthia McClain-Hill, President
Susana Reyes, Vice President
Jill Banks Barad
Nicole Neeman Brady
Susan A. Rodriguez, Secretary

Martin L. Adams, General Manager and Chief Engineer

October 15, 2020

Los Angeles County Metropolitan Transportation Authority
Craig Reiter
One Gateway Plaza
Mail Stop 99-16-9
Los Angeles, California 90012-2952

Subject: Letter of Support for METRO Orange Line Water Infiltration and Water Quality Project

Los Angeles Department of Water and Power (LADWP) is pleased to express support for the METRO Orange Line (MOL) Water Infiltration and Water Quality Project (Project) for consideration to the Safe Clean Water Program (SCWP) Call for Projects Round two.

LADWP strongly supports multi-benefit opportunities and partnerships in projects that help achieve increases in stormwater capture, groundwater recharge, water quality, and community improvements. The Project will provide fast and reliable ridership to disadvantage communities, enhance pedestrian safety, provide significant water quality and water supply benefits, as well as support the transition to electric bus operations at the MOL. This Project will assist LADWP in achieving its long-term local supply strategies and sustainability, through augmenting local groundwater supply in the San Fernando Groundwater Basin and improving the water quality in the Los Angeles River downstream. In addition, this Project aligns with the critical needs and priorities established within the SCWP guidelines and further contributes to the development of disadvantaged communities.

LADWP intends to be a funding partner with METRO for the implementation of the Project, once it is successful in receiving SCWP Round two funding. LADWP intends to provide up to \$11,088,000 for the installation of 168 drywells (\$66,000 per drywell) pending LADWP Board of Commissioners' approval. Additionally, LADWP understands METRO will be responsible for operations and maintenance of the aforementioned drywells, through their viable Project life.

Mr. Craig Reiter
Page 2
October 15, 2020

As a local advocate for stormwater capture projects that provide multiple benefits and long-term sustainability, LADWP strongly supports this Project and recommends that the SCWP award funding for the Project. LADWP appreciates your consideration.

If you have any questions about this letter of support, please contact Mr. Art Castro, Manager of Watershed Management, at (213) 367-2966.

Sincerely,

A handwritten signature in blue ink, appearing to read "David R. Pettijohn", with a long horizontal flourish extending to the right.

David R. Pettijohn
Director of Water Resources

AC:lb/cyr
c: Art Castro
Delon Kwan



Board Report

File #: 2021-0783, File Type: Contract

Agenda Number: 35.

EXECUTIVE MANAGEMENT COMMITTEE JANUARY 20, 2022

SUBJECT: LONG-TERM ADVERTISING - CULVER CITY STATION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE a long-term advertising purchase, up to 12 months, at Culver City Station from HBO, generating up to \$400,000 plus, estimated net revenues for Metro. This is not a title sponsorship, and will not affect Culver City Station's title nor the adjacent private property's title, Ivy Station.

ISSUE

In compliance with the Commercial Sponsorship and Adoption Policy, 'station activation' advertising beyond 90 days require Board approval (*Attachment A*). Staff is bringing to the Board's attention a request for long-term advertising and activity from HBO at Culver City Station on the Metro E Line (Expo). Approval of this long-term advertising purchase will authorize Metro's rail advertising broker, Intersection, to manage the extended 12-month purchase and advertising activities stated in this report.

BACKGROUND

In February 2021, the Board approved the Commercial Sponsorship and Adoption Policy. The policy enables Marketing Communications to establish a sponsorship program to generate additional revenues for the agency.

DISCUSSION

Findings

HBO has moved their corporate headquarters to the newly completed Ivy Station - a mixed-use complex adjacent to Culver City Station on the E Line; and has purchased a station activation beginning fall 2021. Metro's rail advertising broker, Intersection, has also been coordinating with HBO on purchasing long-term advertising beyond the maximum 90 days as authorized in the current advertising contract - the inquiry in summary:

- Buyer: Home Box Office, Inc (media and entertainment company)

-
- Duration: HBO previously entered into a 90-day agreement with Intersection for advertising at Culver City Station. Approval is now sought to extend the program for an additional nine months beginning in early 2022 and extending through fall 2022.
 - Revenue to Metro: Up to \$400,000 plus, estimated net revenues (total advertising buy ranging from \$500,000-\$750,000 of which Metro will receive 55%)
 - Advertising Activities: Station Activation - The advertising purchase will include various large-format media on station elements such as columns wraps, pillar wraps, trestle wraps, and a wallscape via direct decal to the surfaces of station property. Visual samples are provided in *Attachment A - HBO Advertising - Culver City*, displaying the type of creative content HBO and Intersection may post. Within the 12-month duration, creative content may be updated at the discretion of HBO and Intersection. All creative content will comply with Metro's System Advertising Policy and be vetted by the Content Advertising Committee.

Metro Communications (Marketing and Community Relations) reached out to Culver City with the advertising proposal and have received a green light to proceed from Culver City Community Development, City Manager, and City Attorney.

DETERMINATION OF SAFETY IMPACT

The contractor will install advertising following Rail Safety Policy and Guidelines to ensure the safety of Metro's riders and employees.

FINANCIAL IMPACT

There is no negative financial impact with the approval of this item. The contractor is responsible for material costs and maintenance of HBO advertising for the duration of the sale.

Revenues generated from this long-term advertising sale will be designated as Commercial Sponsorship and will be tracked separately from Commercial Advertising.

The project manager and the Accounting department will be responsible for monitoring performance, compliance, costs, and resources in support of this task. Since this sale will extend over two fiscal years, the program manager, cost center manager, and Chief Communications Officer will ensure all project resources are budgeted in future fiscal years.

Impact to Budget

Commercial Advertising and Sponsorships are revenue-generating programs and do not incur capital costs to Metro; however, labor support is warranted to ensure safety compliance during material installations. Metro will receive 55% revenue share, approximately \$412,500, and the contractor will receive 45% revenue share, approximately \$337,500, from the total gross sale of \$750,000; with an estimated \$5,000 in Metro labor expenditure.

Summary of estimated revenues and expenditures:

\$750,000 Advertising Buy (gross sale)

\$337,500	Contractor's 45% revenue share
\$412,500	Metro's 55% revenue share
\$5,000	Metro Expenditures (Operations labor support)

EQUITY PLATFORM

Long-term advertising purchases generate significant revenues upfront and they also command the attention of future media buyers. This initial media purchase may be a catalyst for consistent and long-term revenues generated through advertising and sponsorship at a singular station - creating a reliable funding source for equitable initiatives. At this time, there are no equity impacts anticipated as a result of this action.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The revenue advertising program supports the Strategic Plan by fulfilling Goal 5.2 - Exercising good public policy judgment and sound fiscal stewardship by monetizing Metro's capital assets to generate non-tax revenues.

ALTERNATIVES CONSIDERED

The Board may choose not to approve this long-term advertising request, however, this is not recommended. Metro would be turning away up to \$400,000 plus estimated revenue earnings from an individual station, and miss other fruitful opportunities to generate unrestricted local funding.

NEXT STEPS

Upon Board approval, staff will authorize the advertising broker to complete the advertising sale and begin executing the long-term media placement with HBO and Culver City Station on E Line.

ATTACHMENTS

Attachment A - Commercial Sponsorship and Adoption Policy
Attachment B - HBO Advertising-Culver City Station

Prepared by: Lan-Chi Lam, Director of Communications, (213) 922-2349
Glen Becerra, Executive Officer of Marketing, (213) 418-3265

Reviewed by: Yvette Rapose, Chief Communications Officer, (213) 418-3154



Stephanie N. Wiggins
Chief Executive Officer

Commercial Sponsorship and Adoption Policy

POLICY STATEMENT

Commercial Sponsorship and Adoption is a form of advertising in which entities will compensate Metro in order to be associated with certain Metro facilities, services, programs, or events. Compensation to Metro can include, but is not limited to: monetary payments; resources and finance; payment-in-kind; value-in-kind to develop new facilities, services, programs, or events; or, funding to operate and enhance existing facilities, services, programs, or events.

Through implementation of the Commercial Sponsorship and Adoption Policy ("Policy"), Metro seeks to establish guidelines to execute a responsible and consistent process regarding Sponsorship and Adoption business activities. Metro's Communications department administers the Commercial Sponsorship and Adoption Program ("Program") as part of its overall responsibility of revenue-generating advertising and Metro's overarching goal of partnering with businesses on activities that can increase mobility and brand awareness for customers in the Los Angeles region.

As sponsorship is a form of advertising, the Program will adhere to Metro's System Advertising Policy (COM 6) and apply the same content restrictions in considering sponsors' core business, brand, and services. Commercial Sponsorship and Adoption may impact Metro facilities, services, programs, amenities, or events. As Metro facilities, services, programs, and events have already been named, the program will also adhere to Metro's Property Naming Policy (COM 11) and apply the same public outreach processes and principles pertaining to area location, neighborhood identity and system legibility in considering sponsors' core business, brand, and services.

PURPOSE

Through implementation of this Policy, Metro seeks to establish guidelines regarding Commercial Sponsorship and Adoption of Metro services, facilities, amenities, programs, and events.

Goals and Principles

This Policy will set direction for how Metro plans and implements Commercial Sponsorship and Adoptions on the Metro system. Specific Program goals include, but are not limited to:

- Generate long-term revenues to support agency programs and initiatives**
 Metro has the fiscal responsibility to maximize the utilization of available resources effectively and efficiently to create long-term, agency-generated revenues. Furthermore, diversifying Metro's revenue sources prepares the agency for future economic shortfalls and unexpected agency impacts.
- Enhance service and/or amenities that improve customer experience**
 Partnerships with local businesses and entities may offset costs of desired customer amenities, such as technology (Wi-Fi, mobile charging stations), commerce (vending kiosks, retail), and convenience (food trucks, parcel pickup). These partnerships allow Metro to focus on operating a world-class transit system while specialist(s) provide amenities enhancing the customer experience.
- Position corporate social responsibilities towards equity-focused communities**
 Metro can create more opportunities to promote small, disadvantaged, and disabled veteran business enterprises through commercial programs by allowing them involvement in the system. Concurrently, corporate entities may provide equity opportunities to communities through Metro's program.

PROCESS AND PROCEDURE

Eligible Agency Assets

Metro is the transportation planner and coordinator, designer, builder, and operator of a large and expanding transit system. The infrastructure capital investment and other assets are significant within Metro's county-wide system of bus, rail, and other services; property portfolio; numerous facilities; programs and events. The various facilities, programs, and services that may be eligible for sponsorships and adoption are:

- Facilities** – Any rail station or bus stop, parking lots and parking structures, regional facilities, maintenance buildings and other structures, Metro headquarters building, and any other property owned, leased, managed, or operated by Metro. Example facilities include Pico Station, Sierra Madre Villa parking structure, and El Monte bus station.
- Transit Services** – Any light & heavy rail lines, bus service lines & routes, transitway service lines & routes, and any mode of transit service owned, leased, managed, or operated by Metro. Example transit services include A Line, E Line, and Dodgers Stadium Express.

- **Programs** – Selected established Metro-operated effort/initiative for the benefit of customers and communities that Metro serves, generally in the form of customer service actions and functions. Example programs include Freeway Service Patrol and Metro Micro.
- **Events** – Selected one-time, seasonal, or annual event initiated, partnered with, coordinated by, or conducted by Metro. Example events include Older Adult Expo and Faith Leaders Roundtable.

Program Models

Metro will engage in two types of program models, Adoptions and Sponsorships. Within these two models, proposals may include customized packages of varying marketing techniques and tactics; combine financial payments and value-in-kind amenities; or only provide financial payments or value-in-kind amenities. Metro defines amenities as selected resources, features, or utility that may provide additional enhancement to an established Metro facility, station, or stop. Examples amenities may include technologies such as mobile data and Wi-Fi services, commerce such as retail and vending machines, and convenience such as restrooms.

- **Adoption** - A partnership between Metro and a third party, which provides benefit to Metro riders in the form of sponsored amenities, services, equity opportunities, and customer experience improvements. In an Adoption, third parties may provide resources and/or financing, payment-in-kind, or value-in-kind to develop operating or new facilities, services, programs, or events. Examples: providing free Wi-Fi to a particular station, funding additional maintenance to a particular station.
- **Sponsorship** - A partnership between Metro and a third party, which provides benefit to Metro in the form of financial payments - revenues from sponsorships may be directed towards Metro programs and initiatives. In a Sponsorship, a third party may provide resources and funding, payment-in-kind, or value-in-kind to develop operating or new facilities, services, programs, or events. Examples: temporary station name take-over, long-term media buyouts of a particular station or facility.

Terms and Durations

Sponsorships and Adoptions can take on various forms of advertising in which companies contract with Metro to associate their name, identity and branding with facilities, services, programs or events. Metro may engage in Temporary and Long-Term Sponsorships/Adoptions that provide value and benefit both parties.

- **Temporary** – Sponsorship/Adoption/Advertising activity lasting up to ninety consecutive days — temporary commercial activity is within CEO's approval

authority. Contractor shall not allow or authorize any single advertiser to engage in Station Domination of a single station for a period of more than 90 consecutive days. Immediately following the period of Station Domination by an advertiser, said advertiser shall not be permitted to engage in Station Domination of that same station for at least 90 consecutive days.

- **Long-term** – Sponsorship/Adoption/Advertising activity lasting greater than ninety consecutive days with a maximum length of 10 years — all long-term commercial activity require Board reviewed and approval. The renaming of a facility or station requires a minimum five year commitment. Additionally, any activity affecting facility/station/service names requires Board notification: short-term renaming/co-naming requires Board notification while long-term renaming/co-naming requires Board approval.

Eligibility and Criteria

In line with Metro's System Advertising Policy (COM 6), business entities selling products or services in the prohibited categories will not be considered for participation in the Program including Alcohol, Tobacco and Electronic Cigarettes, Adult Entertainment and Content, Arms/Guns and Weapons, Political Parties, Political Groups, Political Organizations, and Political Candidates or Campaigns, causes (including Religious Groups and Religious Associations, social advocacy groups, lobbyist, etc), or any other category prohibited by COM 6.

Metro shall consider Sponsorships and Adoptions with qualified entities meeting these criteria:

- Businesses already established in the U.S. or have fulfilled all legal requirements and compliance to establish a business within the United States;
- Businesses must establish current financial stability as well as financial stability for the five years prior to proposal submission;
- Businesses with current responsible practices and positive business history within the last five years prior to proposal submission;
- Businesses with satisfactory record of contractual performance within the last five years prior to proposal submission;
- Businesses must not have been awarded a Metro contract as a prime contractor six months prior to proposal submittal. Businesses will also not be considered for Metro contract as a prime contractor six months following proposal submittal.

Proposal Review Committee

A Proposal Review Committee will be established to review and vet each proposal submitted to the agency. The Proposal Review Committee will be managed by

Marketing with concurrence from the Chief Communications Officer and will be composed of stakeholder departments to provide feedback and advisory recommendations for Board review and approval. Committee members may include, but are not limited to the following:

- **Compliance Panel** - The Compliance Panel ensures interested sponsors are in compliance with Metro policies and neither discriminate nor pose a conflict of interest. The Compliance Panel does not score the proposal, instead providing review and comment on the sponsoree, the Compliance Panel may include:
 - Civil Rights
 - Ethics
 - Legal Counsel
 - Office of Inspector General
 - Vendor/Contract Management
- **Evaluation Panel** - The Evaluation Panel reviews and scores each proposal based on the Evaluation Criteria. The Evaluation Panel may be composed of scoring members, and non-scoring members that provide comments but do not participate in scoring; comments and recommendations are submitted to the CEO and Board for final review and approval, the Evaluation Panel may include:
 - Communications (Arts & Design, Community Relations, Marketing, Public Relations)
 - Countywide Planning (Real Estate, Systemwide Design)
 - Customer Experience
 - Equity & Race
 - Respective Asset or Program Owner

Evaluation and Criteria

If a business meets all Eligibility and Criteria, Metro will take into consideration the financial offers and implementation proposals. The Proposal Review Committee will score proposals based on the following evaluation criteria:

- Alignment with Metro's existing brand and agency mission, themes, and priorities
- Innovative sponsorship and business plan(s) that address value-transfers and potential customer experience enhancements
- Reach of cross promotion between Metro and Sponsor/Adoptee, providing Equity Opportunity activities for Metro communities and riders
- Financial offer, including total value and duration, payment options, and package offerings
- Determination of conflicts of interest based on other business activities with Metro

Corporate Responsibilities

All costs related to Sponsorship/Adoption activities of an existing facility, service, or program – including, but not limited to, the costs of replacing affected signage and customer information collateral, Metro materials, media materials, and Metro staff labor – shall be borne by the Adoptee/Sponsor.

Metro expects Sponsorship and Adoption partners to remain in good financial stability and to conduct responsible business practices for the duration of granted Sponsorship/Adoption. Metro may terminate granted Sponsorship/Adoption with partners who fails to maintain these financial and business requirements.

All granted Sponsorship/Adoption must respect and adhere to Metro's System Advertising Policy and Metro's Property Naming Policy.

Equity Opportunity and Community

Metro's mission is to provide a world-class transportation system that enhances quality of life for all who live, work and play within LA County. Under its Equity Platform, Metro recognizes that access to opportunities – including housing, jobs, education, mobility, and healthy communities – is critical for enhanced quality of life. Metro also recognizes that vast disparities exist in access to opportunities and strives to identify and implement projects or programs that reduce and ultimately eliminate those disparities.

Sponsors must include Equity Opportunity in each proposal - which will be scored in the Evaluation Criteria; however, sponsors should consider the qualitative engagement rather than the quantitative engagement within their proposal. While Metro sponsorships will vary, all sponsorships must advance Metro's mission by supporting Equity Opportunity to:

- Increased access to opportunities
- Removal of barriers to access
- Partnership with local communities

Acceptable partnerships will vary. Examples include, but are not limited to:

1. Connecting communities to healthy food especially when they lack such options via the provision of gift cards to grocery stores or health snacks at a community event
2. Promoting safety in high injury areas via bike helmet or bike safety light giveaways
3. Supporting community events via hosting a Wi-Fi hot spots or cooling station

Process and Implementation

Metro may negotiate Sponsorships and Adoptions directly or contract with outside specialist(s) to liaise, negotiate and manage Sponsorships.

Metro's Right of Rejection

Metro and its authorized sponsorship specialist(s) will screen all proposals, Metro reserves the right to reject any Sponsorships submitted for consideration. Decisions regarding the rejection or termination of Sponsorships are made by Metro's Chief Communications Officer or their designee based upon the criteria in this Policy.

System Integration

Metro has an established transit system with known nomenclature, customer information, and service names, thus, coordination with stakeholder departments will be critical to:

- Conclude acceptable enhancements to system facilities affecting customer experience - such as station identity and signage wayfinding.
- Establish reasonable implementation schedules and deliverables - such as those affecting operational logistics in stations, trains, and buses; fabrication logistics such as signage; and customer information materials.

Public Information

All granted Sponsorship/Adoption are subject to the provisions of the California Public Records Act (California Code Government Code §6250 et seq.), including monies paid to Metro.

HBO

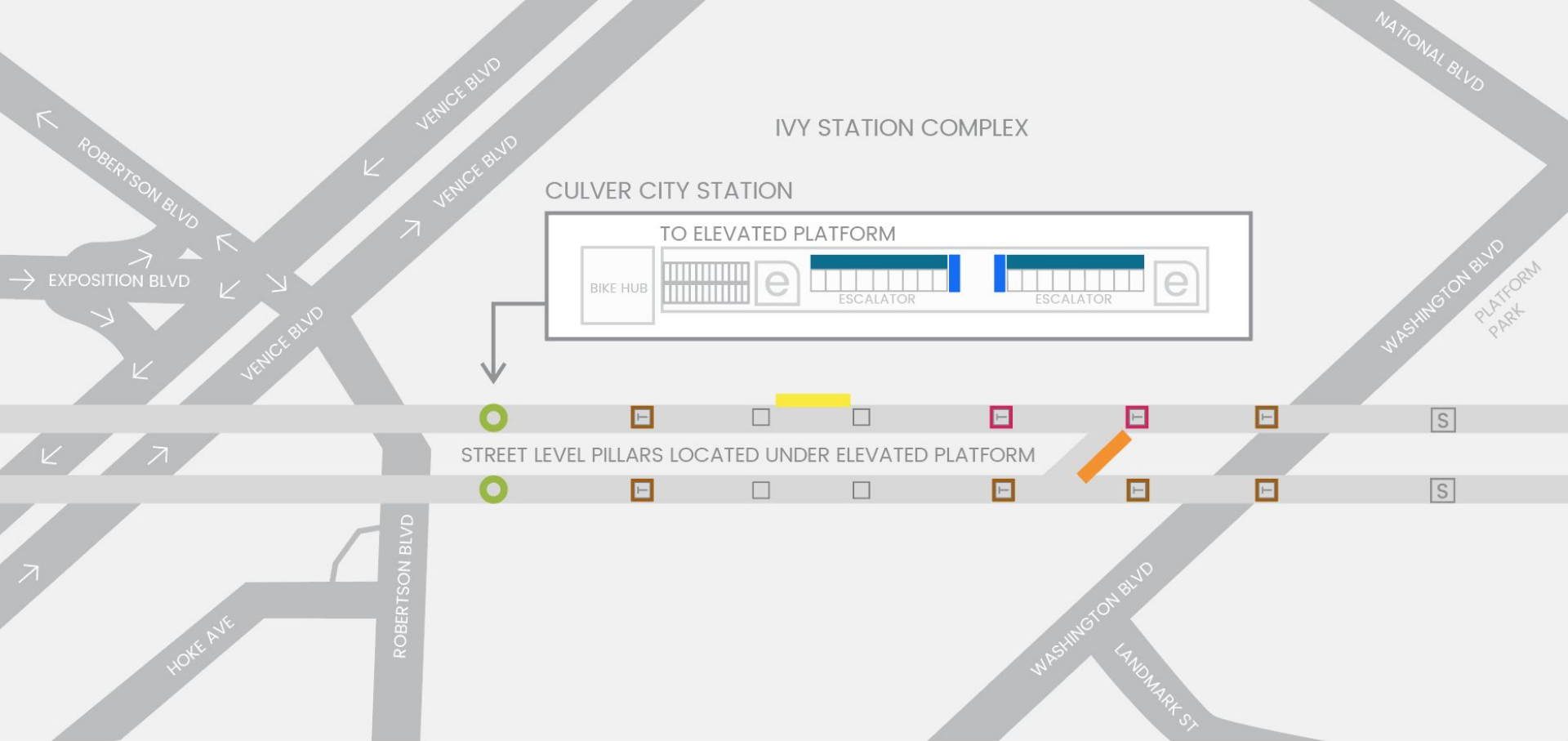
**& Culver City Station
Los Angeles**



**We propose a custom
station domination for
HBO at Culver City Station**

Culver City Station

Street Level



- | | | |
|-----|--|--------------------------|
| TCW | | TAPERED COLUMN WRAP |
| HWT | | HALF WRAP TAPERED COLUMN |
| RCW | | ROUND COLUMN WRAP |
| TTW | | TRAIN TRESTLE WRAP |

- | | | |
|-----|--|---------------------------|
| EP | | ESCALATOR PANEL |
| TS | | TRESTLE SOFFIT WRAP |
| TTS | | TRAIN TRESTLE SPECTACULAR |

- | | |
|--|------------------|
| | ELEVATOR |
| | TICKET MACHINE |
| | STATION SIGN |
| | WASTE RECEPTACLE |

- | | |
|--|--------------|
| | POWER OUTLET |
| | TELEPHONE |
| | INFORMATION |
| | BENCH |

Before



Enhanced

Bring
vibrance to
the
structural
elements at
street level
near Ivy
Station

*Image depicts: Pillar wrap
near Robertson Blvd*





Before





Enhanced

**Tower
overhead
with massive
pillar wraps
and custom
media along
the station
walkway**

*Image depicts:: Pillar wraps,
partial pillar wraps, and
overhead trestle near
Washington Blvd*



Before



Enhanced

Image depicts: Escalator wrap



Before



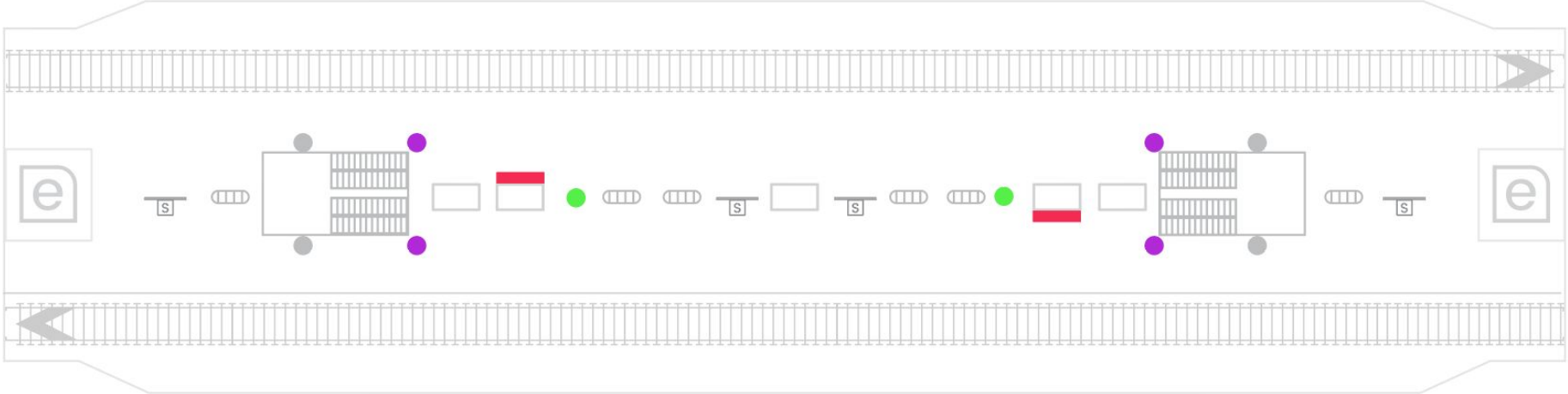
Enhanced

*Rendering depicts: Trestle
Spectacular*

Culver City Station Platform Level



Platform



- LC LARGE COLUMN WRAP
- CW COLUMN WRAP
- PP PLATFORM PANEL

- ELEVATOR
- TICKET MACHINE
- STATION SIGN
- WASTE RECEPTACLE

- POWER OUTLET
- TELEPHONE
- INFORMATION
- BENCH

Before



Enhanced

Reach arriving
& departing
commuters at
the platform
level

Image depicts: Column Wrap





Enhanced

And tower
overhead
along the
trestle facing
Ivy Station's
plaza to truly
make a
creative
statement

*Image depicts: Overhead
Banner facing Ivy Station
Courtyard*