One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room

Agenda - Final

Thursday, June 27, 2024

10:00 AM

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Board of Directors - Regular Board Meeting

Karen Bass, Chair
Janice Hahn, Vice Chair
Fernando Dutra, 2nd Vice Chair
Kathryn Barger
James Butts
Jacquelyn Dupont-Walker
Lindsey Horvath
Paul Krekorian
Holly J. Mitchell
Ara J. Najarian
Tim Sandoval*
Hilda Solis
Katy Yaroslavsky
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

****Attending Virtually: Chuck Bader Conference Room, 505 S. Garey Avenue, Pomona, CA***

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA 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 general 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 General 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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x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

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

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo se pueden dar por telefono o en persona.

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 27 de Junio de 2024. Puedes unirte a la llamada 5 minutos antes del comienso 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
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CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 23, 24, 25, 26, 27, and 28.

Consent Calendar items are approved by one motion 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 2024-0422

RECOMMENDATION

RECEIVE remarks by the Chair.

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2024-0423

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

5. SUBJECT: BOARD OFFICERS 2024-0428

RECOMMENDATION

ELECTION of Board Officers.

35. SUBJECT: I-605/VALLEY BOULEVARD INTERCHANGE IMPROVEMENT PROJECT RESOLUTIONS OF NECESSITY 2024-0088

RECOMMENDATION

CONSIDER:

A. HOLDING a public hearing on the proposed Resolutions of Necessity; and

B. ADOPTING the Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire the Property Interests (“Property Interests”) as identified in Attachment A, and described as follows:

1. Project Parcel I-605-1, 12900 Valley Boulevard, Unincorporated Area of Los Angeles County, CA (APN 8110-023-024 & 025); 26-month Temporary Construction Easement (TCE)

2. Project Parcels I-605-4-1 and I-605-4-2, 13009 Temple Avenue,

Unincorporated Area of Los Angeles County, CA (APN 8563-012-028 & 8563-012-029); Partial fee simple Interest (Fee) and a 26-month TCE

3. ~~Project Parcels I-605-5-1 and I-605-5-2, 13001 Temple Avenue, City of Industry, CA (APN 8564-007-008); Fee and a 26-month TCE~~

4. ~~Project Parcels I-605-8-1 and I-605-8-2, 13000 Temple Avenue, City of Industry, CA (APN 8564-011-015); Fee and a 26-month TCE~~

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Attachments: Attachment A - Staff Report
Attachment B-1 - Resolutions of Necessity
Attachment B-2 - Resolutions of Necessity
Presentation

36. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT RESOLUTION OF NECESSITY 2024-0395

RECOMMENDATION

CONSIDER:

A. HOLDING a public hearing on the proposed Resolution of Necessity; and

B. ADOPTING the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire three permanent easements identified as W-5004, W-5004-1 and W-5004-4 and to acquire a 67-month temporary construction easement identified as W-5004-2 from the property identified as (APN: 4324-001-031) (hereinafter called the “Property Interests”) as identified in Attachment A.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Attachments: Attachment A - Staff Report
Attachment B - Resolution of Necessity
Presentation

37. SUBJECT: STATE ROUTE 71 (SR-71) GAP CLOSURE NORTH SEGMENT PROJECT (PHASE 2), DESIGN 2024-0406

RECOMMENDATION

CONSIDER:

A. APPROVING adjustment of the FY25 Budget which currently has $30 million for SR-71 South Segment Project to provide separate budget line items: $10 million for the SR-71 North Segment Project and $20 million for the SR-71 South Segment Project;

B. APPROVING the programming of $10 million in Measure M funds to support design activities for the SR-71 North Segment Project (Phase 2); and

C. AUTHORIZING the Chief Executive Officer or their designee to execute and/or amend all necessary programming documents and project agreements for Phase 2 design activities.

(RECOMMENDATION B WAS CARRIED OVER FROM THE MAY REGULAR BOARD MEETING)

Attachments: Attachment A - SR 71 Gap Closure Project Limits Map

Presentation

38. SUBJECT: RESPONSE TO MOTION 34.1 IMPROVING SAFETY FOR METRO RIDERS AND EMPLOYEES 2024-0306

RECOMMENDATION

RECEIVE AND FILE a status report on strategies to improve safety for Metro riders and employees in response to Motion 34.1.

Attachments: Attachment A - Board Motion 34.1

Attachment B - BART Next Generation Fare Gates

Attachment C - Metro Bias-Free Policing Policy & Public Safety Analytics Policy

Attachment D - Survey of Laws in CA Governing Use of Facial Rec. Tech.

Attachment E - Full List of State Laws on Assaults Against Transit Emp.

39. SUBJECT: RESPONSE TO MOTION 15.1 ENHANCING METRO'S MULTI-LAYERED PUBLIC SAFETY PRESENCE AND RESPONSE 2024-0424

RECOMMENDATION

RECEIVE AND FILE a report in response to Motion 15.1.

Attachments: Attachment A - Board Motion 15.1

40. SUBJECT: TRANSIT COMMUNITY PUBLIC SAFETY DEPARTMENT IMPLEMENTATION PLAN 2024-0169

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the Transit Community Public Safety Department Implementation Plan (Attachment A); and

B. APPROVING the establishment of an in-house Transit Community Public Safety Department over a five-year phased transition, utilizing the Enhanced Public Safety Service Model.

Attachments: Attachment A - Transit Community Public Safety Dept. Implementation Plan
Attachment B - Motion 21.1
Attachment C - Letter from LA County Sheriff Luna and Metro Response

APRIL FINANCE, BUDGET, AND AUDIT COMMITTEE AND APRIL OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION:

41. SUBJECT: TAP PLUS 2024-0319

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 176 to Contract No. OP02461010001, with Cubic Transportation Systems, Inc. (“Cubic”), in the amount of $66,423,946 for upgrading the current fare payment system to include open payment and account-based functionality and expand its capabilities to improve the customer experience, including acceptance of credit and debit cards as payment on buses and at rail stations for 27 Los Angeles County transit agencies;

B. EXECUTE Modification No. 155.02 to Contract No. OP02461010MAINT000, with Cubic Transportation Systems, Inc. (“Cubic”), in the amount of $78,883,737 to support the current fare collection system, as well as the upgrade, and to extend the period of performance for an additional four years from January 1, 2025, to December 31, 2028;

C. NEGOTIATE and execute all agreements, contract awards, including contract modifications, not to exceed $6.5 million for software development and/or integration to implement open payment and account-based

functionality; and

D. AMEND the FY25 Budget by $33,000,000 to accommodate for the cash flow requirements of FY25 for the first-year implementation of the TAP Plus project.

(CARRIED OVER FROM THE MAY REGULAR BOARD MEETING)

Attachments:
Attachment A - TAP Plus Customer Benefits Timeline
Attachment B - Procurement Summary
Attachment C - Contract Mod Log
Attachment D - DEOD Summary
Attachment E - Frequently Asked Questions
Presentation

42. SUBJECT: MOTION 22 RESPONSE: BRIDGE TO FARELESS TRANSIT 2024-0285

RECOMMENDATION

RECEIVE AND FILE an update on the Low Income Fare is Easy (LIFE) Program in response to Board Motion 22 Bridge to Fareless Transit (Attachment A).

Attachments:
Attachment A - Board Motion 22
Attachment B - Board Motion 40
Attachment C - LIFE Survey Results
Attachment D - Potential Funding Sources
Presentation

43. SUBJECT: EXPANDING THE LIFE PROGRAM THROUGH TECHNOLOGY MOTION 2024-0429

RECOMMENDATION

APPROVE Motion by Mitchell, Sandoval, Solis, Najarian, Dupont-Walker, and Bass that the Board direct the Chief Executive Officer to:

A. Include social benefit cards as fare media as part of Phase II account-based system launch of TAP Plus. If unable to implement as part of Phase II launch, report to the Board on reasons for the delay.

B. Coordinate with relevant federal, state, and County agencies, such as the Los Angeles County Department of Public Social Services, to make necessary technical and system upgrades to TAP in order to:

1. Enroll members into LIFE upon qualification without undergoing an additional LIFE application; and

2. Enable social benefit cards (when upgraded to contactless EMV - Europay, Master card, Visa) to be used in lieu of Metro fare media to access the Metro's system and LIFE's free and discounted rides.

C. Report back in September 2024 with an update on the LIFE program enrollment strategy and TAP system upgrades, including a progress update on the above that includes but is not limited to:

1. Social benefit programs identified for automatic LIFE enrollment, including availability of a social benefit card;

2. Technical and system upgrades along with supportive state or federal legislative actions required to enable utilization of social benefit cards as fare media by respective social benefit programs;

3. Capabilities and upgrade requirements to Metro's TAP system to use social benefit cards;

4. A plan to implement automatic LIFE enrollment and social benefit card utilization as fare media

D. Include in all future board reports on TAP Plus upgrades a specific section outlining progress on enabling TAP system compatibility with social benefit card utilization as fare media.

(CARRIED OVER FROM THE MAY REGULAR BOARD MEETING)

END OF NON-CONSENT

44. SUBJECT: CLOSED SESSION 2024-0454

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

1. Rocio Flores v. LACMTA, LASC Case No. 19STCV32362
2. Lawrence Furbush, Sr, et al. v. LACMTA, LASC Case No. 20STCV45168
3. Sergio Morales, et al. v. LACMTA, LASC Case No.19STCV32582
4. LACMTA v. Spectrum Investments Corp., LASC Case No. 23STCV03917
5. LACMTA v. Astra Holdings, LASC Case No. 23STCV03898
6. LACMTA v. 21400 Roscoe, LASC Case No. 23STCV03915

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

Significant Exposure to Litigation (One case)

C. **Conference with Labor Negotiator - G.C. 54957.6**
Agency Designated Representative: Cristian Leiva and Ilyssa DeCasperis (or designees).
Employee Organizations: ATU, AFSCME, TCU, SMART, and Teamsters

CONSENT CALENDAR

2. SUBJECT: MINUTES 2024-0448

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held May 23, 2024.

Attachments: Regular Board Meeting MINUTES - May 23, 2024
May 2024 RBM Public Comments

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

6. SUBJECT: LOCAL RETURN PROPOSITION A AND MEASURE R CAPITAL RESERVE - PALMDALE AND SOUTH PASADENA 2024-0332

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Account as approved; and

B. ESTABLISHING new Local Return funded Capital Reserve Accounts for the Cities of Palmdale (Proposition A), and South Pasadena (Measure R) (Attachment A).

Attachments: Attachment A - Proj. Sum. for Proposed Capital Reserve Accts

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

7. SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM 2024-0333

RECOMMENDATION

ADOPT:

A. Findings and Recommendations (Attachment A) for allocating fiscal year 2025 (FY25), Transportation Development Act (TDA) Article 8 funds estimated (Attachment B) at $42,918,656 as follows:

1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet. Therefore TDA Article 8 funds in the amount of $202,757 may be used for street and road projects or transit projects;

2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale, and the unincorporated portions of North County, transit needs can be met by using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of $10,490,346 and $10,039,029 (Lancaster and Palmdale, respectively) may be used for street and road projects or transit projects as long as their transit needs continue to be met;

3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of $13,956,331 for the City of Santa Clarita may be used for street and road projects or transit projects as long as their transit needs continue to be met;

4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of $8,230,193 may be used for street and road projects or transit projects as long as their transit needs continue to be met; and

B. A resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

Attachments:

Attachment A - FY25 Proposed Findings and Recommended Actions

Attachment B - TDA Article 8 Apportionments Estimates for FY25

Attachment C - FY25 TDA Article 8 Resolution

Attachment D - History of TDA 8 Definitions

Attachment E - TDA Article 8 Public Hearing Process FY25

Attachment F - Summary of Recommendations and Actions Taken FY25

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

8. SUBJECT: FISCAL YEAR 2024-25 TRANSIT FUND ALLOCATIONS 2024-0337

RECOMMENDATION

CONSIDER:

A. APPROVING $3.2 billion in fiscal year 2024-25 (FY25) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators, and Metro Operations as shown in Attachment A. These allocations comply with federal, state, and local regulations and Metro Board approved policies and guidelines;

B. APPROVING fund exchanges in the estimated amount of $3,566,564 of Metro's Transportation Development Act (TDA) Article 4 allocation with Municipal Operators' shares of the Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;

C. APPROVING fund exchanges in the estimated amount of $1,056,205 of Metro's Proposition (Prop) C 40% allocation with Antelope Valley, Santa Clarita, Burbank, and Glendale's shares of the Low Carbon Transit Operations Program (LCTOP). Funding will be adjusted based on LCTOP actual allocations;

D. APPROVING fund exchange in the amount of $780,652 of Metro's TDA Article 4 allocations with Claremont's share of FY19-FY23 Federal Section 5307 funding;

E. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCRTTC) through Long Beach Transit in the amount of $360,000 with Metro's TDA Article 4 allocation, the second year of a three-year agreement;

F. APPROVING fund exchanges in the amount totaling $15.6 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;

G. APPROVING an additional $422,893 to the previously approved amount for the City of Pasadena, to purchase nine buses for servicing lines 177 and 256 in a new amount not to exceed $4,546,716, as part of the NextGen Bus Plan;

H. AUTHORIZING the Chief Executive Officer to adjust FY25 Federal Section

5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities), and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Administration and amend the FY25 Budget as necessary to reflect the adjustments;

I. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment C); and

J. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements and FY25 Budget amendments to implement the above funding programs.

Attachments: Attachment A - FY25 Transit Fund Allocations
Attachment B - TDA and STA Resolution
Attachment C - Summary of Signficant Info Methods and Assumptions
Presentation

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

9. SUBJECT: ANNUAL FINANCIAL AND COMPLIANCE AUDITS OF METRO AND ITS COMPONENT UNITS FY24-29 2023-0774

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm-fixed unit rate Contract No. PS108960(2)000 to Crowe LLP (Crowe) to perform annual financial and compliance audits of Metro and its component units in the not-to-exceed (NTE) amount of $2,096,970 for the five-year base term, and $464,450 for the one-year option term, for a total combined NTE amount of $2,561,420, effective July 1, 2024, subject to resolution of all properly submitted protest(s), if any.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary

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

10. SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM 2024-0243

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase Public Entity excess liability policies with up to $300 million in limits at a not-to-exceed premium of $29.9 million for the 12-month period effective

August 1, 2024, to August 1, 2025.

Attachments: Attachment A - Proposed Options, Premiums, and Loss History

Attachment B - Proposed Public Entity Liability Carriers & Prog. Structure

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

11. SUBJECT: METROLINK FY 2024-25 ANNUAL WORK PROGRAM AND REGIONAL RAIL SUPPORTIVE ACTIONS 2024-0282

RECOMMENDATION

CONSIDER:

A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) Fiscal Year (FY) 2024-25 Operating, Rehabilitation, and Capital Budget in the amount of $206,833,180 as described in Attachment A;

B. APPROVING the increase of funding to SCRRA for Right-Of-Way (ROW) maintenance along Metro-owned property beyond the 20-foot center of track from $1,195,916 to $2,920,232 (addition of $1,724,316) beginning FY 2024-25 and increasing by the Consumer Price Index thereafter;

C. APPROVING additional funding in the amount of up to $500,000 using FY23 surplus SCRRA-dedicated funds for Metro's share of the San Bernardino Line 25% Fare Reduction Program and extending the program date from June 30, 2023, to June 30, 2025;

D. EXTENDING the lapsing dates for funds previously allocated to SCRRA for State of Good Repair (SGR) and capital project Memoranda of Understanding (MOUs) as follows:

- Ticket Vending Machine (TVM) Replacement Project extended from June 30, 2023, to June 30, 2026
- FY 2016-17 SGR Program extended from June 30, 2024, to June 30, 2025
- Doran Street Grade Separation Project extended from June 30, 2024, to June 30, 2027
- Antelope Valley Line (AVL) Plans, Specifications, and Estimates Project extended from June 30, 2025, to June 30, 2026;

E. APPROVING the FY 2024-25 Transfers to Other Operators' payment rate of $1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of $5,592,000;

F. AMENDING the FY25 Budget to include $29.29 million for the SCRRA Working Capital Fund; and

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

Attachments: Attachment A - SCRRA FY25 Budget Transmittal
Presentation

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

12. SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2025 BUDGET 2024-0325

RECOMMENDATION

CONSIDER:

A. APPROVING local funding request for Access Services (Access) in an amount not to exceed $189,763,812 for FY25. This amount includes:

- Local funds for operating and capital expenses in the amount of $187,153,892
- Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of $2,609,920

B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

Attachments: Attachment A - FY25 Access Services ADA Program
Presentation

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

13. SUBJECT: REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL SERVICES BENCH 2024-0184

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 3

to the Regional Rail Planning and Environmental On-Call Services Contract Nos. AE56752000 through AE56752005 to exercise the first one-year option term in the amount of $2 million, increasing the not-to-exceed (NTE) cumulative contract amount from $25 million to $27 million and extending the period of performance from August 14, 2024, to August 13, 2025.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification Change Order Log
Attachment C - Future Task Orders
Attachment D - DEOD Summary
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

14. SUBJECT: LONG BEACH TO EAST LOS ANGELES (LB-ELA) TASK FORCE 2024-0248

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Ratification and Modification No. 34 to Contract No. PS4340-1939 with URS Corporation (an AECOM Entity) to fund the additional LB-ELA Task Force (formerly I-710 Task Force) outreach efforts and technical responses in the not-to-exceed amount of $477,612, increasing the total contract value from $68,782,355 to $69,259,967 and extending the period of performance six months to end on September 30, 2024.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract ModificationChange Order Log
Attachment C - DEOD Summary
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-1):

15. SUBJECT: STATE ROUTE (SR) 138 SEGMENT 13 SAFETY IMPROVEMENTS 2024-0276

RECOMMENDATION

CONSIDER:

A. PROGRAMMING $2,500,000 in Proposition C 25% or Surface Transportation Block Grant (STBG) for the SR-138 Segment 13; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to

negotiate and execute all necessary agreements for the SR-138 Board-approved projects.

Attachments: Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

16. SUBJECT: JOINT DEVELOPMENT POLICY AND EXCLUSIVE NEGOTIATION AGREEMENT 2024-0277

RECOMMENDATION

APPROVE the:

A. Amended Joint Development Policy (Attachment A); and

B. Amended Exclusive Negotiations Agreement (ENA) Key Terms (Attachment B) for 10K Sites.

Attachments: Attachment A - Amended Joint Development Policy
Attachment B - Amended ENA Key Terms
Presentation

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

17. SUBJECT: VENICE DIVISION 6 JOINT DEVELOPMENT 2024-0281

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an Exclusive Negotiation Agreement and Planning Document (ENA) with Metro Venice Art Collective, LLC (Developer) for a period of 18 months, with the option to extend for an additional three, 12-month periods, for the development of Metro-owned property at the former Division 6 Bus Yard in the Venice Community of the City of Los Angeles (Site), subject to resolution of all properly submitted protest(s), if any.

Attachments: Attachment A - Site Map
Attachment B - Motion 59
Attachment C - Procurement Summary
Attachment D - Site Plan and Rendering
Presentation

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

18. SUBJECT: ACQUISITION OF COMPUTER HARDWARE, SOFTWARE AND SERVICES 2024-0310

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to utilize the National Association of State Procurement Officials (NASPO) cooperative purchase program's Master Price Agreement to purchase computer and network equipment, peripherals, and related software and services, for a five-year period for a total expenditure not-to-exceed $90 million, subject to funding availability effective September 1, 2024. This request is not for a budget increase but is a request to utilize the NASPO cooperative agreement.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary

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

20. SUBJECT: FEDERAL TRANSIT ADMINISTRATION OVERALL DISADVANTAGED BUSINESS ENTERPRISE GOAL 2024-0326

RECOMMENDATION

CONSIDER:

A. APPROVING 31% Overall Disadvantaged Business Enterprise (DBE) goal for Federal Fiscal Years (FFY) 2025 - 2027 for contracts funded, in whole or in part, with Federal Transit Administration (FTA) funds; and

B. RECEIVING and FILING an update on the new modernized DBE Program certification and implementation requirements.

Attachments: Attachment A - Overall DBE Goal & Goal Methodology Rpt FFY25-27
Presentation

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

21. SUBJECT: UNSOLICITED PROPOSALS POLICY UPDATE 2024-0247

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the status update on the recommendations from

the Unsolicited Proposals Five Year Review; and

B. ADOPTING the Unsolicited Proposals (UP) Policy Staff Recommendations (Attachment A) in response to Board Motion 39.

Attachments: Attachment A - Unsolicited Proposals Policy Staff Recommendations
Attachment B - Unsolicited Proposals Policy
Attachment C - Board Motion 39
Presentation

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

23. SUBJECT: TRANSIT SERVICE OPERATION AGREEMENTS 2024-0071

RECOMMENDATION

CONSIDER:

A. EXTENDING the Transit Service Operation Agreement between Metro and the City of Glendale for the Glendale Beeline Route 3, for a period of three years through June 30, 2027, for an amount up to $2,396,912.85, which is inclusive of FY24 estimated CPI Index cost adjustment;

B. EXTENDING the Transit Service Operation Agreement between Metro and the City of Los Angeles Department of Transportation (LADOT) for Dash Pico Union/Echo Park 601, Dash El Sereno/City Terrace 602, and Commuter Express 422 (Downtown LA - Van Nuys, Warner Center, Agoura Hills, Thousand Oaks), for a period of three years through June 30, 2027, for an amount up to $13,171,708.44;

C. EXTENDING the Transit Service Operation Agreement between Metro and the Palos Verdes Peninsula Transportation Authority (PVPTA) for operation of the Line 225/226, for a period of three years through June 30, 2027, for an amount up to $731,970.00; and

D. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements for funding approval in accordance with recommendations A, B, and C.

Attachments: Attachment A - Map of Glendale Service Area
Attachment B - Map of LADOT Service Area
Attachment C - Map of PVPTA Service Area

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

24. SUBJECT: ANNUAL APPOINTMENTS TO METRO'S SERVICE COUNCILS 2024-0147

RECOMMENDATION

APPROVE nominees for membership in Metro's San Fernando Valley, San Gabriel Valley, South Bay Cities, and Westside Central Service Councils.

Attachments: Attachment A - New Appointees Nomination Letters

Attachment B - New Appointees Biographies and Qualifications

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

25. SUBJECT: UNLEADED FUEL 2024-0187

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a five-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. FY119572000 for unleaded fuel to Mansfield Oil Company of Gainesville, Inc., the lowest responsive and responsible bidder, for a three-year base contract with a not-to-exceed amount of $11,588,606.93 and one two-year option for a not-to-exceed amount of $7,763,220.01, for a total not-to-exceed contract amount of $19,351,826.94 inclusive of sales tax, subject to resolution of any properly submitted protest(s), if any.

Attachments: Attachment A - Procurement Summary

Attachment B - DEOD Summary

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

26. SUBJECT: GRAFFITI ABATEMENT MAINTENANCE SERVICES FOR REGIONS 1, 2 AND 3 2024-0255

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed unit rate Contract No. OP91160-20028370 for Region 1 to BriteWorks, Inc. to provide graffiti abatement maintenance services in the not-to-exceed (NTE) amount of $2,644,321 for the three-year base period, and $1,937,690 for the one, two-year option, for a combined NTE amount of $4,582,011, effective August 1, 2024, subject to resolution of any properly submitted protest(s), if any; and

B. AWARD a firm fixed unit rate Contract No. OP91160-20008370 for Regions 2 and 3 to Bread & Water Landscape, LLC to provide graffiti abatement maintenance services in the NTE amount of $7,636,800 for the three-year base period, and $5,559,840 for the one, two-year option, for a combined NTE amount of $13,196,640, effective August 1, 2024, subject to resolution of any properly submitted protest(s), if any; and

C. EXECUTE individual contract modifications within the Board approved contract modification authority.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Three Regions' Maps

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

27. SUBJECT: EXERCISE OPTION FOR A650 HEAVY RAIL VEHICLE STATIC CONVERTER LOW VOLTAGE POWER SUPPLY (LVPS) 2024-0288

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 2 to exercise an option for the purchase of 37 Static Converter Low Voltage Power Supply (LVPS) units under Contract No. OP82170000 to Kiepe Electric LLC in the amount of $1,470,195, increasing the total Contract value from $472,306 to $1,942,501 and extending the period of performance by 18 months from October 5, 2024 to April 5, 2026.

Attachments: Attachment A - Procurement Summary
Attachment B - Modification Log
Attachment C - DEOD Summary

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

28. SUBJECT: METRO FREEWAY SERVICE PATROL 2024-0292

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a 54-month firm fixed unit rate Contract No. FS118013 -C0003000-13A to Neighborhood Towing 4U, Inc. for Metro Freeway Service Patrol (FSP) towing services for Beat 7 and Beat 29 in the amount of $9,432,184, effective July 2024, subject to resolution of any properly submitted protest(s), if any;

B. AWARD a 54-month firm fixed unit rate Contract No. FS118013 -C0003001-13B to Reliable Delivery Service, Inc., DBA R.D.S. Towing, for FSP towing services for Beat 11 and Beat 28 in the amount of $8,596,062.16, effective July 2024, subject to resolution of any properly submitted protest(s), if any;

C. AWARD a 54-month firm fixed unit rate Contract No. FS118013 -C0003002-13C to Hovanwil, Inc., DBA Jon's Towing, for FSP towing services for Beat 24 and Beat 41 in the amount of $10,212,384.70, effective July 2024, subject to resolution of any properly submitted protest(s), if any;

D. AWARD a 54-month firm fixed unit rate Contract No. FS118013 -C0003003-13D to Disco Auto Sales, DBA Hollywood Car Carrier Service, for FSP towing services for Beat 27 and Beat 33, in the amount of $8,623,240.45, effective July 2024, subject to resolution of any properly submitted protest(s), if any;

E. AWARD a 54-month firm fixed unit rate Contract No. FS118013 -C0003004-13E to Sonic Towing, Inc. for FSP towing services for Beat 36 and Beat 42, in the amount of $7,837,402.68, effective July 2024, subject to resolution of any properly submitted protest(s), if any; and

F. AWARD a 54-month firm fixed unit rate Contract No. FS118013 -C0003005-13F to Safeway Towing Services, Inc., DBA Bob's Towing, for FSP towing services for Beat 50, in the amount of $4,449,861.00, effective July 2024, subject to resolution of any properly submitted protest(s), if any.

Attachments: Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - FSP Beat Map

SUBJECT: GENERAL PUBLIC COMMENT 2024-0426

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

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

Metro

Board Report

File #: 2024-0423, **File Type:** Oral Report / Presentation **Agenda Number:** 4.

REGULAR BOARD MEETING
JUNE 27, 2027

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

powered by Legistar™

Report by the CEO
Item #4

Metro

CHIEF EXECUTIVE OFFICER

June 2024

Nothing is More Important than Safety

Increased patrols by LAPD and LA Sheriff's Department on Metro Rail from 5/20 – 6/19 have resulted in **623 surge-related arrests.**

- 98.5% of arrests have been by LAPD.
- 62.4% of arrests are for trespassing.
- 90 individuals arrested for outstanding warrants.
- 14 individuals arrested for weapons violations.

Nothing is More Important than Safety

North Hollywood TAP-to-Exit Pilot

In the first 3 weeks of the pilot:

- **11% more fares have been collected.**
- **86%** of riders surveyed **say they feel safer.**
- **91%** of riders **say the station feels cleaner.**

Metro Has Housed 1,934 PEH So Far in FY24

76 new income-restricted homes, **half for previously unhoused**

25 shelter beds now available to Metro **24/7**

Leadership Roundtable for **Regional Homeless Alignment**

- May 2024 was the **18th-straight month** of year-over year ridership gains!
- Weekend ridership is now at **96% of its 2019 pre-pandemic level**

Small Businesses: SB Prime turns 10

Engaging our Federal Partners

Thank you, Chair Bass!

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

Metro

Board Report

File #: 2024-0088, **File Type:** Policy **Agenda Number:** 35.

REVISED
REGULAR BOARD MEETING
JUNE 27, 2024

SUBJECT: I-605/VALLEY BOULEVARD INTERCHANGE IMPROVEMENT PROJECT RESOLUTIONS OF NECESSITY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. HOLDING a public hearing on the proposed Resolutions of Necessity; and

B. ADOPTING the Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire the Property Interests ("Property Interests") as identified in Attachment A, and described as follows:

1. Project Parcel I-605-1, 12900 Valley Boulevard, Unincorporated Area of Los Angeles County, CA (APN 8110-023-024 & 025); 26-month Temporary Construction Easement (TCE)

2. Project Parcels I-605-4-1 and I-605-4-2, 13009 Temple Avenue, Unincorporated Area of Los Angeles County, CA (APN 8563-012-028 & 8563-012-029); Partial fee simple Interest (Fee) and a 26-month TCE

3. ~~Project Parcels I-605-5-1 and I-605-5-2, 13001 Temple Avenue, City of Industry, CA (APN 8564-007-008); Fee and a 26-month TCE~~

4. ~~Project Parcels I-605-8-1 and I-605-8-2, 13000 Temple Avenue, City of Industry, CA (APN 8564-011-015); Fee and a 26-month TCE~~

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

Acquisition of the Property Interests is required for the construction and operation of the I-605/Valley Boulevard Interchange Improvement Project ("Project"). While each of the properties is improved, the acquisition of the Property Interests will not result in residential or business displacements. After

testimony and evidence has been received from all interested parties at the hearing, Los Angeles County Metropolitan Transportation Authority ("LACMTA"), by a vote of two-thirds of the Board, must make a determination as to whether to adopt the proposed Resolutions of Necessity (Attachments B-1, B-2, ~~B-3, and B-4~~) to acquire the Property by eminent domain. Attached is evidence submitted by staff that supports the adoption of the Resolutions and which sets forth the required findings in Attachment A.

BACKGROUND

The I-605 is a major north-south Interstate freeway that accommodates interregional travel and goods movement. The I-605/Valley Boulevard interchange provides access to the City of Industry, a major business, industrial uses, and a distribution hub. This location currently experiences significant congestion and operational deficiencies caused by heavy truck traffic, and higher than statewide average collision rates for comparable facilities as per the latest Caltrans TASAS Selective Accident Retrieval Report. Between January 1, 2016 and December 31, 2018, 1,052 collisions on the I-605 mainline segments and 74 collisions on the freeway ramps were reported. The four high collision rate ramp locations and analysis for the Project are as follows:

- I-605 Southbound On-Ramp from Eastbound Valley Boulevard - 7 collisions occurred resulting in an actual rate reported to be 545% higher than the statewide average.
- I-605 Southbound On-Ramp from Westbound Valley Boulevard - 15 collisions occurred resulting in an actual rate reported to be 197% higher than the statewide average.
- I-605 Northbound Loop On-Ramp from Eastbound Valley Boulevard - 2 collisions occurred resulting in an actual rate reported to be 69% higher than the statewide average.
- I-605 Southbound On-Ramp Segment from Westbound Valley Boulevard - 20 collisions occurred resulting in an actual rate reported to be 310% higher than the statewide average.

Over the past 10 years, three incidents resulting in two fatalities and three injuries were reported at the Temple Avenue at-grade railroad crossing in close proximity to the subject interchange. Operational deficiencies are forecasted to increase and exacerbate existing safety and traffic concerns if nothing is done.

The Project is expected to improve the freeway and local interchange/arterial operations and safety, and reduce congestion by providing additional ramp lanes, widening ramp lanes to accommodate large truck wheel paths, providing standard ramp shoulder widths, and improving horizontal stopping sight distances. Also, due to the close proximity to the interchange, 300 feet to the north, on Temple Avenue, the at-grade railroad crossing presents the potential for vehicular, train (freight and passenger), and pedestrian traffic conflicts. The at-grade crossing is a three-track shared use with Union Pacific Railroad and Southern California Regional Rail Authority (Metrolink) trains. The existing condition requires the implementation of various ADA-compliant new pedestrian safety features and facilities (barricades, gates, handrails and fencing) to restrict, channelize, and direct the safe movement of pedestrians and motorists at the crossing and interchange. The Project will require extensive design and signal coordination involving both railroads, Caltrans, Los Angeles County, the California Public Utilities Commission, and the City of Industry.

The Project is designed to enhance safety for all users by reducing the number of times pedestrians cross higher speed on- and off-ramp lanes, reduce congestion by adding an HOV lane, and improve freeway and local interchange operations by consolidating on- and off-ramps. The Project scope includes the following: reconfiguring the freeway on- and off-ramps; reconstructing, repaving, and widening local streets (Valley Boulevard and Temple Avenue); upgrading signals/devices (traffic, railroad, and pedestrian crossing indicator); constructing retaining walls and sound walls; installing new streetlights to improve visibility for safety and security; new signage to direct pedestrians and motorists; and implementing Americans with Disabilities Act (ADA) infrastructure upgrades (curb ramps, sidewalks, and pedestrian pathways); and railroad safety upgrades to improve traffic flow and operations, and reduce the potential for vehicular, train (freight cargo and passenger) and pedestrian conflicts. The Project will not result in any displacement of residents or businesses.

In 2017, LACMTA, in collaboration with Caltrans District 7, the Gateway Cities Council of Governments (GCCOG), and SGVCOG agreed to advance the development and implementation of the Project to alleviate the operational deficiencies and improve mobility and safety, consistent with the goals and recommendations for the SR-91/I-605/I-405 Hot Spots Program.

The Board designated $590 million in Measure R funds for the “Hot Spots” congestion relief improvements along the I-605, SR-91 and I-405 corridors in the Gateway Cities subregion. In March 2013, Metro completed a feasibility study of the corridors to identify congestion “Hot Spots” and to develop preliminary improvement concepts. The Project is one of the “Hot Spot” or “Early Action” Projects that was pursued and advanced to improve mobility along the I-605 corridor.

In 2018, the Board approved the contract to complete the environmental and design phases for the Project. In 2021, the Board authorized staff to execute the necessary Third-Party funding agreements to complete the Project.

Even though this project was scoped and initiated before the adoption of Metro’s Objectives for Multimodal Highway Investment (June 2022), it is consistent with those objectives given that: 1) implementation of the project will not require any displacements; 2) the project supports traffic mobility, enhanced safety, economic vitality and access to opportunity, and; 3) the pedestrian enhancements will address local needs and create a safer transportation system.

The Project garners strong support from the following:

- San Gabriel Government Council of Governments (SGVCOG),
- Gateway Cities Council of Governments (GCCOG),
- Los Angeles County,
- City of Industry,
- California Department of Transportation (Caltrans),
- California Public Utilities Commission (CPUC),
- Union Pacific Railroad (UPRR), and
- Southern California Regional Rail Authority (Metrolink).

No other alternative locations for the Project provide greater operational safety, decrease travel time,

improve air quality, and provide access to the corridor. This public good will also support the fulfillment of Metro's LA County traffic Improvement Plan under Measure R.

Acquisition of the Property Interests is required for the construction and operation of the Project. The Property Interests consists of the following:

Project Parcel I-605-1:

Affects APN: 8110-023-024 and 8110-023-025.
Address: 12900 Valley Boulevard, Unincorporated area of Los Angeles County.
Required Property Interests: The Project will replace the existing sidewalk, curb and gutter, and driveway aprons along the property's Valley Boulevard frontage. The Project requirements include a temporary construction easement of 776 square feet extending along the frontage and location of the existing sidewalk for the duration of 26 months. The purpose of the TCE is to construct pavement transitions from the back of the sidewalk and driveways to the existing parking lot surface.

Project Parcels I-605-4-1and I-605-4-2:

Affects APN: 8563-012-028 and 8563-012-029
Address: 13009 Valley Boulevard. Unincorporated area of Los Angeles County;
Required Property Interests: The Project requirements include a partial fee acquisition that is 444± square feet in size and a 26-month TCE that is 1,556± square feet in size. Both Property Interests are located along the Temple Avenue frontage of the parcel which is impacted by an existing encumbrance that includes an irrevocable offer of dedication and a slope and drainage easement. The TCE is located parallel to and behind the partial fee acquisition. The existing building improvement and the current use will not be impacted by the acquisition of the Property Interests.

~~**Project Parcels I-605-5-1 (Fee) and I-605-5-2 (TCE):**~~

~~**Affects APN:** 8564-007-008~~
~~**Address:** 13001 Temple Avenue, City of Industry, CA.~~
~~**Location:** Southwest corner of Temple Avenue.~~
~~**Required Property Interests:** The requirements include a partial fee acquisition of 4,098 square feet and a 26-month TCE that is 1,957 square feet. The Property Interests are located along the eastern line of the parcel along Temple Avenue frontage. The TCE extends parallel and adjacent to the rear of the fee acquisition for a width of approximately 10 feet. The existing landscaping within the TCE area will be removed but replaced in like-kind at the end of construction by the contractor. The existing building will not be affected by the acquisition of the Property Interests or construction. A portion of project Parcel 5-1 (Fee), is presently used as a permanent street easement portion.~~

~~**Project Parcels I-605-8-1 and I-605-8-2:**~~

~~**Affects APN:** 8564-011-015 (**Mabek Co**)~~

~~**Address:** 13000 Temple Avenue, City of Industry, CA 91746~~
~~**Required Property Interests:** The Project requirements are a fee acquisition of 1,551 square feet and a 26-month TCE that is 6,079 square feet. Both the partial fee acquisition and the TCE are along the north-western property line of the parcel along Temple Avenue frontage. The partial fee acquisition has a width of approximately 6 feet. The existing structure will not be affected by the acquisition. The TCE extends parallel and adjacent to the rear of the partial fee acquisition for a with a width of approximately 25 feet.~~

DISCUSSION

Written offers of Just Compensation to purchase the Property Interests were presented to the Owners of Record ("Owner") on January 29, 2024 for the Property Interests located at 12900 Valley Boulevard, La Puente, CA 91746 (APN's 8110-023-024 & 025), on February 1, 2024 for the Property Interests located at 13009 Valley Boulevard, LA Puente, CA (APN 8563-012-028 & 029), on January 30, 2024 for the Property Interests located at 13001 Temple Avenue, City of Industry, CA (APN 8564-007-008), and on December 28, 2023 for the Property Interests located at 13000 Temple Avenue, City of Industry, CA (APN 8564-011-015) as required by California Government Code Section 7267.2 The Owners have not accepted the offer of Just Compensation made by the LACMTA, and the parties have not at this time reached a negotiated settlement for the acquisition of the Property Interests. Because the Property Interests are necessary for the construction and operation of the Project, staff recommends the acquisition of the Property Interests through eminent domain to obtain possession in order to maintain the Project's schedule.

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

After all of the testimony and evidence has been received from all interested parties at the hearing, LACMTA must make a determination as to whether to adopt the proposed Resolutions of Necessity to acquire the Property by eminent domain. To adopt the Resolutions, LACMTA must, based on the evidence before it, and by vote of two-thirds of its Board, find and determine that the conditions stated in items 1 - 6 above exist.

Attached is the Staff Report prepared by staff and legal counsel setting forth the required findings for acquiring the Property through the use of eminent domain (Attachment A).

There are no displacements of residents or local businesses as a result of the acquisition of the

Property.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The funding for the acquisition of the Property is included in the Fiscal Year 2024 budget under the I-605 Valley Blvd Interchange Project Number 460348, Cost Center 6510, Acquisition of Land Account 53103. NOTE: The overall project also received State TCEP funding in June 2023 in the amount of $33.57M.

Impact to Budget

The source of funds will be Measure R Highway Capital (20%). These funds are not eligible for bus and rail operations or capital expenditures.

EQUITY PLATFORM

Throughout project development, agency project partners were committed to implementing an engagement process that addressed community needs and worked towards equitable outcomes for all users of the transportation system. All agency project partners will continue to support outreach efforts that may include, but are not limited to, community meetings/activities; stakeholder briefings/presentations; round table discussions; multi-lingual mailers/postcards in Spanish and Chinese, notices; virtual meetings; website posts and email distribution; and social media, as needed, during the next project phase (construction).

The environmental studies for the Project began in 2019, and the Final Environmental Document was approved by Caltrans under CEQA and the National Environmental Policy Act (NEPA) in April 2021. The public engagement process conducted during the environmental review phase of the Project occurred in the summer of 2020.

Notices of the Project and availability of the environmental document were published in Spanish in La Opinion (6-16-2020); in English in the San Gabriel Valley Tribune (6-17-2020) and in Chinese in the Chinese Daily News (6-18-2020), respectively.

As part of the project development process, the project team worked with various stakeholders to address their transportation priorities and mobility needs. The project team conducted focused consultations for the Native American community and on historic preservation and hazardous waste issues. A public information/public awareness campaign will likely occur during the construction phase of the Project which will be led by the SGVCOG.

According to LA County, ped counts for the area were not available. As noted in the background section, the I-605/Valley Blvd interchange currently experiences significant congestion, heavy truck traffic, operational deficiencies, and higher than State average collision rates for comparable facilities. Also, over the past 10 years, three incidents resulting in two fatalities and three injuries were

reported at Temple Avenue at grade railroad crossing in close proximity to the I-605/Valley Blvd interchange. The proposed safety and operational improvements, as well as the railroad safety upgrades, are expected to reduce the number of incidents and the potential for vehicular, train (freight and cargo) and pedestrian traffic conflicts.

Based on the traffic and safety data reported for the interchange, all users, including the most vulnerable, will benefit from the betterments that are being proposed for the Project. Safety features for signalized intersections, including painted/delineated crosswalks, pedestrian crossing indicators (push buttons); new lighting for safety and security; ADA compliant pathways and other related infrastructure (curb ramps, sidewalks, driveways, and auto pedestrian signals for the sight and hearing impaired); roadway improvements (newly paved local roads) for wheeled-users and cyclists; and new signage (to direct pedestrians and motorists) is being proposed to support the motorists, pedestrians, cyclists, rollers and non-motorized users traversing through the project area.

Offers for the Property Interests were made, as referenced above, based on an appraisal of fair market value. Fair market value is defined as “the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available.” Metro staff has been negotiating with the Owners since June 2023, but agreements have not yet been reached. Approving this action will allow staff to continue negotiations while maintaining the project schedule.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is consistent with the following Metro Vision 2028 Strategic Plan Goals:
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 freeway mainline, local interchange, and local arterials.

Goal 4: Transform LA County through regional collaboration by partnering with Caltrans, San Gabriel Council of Governments, LA County, City of Industry, Union Pacific Railroads, Metrolink and the California Public Utility Commission to identify needed improvements; and taking the lead in developing and implementing the interchange project.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendations. This is not recommended as it would result in significant delays and cost increases for the Project. Also, as noted in the Background section, this interchange has high average collision rates and therefore remains a safety concern until the Project can be completed.

NEXT STEPS

If this action is approved by the Board, LACMTA’s condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the

Property Interests by eminent domain and to conclude those proceedings either by settlement or jury trial. Counsel will also be directed to seek and obtain an Order of Prejudgment Possession in accordance with the provisions of the eminent domain law. Staff will continue to negotiate with the property owner with the goal of reaching a voluntary settlement while concurrently continuing the eminent domain process to preserve the project schedule.

ATTACHMENTS

Attachment A - Staff Report
Attachment B-1 - Resolutions of Necessity
Attachment B-2 - Resolutions of Necessity
~~Attachment B-3 - Resolutions of Necessity~~ REMOVED
~~Attachment B-4 - Resolutions of Necessity~~ REMOVED

Prepared by: Craig Justesen, Executive Officer, Real Estate, (213) 922-7051
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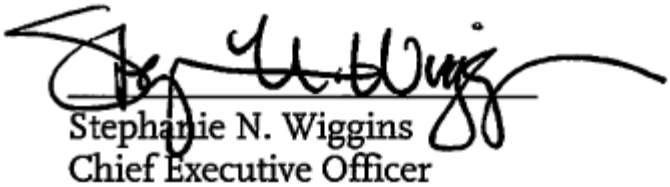
Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer

REVISED

ATTACHMENT A

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF THE PROPERTY INTERESTS REQUIRED FOR THE I-605/ VALLEY BOULEVARD INTERCHANGE IMPROVEMENT PROJECT ("PROJECT") PROJECT PARCELS I-605-1, I-605-4-1, I-605-4-2, ~~I-605-5-1, I-605-5-2, I-605-8-1, AND I-605-8-2~~

BACKGROUND

The Property Interests referenced below are required by the Los Angeles County Metropolitan Transportation Authority ("LACMTA") for the construction and operation of the Project. The parcel addresses, record property owners, purpose of the acquisitions, and nature of the property interests sought to be acquired for the Project are summarized as follows:

Summary Table 1

Assessor's Parcel Number	Project Parcel Number	Parcel Address	Property Owner	Purpose of Acquisition	Property Interest(s) Sought
8110-023-024 8110-023-025	I-605-1	12900 Valley Boulevard, Unincorporated Area of the County of Los Ángeles, CA	MARIA J. MONTEZ, Trustee of the 12950 Valley Phoenix Trust dated June 28, 2019	Construction of pavement transitions from the back of the new sidewalk and driveways to the existing parking lot.	26-months Temporary Construction Easement (TCE), 776 sq ft
8563-012-028 8563-012-029	I-605-4-1 I-605-4-2	13009 Temple Avenue, Unincorporated Area of the County of Los Ángeles, CA	921 East 61st Street, Inc., a California Corporation	Roadway widening, sidewalk construction, entrance pathway, driveway construction, and reconstruction of landscaped drainage swale.	1) Partial Fee Interest (Fee), 444 sq ft 2) 26-month TCE, 1,556 sq ft
~~8564-007-008~~	~~I-605-5-1~~ ~~I-605-5-2~~	~~13001 Temple Avenue, City of Industry, CA 91746~~	~~AMIC LLC, a California Limited Liability Company~~	~~Roadway widening, curb returns, sidewalk construction, streetlight relocation two power poles, and the two parking lot lights, and to install the new rolling gate and fence.~~	~~1) Fee, 4,098 sq ft~~ ~~2) 26-month TCE, 1,957 sq ft~~
~~8564-011-015~~	~~I-605-8-1~~ ~~I-605-8-2~~	~~13000 Temple Avenue, City of Industry, CA 91746~~	~~Mabek Co., a Limited Partnership~~	~~Roadway widening, sidewalk and fence construction, streetlight, power pole, and parking lot light relocations.~~	~~1) Fee, 1,551 sq ft~~ ~~2) 26-month TCE, 6,079 sq ft~~

Property Requirements:

Purpose of Acquisitions: Construction and operation of the I-605/ Valley Boulevard Interchange Improvement Project.

Property Interests Sought:

Project parcel **I-605-1:** The proposed TCE of 776± square feet extending along the frontage and location of the existing sidewalk for the duration of 26 months as described and depicted in Exhibits “A-1”, “B-1”, and “C-1”.

Project Parcel **I-605-4-1** is a proposed Fee acquisition that is 444± square feet in size as described and depicted in Exhibits “A-2” and “B-2” and Project Parcel **I-605-4-2** is a proposed TCE of 1,556± square feet for 26 months as described and depicted in Exhibits “A-3”, “B-3” and “C-3”.

~~Project Parcels **I-605-5-1** is a proposed Fee acquisition of 4,098± square feet as described and depicted in Exhibits “A-4” and “B-4”; and the Project parcel **I-605-5-2** is a proposed TCE of 1,957± square feet for 26 months, as described and depicted in Exhibits “A-5”, “B-5” and “C-5”.~~

~~Project Parcels **I-605-8-1** is a proposed fee acquisition of 1,551± square feet as described and depicted in Exhibits “A-6” and “B-6”, and **I-605-8-2** is a TCE of 6,079± square feet for 26 months, as described and depicted in Exhibits “A-7”, “B-7”, and “C-7”.~~

The Fee and TCE acquisitions described above are collectively referred to as the “Property Interests”.

Written offers of Just Compensation to purchase the Property Interests were delivered to the Owners of Record (“Owner”) on January 29, 2024 for the Property Interests located at 12900 Valley Boulevard, La Puente, CA 91746 (APN’s 8110-023-024 & 025), on February 1, 2024 for the Property Interests located at 13009 Valley Boulevard, LA Puente, CA (APN 8563-012-028 & 029)~~, on January 30, 2024 for the Property Interests located at 13001 Temple Avenue, City of Industry, CA (APN 8564-007-008), and on December 28, 2023 for the Property Interests located at 13000 Temple Avenue, City of Industry, CA (APN 8564-011-015)~~. The Property Owners have not accepted the offers of Just Compensation.

A. <u>The public interest and necessity require the Project.</u>

The need for the Project is generated by the findings and recommendations resulting from the approved I-605/Valley Boulevard Interchange Improvements Project Report and supporting Final Environmental Document, and in accordance with Measure R.

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

1. Improve operational safety;

2. Benefit the surrounding community by decreasing travel time, improving air quality, and enhancing access to the I-605 corridor;

3. Support value for money throughout design and construction and cost certainty throughout construction;

4. Support fulfillment of LACMTA's Vision 2028 Strategic Plan Goals and Multimodal Highway Investment Objectives, and the LA County Traffic Improvement Plan authorized under Measure R.

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

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

In March 2013, Metro completed a feasibility study of the corridors to identify congestion "Hot Spots" and develop preliminary improvement concepts. The Project was one of the "Hot Spot" Projects advanced for implementation to improve mobility along the I-605 Corridor. The core goals of the Project are to improve mobility and safety and alleviate operational deficiencies, consistent with the goals and recommendations of the SR-91/I-605/I-405 Hot Spots Program. The Project will reconfigure the freeway on-and-off ramps to reduce congestion and improve freeway and local interchange operations and safety.
On October 25, 2018, the Metro Board authorized the Preparation of the Project Approval and Environmental Document (PA&ED) and Plans, Specifications and Estimates (PS&E) for the I-605/Valley Boulevard Interchange Improvements Project (File #2018-0511, Agenda No. 5).

The Project is included in the Board approved Measure R Multimodal Highway Subregional Program ("Program"). The Project was environmentally cleared by Caltrans in April 2021. The Property Interests are required for construction and operation of the Project.

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

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

C. <u>The Property Interests are necessary for the Project.</u>

The Property Interests are required for construction and operation of the Project.

The Project is designed to enhance safety for all users by reducing the number of times pedestrians cross higher speed on- and off-ramp lanes, reduce congestion by adding an on-ramp HOV lane, and improve freeway and local interchange operations by

consolidating on- and off-ramps. The Project scope includes the following: reconfiguring the freeway on- and off-ramps; reconstructing, repaving, and widening local streets (Valley Boulevard and Temple Avenue); upgrading signals/devices (traffic, railroad, and pedestrian crossing indicator); constructing retaining walls and sound wall; installing new streetlights to improve visibility for safety and security; new signage to direct pedestrians and motorists; and implementing Americans with Disabilities Act (ADA) infrastructure upgrades (curb ramps, sidewalks, and pedestrian pathways); and railroad safety upgrades to improve traffic flow and operations, and reduce the potential for vehicular, train (freight cargo and passenger) and pedestrian conflicts. The fee and TCE interests being acquired from each of the parcels are necessary for the construction and use of the foregoing.

In addition, construction of new, wider sidewalks is required which results in construction of pavement transitions from the back of the sidewalks and driveways to the existing parking lots with Valley or Temple frontage as identified in the Summary Table 1 listed above.

While alternatives to this design were considered, none provided less private injury with greater public good. No other alternatives provide greater operational safety, decrease travel time, improve air quality, and provide access to the corridor. This public good will also support the fulfillment of Metro's LA County traffic Improvement Plan under Measure R. The Property Interests are necessary for the construction and operation of the project.

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

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

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

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

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

1. Obtained an independent appraisal to determine the fair market value of the Property Interests, which included consideration existing use of the Property, highest and best use of the Property, and impact to the remainder;

2. Reviewed and approved the appraisal, and established the amount it believes to be just compensation;

3. Determined the Owner(s) of the Property by examining the county assessor's record and a preliminary title report;

4. Made a written offer to the Owner(s) for the full amount of just compensation - which was not less than the approved appraised value; and

5. Provided the Owner(s) with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

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

E. LACMTA has fulfilled the necessary statutory prerequisites.

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

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

The Project Approval and Environmental Document (PAED) Phase of the project was approved by Caltrans in April 2021. A Negative Declaration/Finding of No Significant Impact (ND/FONSI) was prepared pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), respectively.

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

CONCLUSION

Staff recommends that the Board approve the Resolutions of Necessity.

ATTACHMENTS

1 – Legal Description (Exhibits A-1, A-2, A-3, ~~A-4, A-5, A-6, A-7~~)
2 – Plat Map (Exhibits B-1, B-2, B-3, ~~B-4, B-5, B-6, B-7~~)
~~3~~ – TCE Terms (Exhibits C-1, C-3, ~~C-5, C-7)~~

SUMMARY OF ATTACHED EXHIBITS

Project Parcel Number	Property Interest(s) Sought	Legal Description Exhibit	Plat Map Exhibit	TCE Terms Exhibit
I-605-1	TCE	A-1	B-1	C-1
I-605-4-1 I-605-4-2	Partial Fee TCE	A-2 A-3	B-2 B-3	C-3
~~I-605-5-1~~ ~~I-605-5-2~~	~~Partial Fee~~ ~~TCE~~	~~A-4~~ ~~A-5~~	~~B-4~~ ~~B-5~~	~~C-5~~
~~I-605-8-1~~ ~~I-605-8-2~~	~~Partial Fee~~ ~~TCE~~	~~A-6~~ ~~A-7~~	~~B-6~~ ~~B-7~~	~~C-7~~

EXHIBIT A-1

LEGAL DESCRIPTION

Project Parcel I-605-1

Temporary Construction Easement

THOSE PORTIONS OF PARCELS 1 AND 2, IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS DESCRIBED IN THE GRANT DEED RECORDED JULY 10, 2019 AS INSTRUMENT NO. 20190664328, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE INTERSECTION OF VALLEY BOULEVARD AND TEMPLE AVENUE (FORMERLY COVINA BOULEVARD), AS SHOWN ON A RECORD OF SURVEY FILED IN BOOK 171, PAGES 62 THROUGH 68, OF RECORDS OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE ALONG THE CENTERLINE OF SAID VALLEY BOULEVARD NORTH 52°57'06" WEST, 183.12 FEET;

THENCE LEAVING SAID CENTERLINE SOUTH 37°02'54" WEST, 50.00 FEET TO THE MOST EASTERLY CORNER OF SAID PARCEL 2, THE NORTHEASTERLY LINES OF SAID PARCELS 1 AND 2 ALSO BEING THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SAID VALLEY BOULEVARD, SAID POINT BEING THE **TRUE POINT OF BEGINNING;**

THENCE LEAVING SAID NORTHEASTERLY LINE OF PARCEL 2 AND ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL 2 SOUTH 37°02'57" WEST, 5.99 FEET;

THENCE LEAVING SAID SOUTHEASTERLY LINE NORTH 53°43'30" WEST, 114.67 FEET TO THE NORTHWESTERLY LINE OF SAID PARCEL 1;

THENCE ALONG SAID NORTHWESTERLY LINE NORTH 37°02'57" EAST, 7.54 FEET TO THE MOST NORTHERLY CORNER OF SAID PARCEL 1;

THENCE LEAVING SAID NORTHWESTERLY LINE AND ALONG SAID NORTHEASTERLY LINES OF PARCELS 1 AND 2 SOUTH 52°57'06" EAST, 114.66 FEET TO THE **TRUE POINT OF BEGINNING**.

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 776 SQUARE FEET OR 0.018 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE V, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997592.

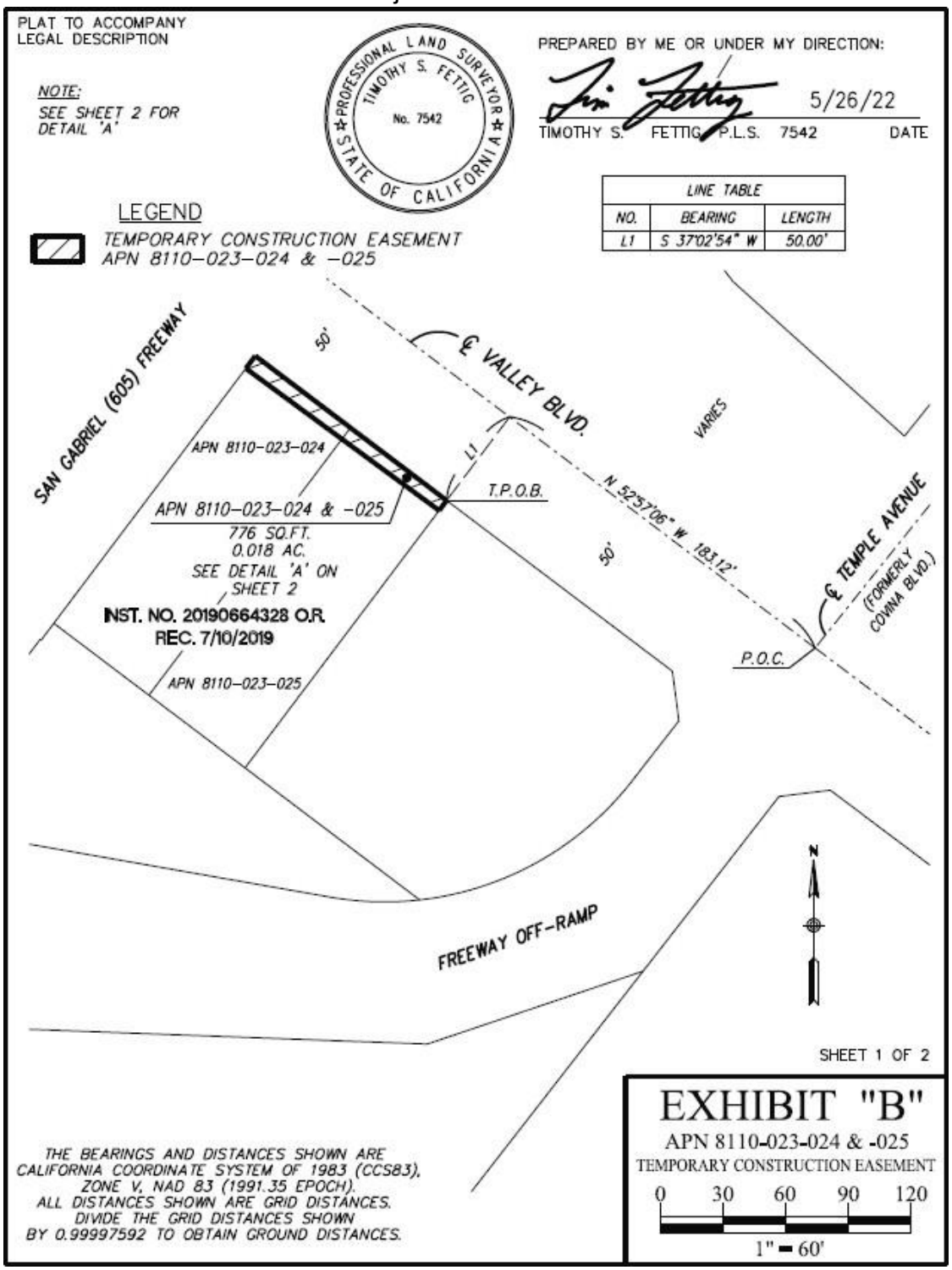
ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT “B-1”, ATTACHED HERETO AND MADE A PART HEREOF.

Affects APN 8110-023-024 and APN 8110-023-025

EXHIBIT B-1

PLAT MAP

Project Parcel I-605-1



Affects APN 8110-023-024, 8110-023-025

EXHIBIT C-1

Project Parcel I-605-1

12900 Valley Boulevard

APN's 8110-023-024, -025

TERMS OF THE TEMPORARY CONSTRUCTION EASEMENT (TCE)

The term of the TCE (the "Term") shall last twenty-six (26) months, commencing upon the Project Right of Way Certification and terminate upon the earlier to occur of (i) completion of the Project, as indicated by written notice given by Grantee (LACMTA) to Grantor (Owner) or (ii) January 11, 2027.

The actual physical construction activities within the TCE Area will occur intermittently for a period of approximately eight (8) consecutive weeks between the hours of 10:00 PM to 5:00AM ("Construction Period") upon the commencement of construction with 30 days prior notice provided to the owner of the underlying property.

No construction work shall occur in the TCE area except during the Construction Period.

During the Construction Period, the TCE will be exclusive; however, construction will occur at only one driveway at a time, and in regard to construction occurring on the southeasterly driveway opposite the main gate, at least one half of said driveway will remain open and available for access purposes at all times. Trees, planters and metal posts to remain in place.

Easement holder shall have the right to assign the TCE to successors and/or assigns, including, without limitation, other governmental agencies, without the prior written approval of Grantor.

EXHIBIT A-2

LEGAL DESCRIPTION
Project Parcel I-605-4-1

Partial Fee

THOSE PORTIONS OF LOTS 1 AND 2 OF TRACT NO. 8227, IN THE UNINCORPORATED AREA KNOWN AS LA PUENTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON THE MAP RECORDED IN BOOK 92, PAGE 100, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE INTERSECTION OF VALLEY BOULEVARD AND TEMPLE AVENUE (FORMERLY COVINA BOULEVARD), AS SHOWN ON A RECORD OF SURVEY FILED IN BOOK 171, PAGES 62 THROUGH 68, OF RECORDS OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE ALONG THE CENTERLINE OF SAID TEMPLE AVENUE NORTH 38°45'21" EAST, 205.26 FEET TO THE NORTHWESTERLY PROLONGATION OF THE SOUTHWESTERLY LINE OF PARCEL NO. 20-3RE, AS DESCRIBED IN THE ROAD DEED RECORDED SEPTEMBER 6, 2018, AS INSTRUMENT NO. 20180904522, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE LEAVING SAID CENTERLINE AND ALONG SAID NORTHWESTERLY PROLONGATION SOUTH 50°29'46" EAST, 40.00 FEET TO THE INTERSECTION OF SAID SOUTHWESTERLY LINE AND THE SOUTHEASTERLY LINE OF PARCEL NO. 20-3RE.1, AS DESCRIBED IN SAID ROAD DEED, SAID SOUTHEASTERLY LINE ALSO BEING THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SAID TEMPLE AVENUE, 40.00 FOOT HALF-STREET WIDTH, SAID POINT BEING THE **TRUE POINT OF BEGINNING;**

THENCE LEAVING SAID NORTHWESTERLY PROLONGATION AND SAID SOUTHEASTERLY LINE AND ALONG SAID SOUTHWESTERLY LINE SOUTH 50°29'46" EAST, 4.82 FEET TO A LINE THAT IS PARALLEL WITH AND 4.82 FEET SOUTHEASTERLY, MEASURED AT RIGHT ANGLES, OF SAID SOUTHEASTERLY LINE;

THENCE LEAVING SAID SOUTHWESTERLY LINE AND ALONG SAID PARALLEL LINE SOUTH 38°45'21" WEST, 95.40 FEET TO THE EASTERLY LINE OF SAID PARCEL NO. 20-3RE.1;

THENCE LEAVING SAID PARALLEL LINE AND ALONG SAID EASTERLY LINE NORTH 03°42'45" EAST, 8.40 FEET TO SAID SOUTHEASTERLY LINE;

THENCE LEAVING SAID EASTERLY LINE AND ALONG SAID SOUTHEASTERLY LINE NORTH 38°45'21" EAST, 88.59 FEET TO THE **TRUE POINT OF BEGINNING**.

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 444 SQUARE FEET OR 0.010 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE V, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997592.

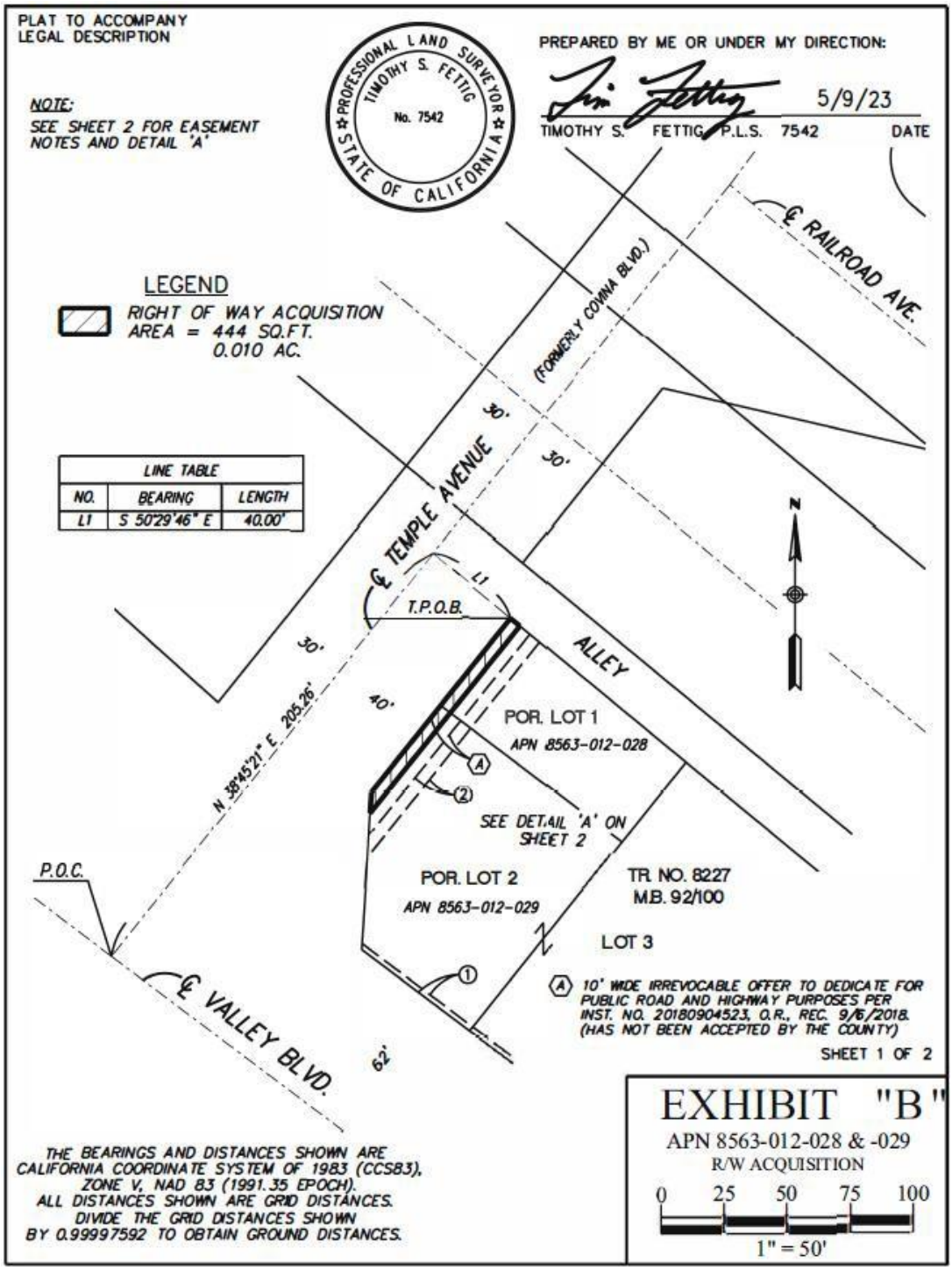
ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B-2", ATTACHED HERETO AND MADE A PART HEREOF.

Affects APN 8563-012-028 & -029

EXHIBIT B-2

PLAT MAP
Project Parcel I-605-4-1 (Sheet 1 of 2)

Partial Fee

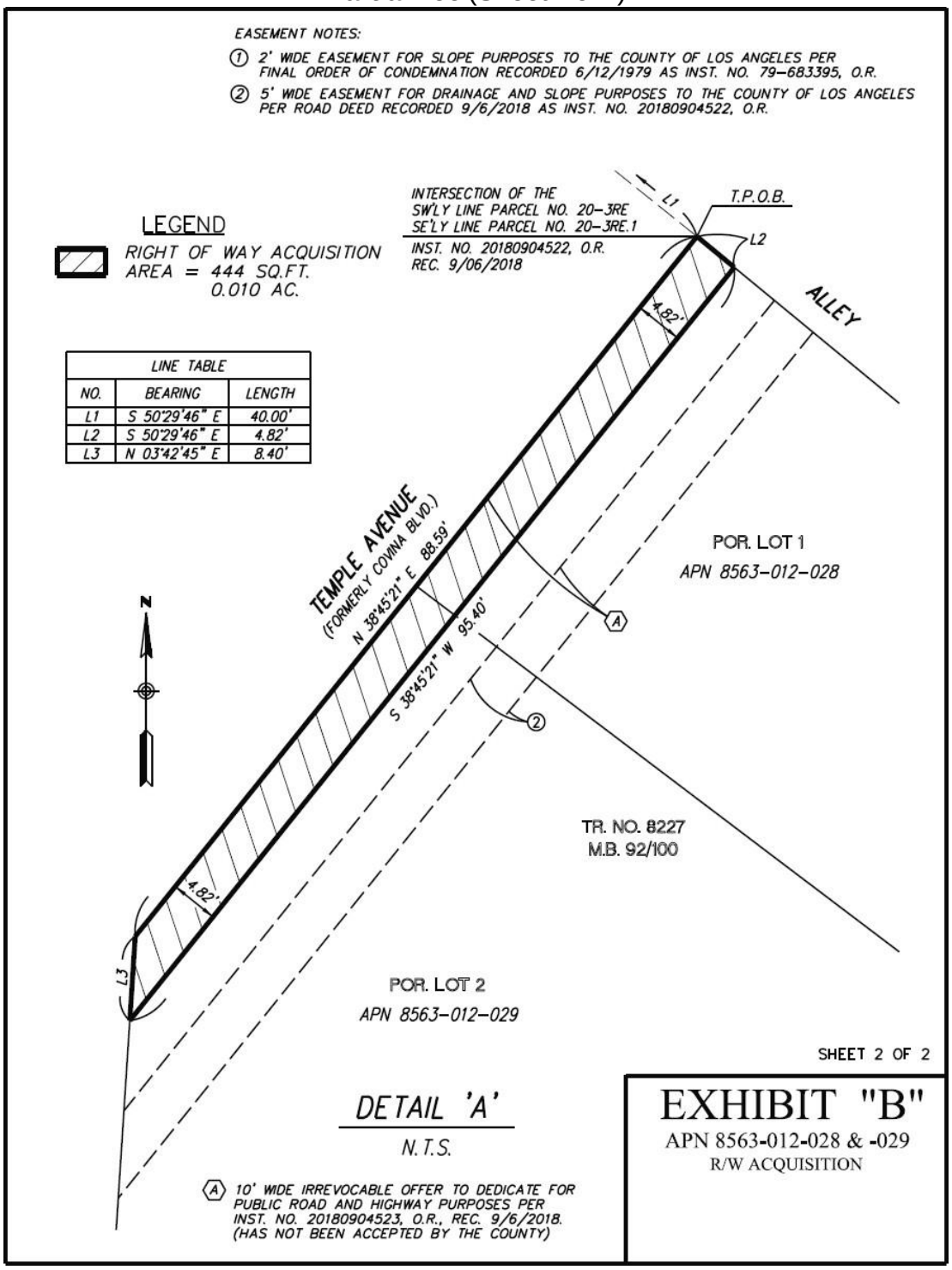


Affects APN 8563-012-028 & -029

EXHIBIT B-2

PLAT MAP
Project Parcel I-605-4-1

Partial Fee (Sheet 2 of 2)



LINE TABLE		
NO.	BEARING	LENGTH
L1	S 50°29'46" E	40.00'
L2	S 50°29'46" E	4.82'
L3	N 03°42'45" E	8.40'

Affects APN 8563-012-028 & -029

EXHIBIT A-3

LEGAL DESCRIPTION

Project Parcel I-605-4-2

Temporary Construction Easement (Sheet 1 of 2)

THOSE PORTIONS OF LOTS 1 AND 2 OF TRACT NO. 8227, IN THE UNINCORPORATED AREA KNOWN AS LA PUENTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON THE MAP RECORDED IN BOOK 92, PAGE 100, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE INTERSECTION OF VALLEY BOULEVARD AND TEMPLE AVENUE (FORMERLY COVINA BOULEVARD), AS SHOWN ON A RECORD OF SURVEY FILED IN BOOK 171, PAGES 62 THROUGH 68, OF RECORDS OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE ALONG THE CENTERLINE OF SAID TEMPLE AVENUE NORTH 38°45'21" EAST, 205.26 FEET TO THE NORTHWESTERLY PROLONGATION OF THE SOUTHWESTERLY LINE OF PARCEL NO. 20-3RE, AS DESCRIBED IN THE ROAD DEED RECORDED SEPTEMBER 6, 2018, AS INSTRUMENT NO. 20180904522, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE LEAVING SAID CENTERLINE AND ALONG SAID NORTHWESTERLY PROLONGATION SOUTH 50°29'46" EAST, 40.00 FEET TO THE INTERSECTION OF SAID SOUTHWESTERLY LINE AND THE SOUTHEASTERLY LINE OF PARCEL NO. 20-3RE.1, AS DESCRIBED IN SAID ROAD DEED, SAID SOUTHEASTERLY LINE BEING THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SAID TEMPLE AVENUE, 40.00 FOOT HALF-STREET WIDTH;

THENCE LEAVING SAID NORTHWESTERLY PROLONGATION AND SAID SOUTHEASTERLY LINE AND ALONG SAID SOUTHWESTERLY LINE SOUTH 50°29'46" EAST, 4.82 FEET TO A LINE THAT IS PARALLEL WITH AND 4.82 FEET SOUTHEASTERLY, MEASURED AT RIGHT ANGLES, OF SAID SOUTHEASTERLY LINE, SAID POINT BEING THE **TRUE POINT OF BEGINNING**;

THENCE LEAVING SAID SOUTHWESTERLY LINE AND ALONG SAID PARALLEL LINE SOUTH 38°45'21" WEST, 95.40 FEET TO THE EASTERLY LINE OF SAID PARCEL NO. 20-3RE.1;

THENCE LEAVING SAID PARALLEL LINE AND ALONG SAID EASTERLY LINE SOUTH 03°42'45" WEST, 54.66 FEET TO THE NORTHEASTERLY LINE OF PARCEL NO. 40-1, AS DESCRIBED IN THE FINAL ORDER OF CONDEMNATION RECORDED JUNE 12, 1979, AS INSTRUMENT NO. 79-683395, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID NORTHEASTERLY LINE BEING THE NORTHEASTERLY RIGHT-OF-WAY LINE OF SAID VALLEY BOULEVARD, 62.00 FOOT HALF-STREET WIDTH;

THENCE LEAVING SAID EASTERLY LINE AND ALONG SAID NORTHEASTERLY LINE SOUTH 53°07'00" EAST, 0.81 FEET;

THENCE LEAVING SAID NORTHEASTERLY LINE NORTH 38°24'14" EAST, 9.24 FEET;

EXHIBIT A-3

LEGAL DESCRIPTION

Project Parcel I-605-4-2

Temporary Construction Easement (Sheet 2 of 2)

THENCE NORTH 50°29'26" WEST, 3.01 FEET;

THENCE NORTH 05°00'38" WEST, 22.74 FEET;

THENCE NORTH 39°26'11" EAST, 114.24 FEET TO SAID SOUTHWESTERLY LINE;

THENCE ALONG SAID SOUTHWESTERLY LINE NORTH 50°29'46" WEST, 14.76 FEET TO THE **TRUE POINT OF BEGINNING**.

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 1,556 SQUARE FEET OR 0.036 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE V, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997592.

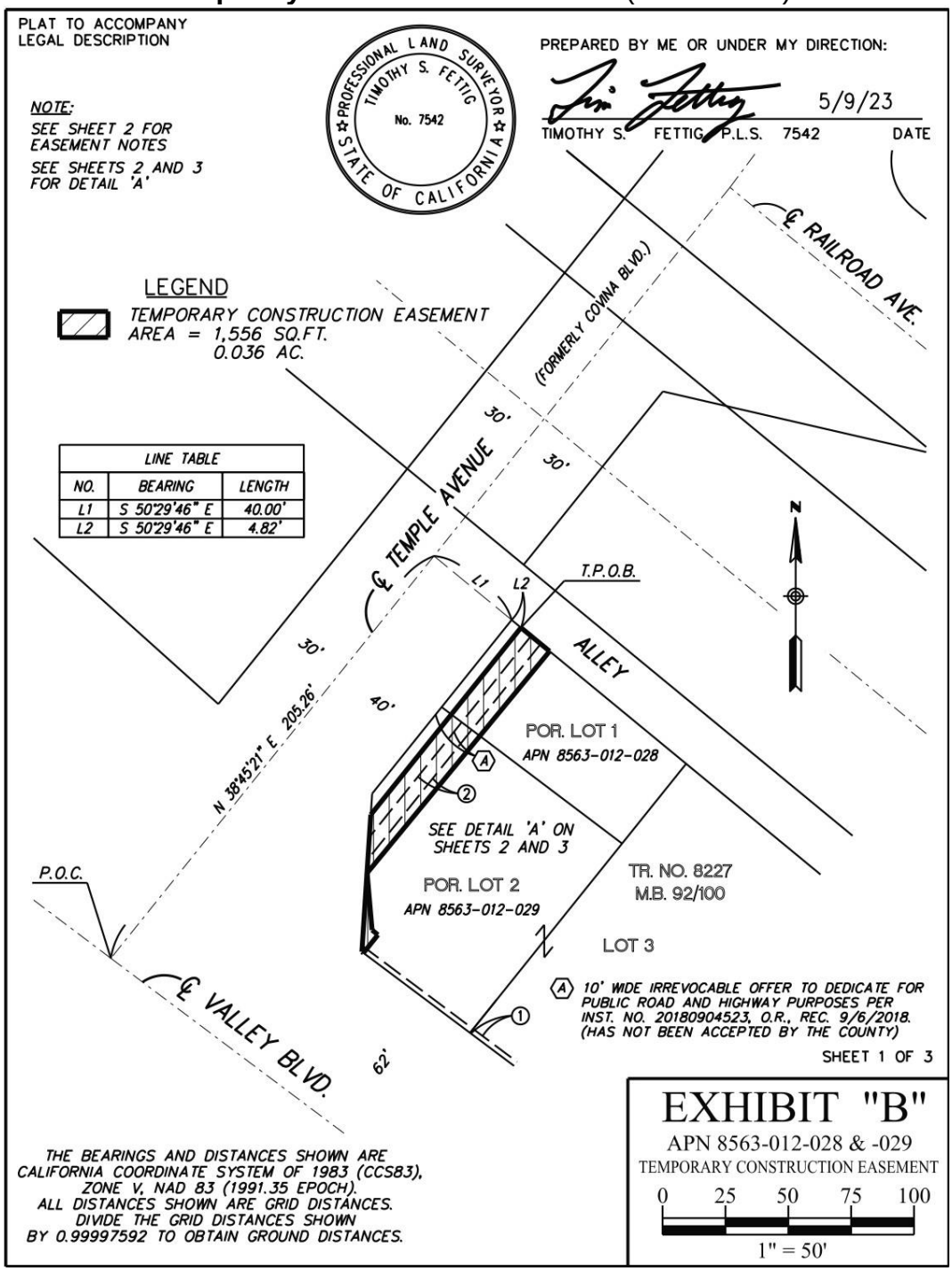
ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT “B-3”, ATTACHED HERETO AND MADE A PART HEREOF.

Affects APN 8563-012-028 & -029

EXHIBIT B-3

PLAT MAP
Project Parcel I-605-4-2

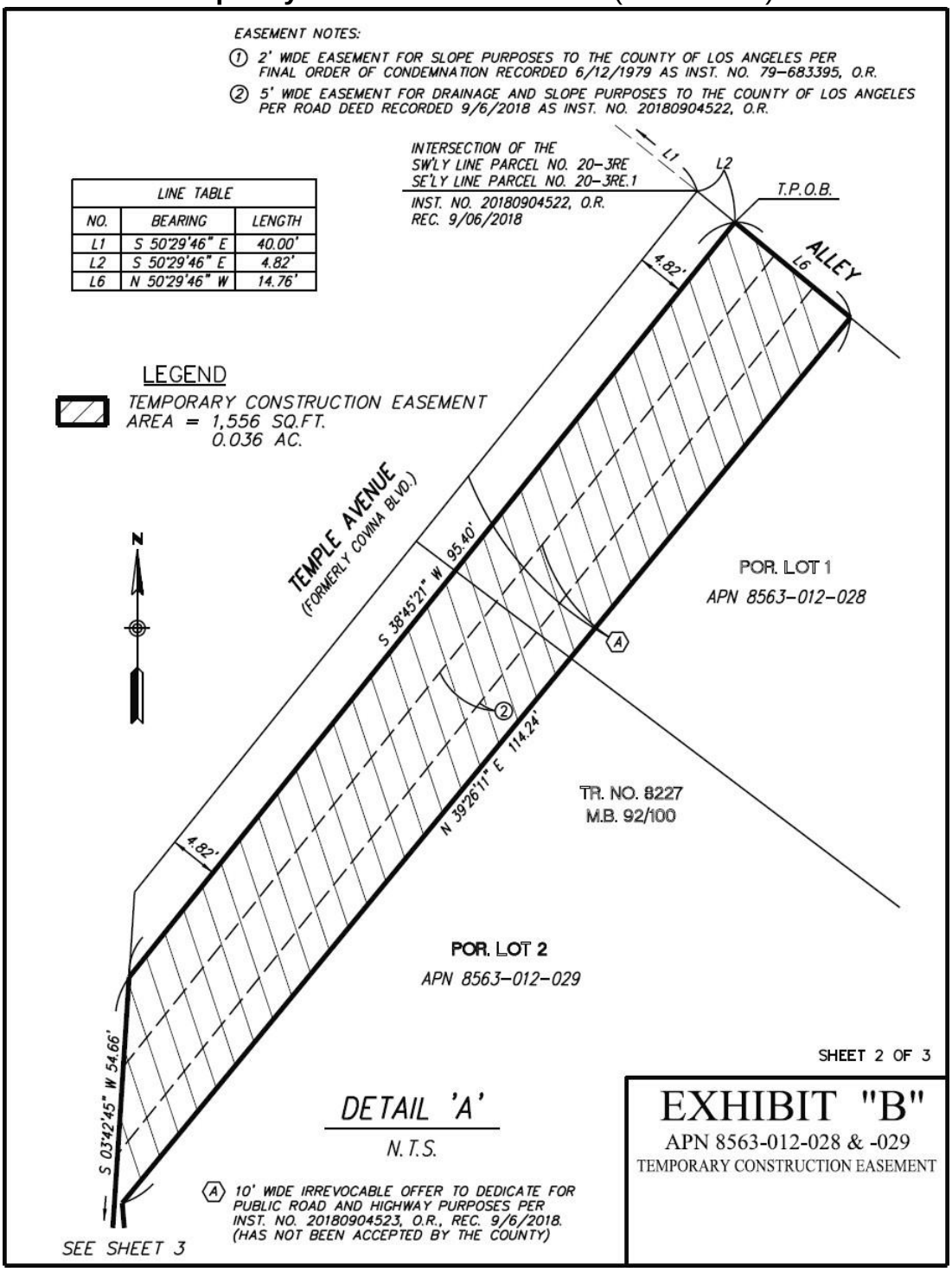
Temporary Construction Easement (Sheet 1 of 3)



Affects APN 8563-012-028 & -029

PLAT MAP
Project Parcel I-605-4-2

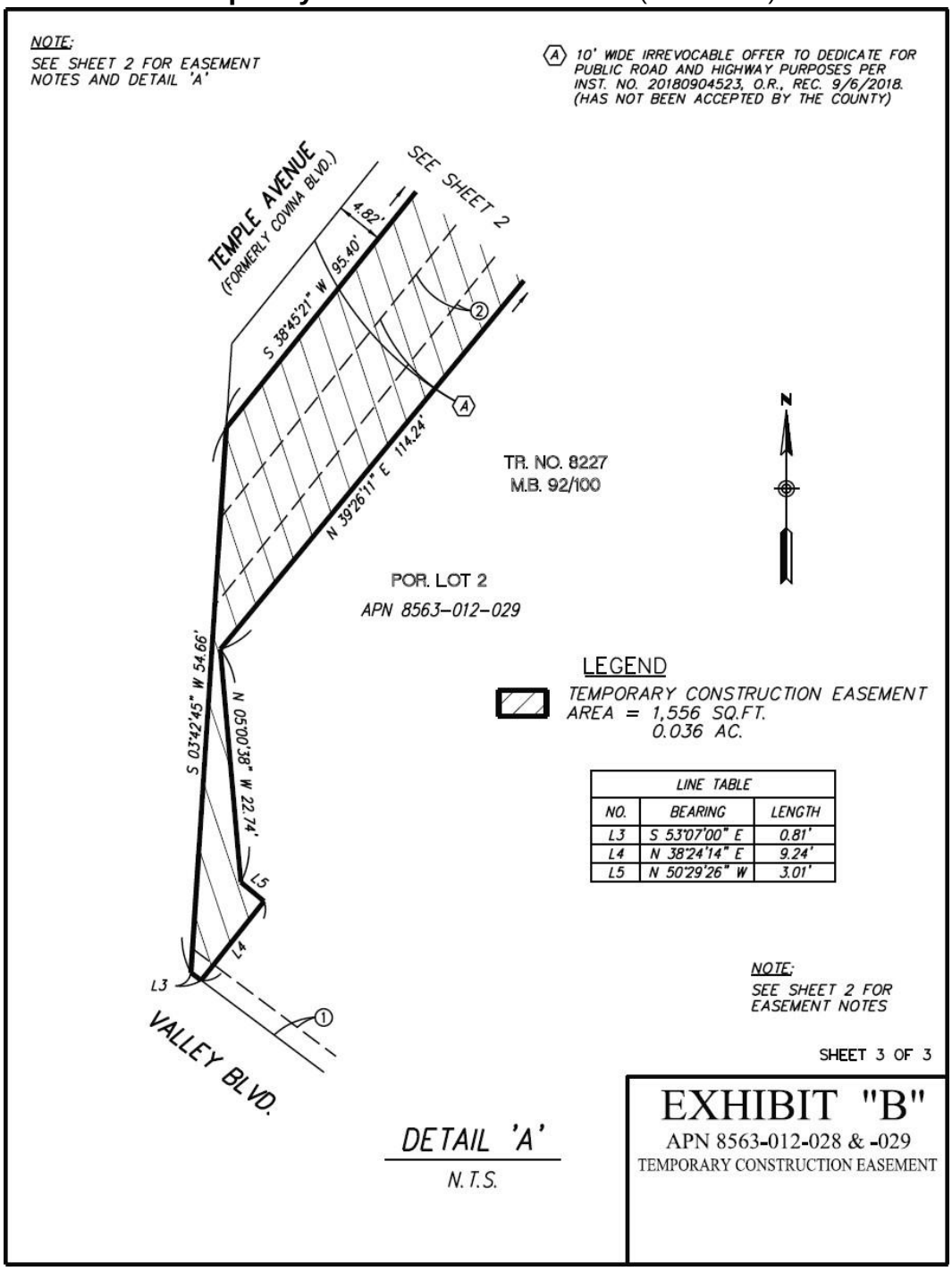
Temporary Construction Easement (Sheet 2 of 3)



Affects APN 8563-012-028 & -029

PLAT MAP
Project Parcel I-605-4-2

Temporary Construction Easement (Sheet 3 of 3)



LINE TABLE		
NO.	BEARING	LENGTH
L3	S 53°07'00" E	0.81'
L4	N 38°24'14" E	9.24'
L5	N 50°29'26" W	3.01'

Affects APN 8563-012-028 & -029

EXHIBIT C-3

Project Parcel Numbers I-605-4-1 & 4-2

13009 Valley Boulevard

APN's 8563-012-028, -029

TERMS OF THE TEMPORARY CONSTRUCTION EASEMENT (TCE)

The term of the TCE (the "Term") shall last twenty-six (26) months, commencing upon the Project Right of Way Certification and terminate upon the earlier to occur of (i) completion of the Project, as indicated by written notice given by Grantee to Grantor or (ii) January 11, 2027.

The actual physical construction activities within the TCE Area will occur intermittently for a period of approximately eight (8) consecutive weeks between the hours of 10:00PM to 5:00AM ("Construction Period") upon the commencement of construction with 30 days prior notice provided to the owner of the underlying property.

No construction work shall occur in the TCE area except during the Construction Period.

During the Construction Period, the TCE will be exclusive; however, access via the Temple Avenue driveway may be available to the extent that actual construction work is not occurring on said driveway at that time. Vehicular and pedestrian access during the Construction Period will be available at all times via the Valley Boulevard driveway.

Easement holder shall have the right to assign the TCE to successors and/or assigns, including, without limitation, other governmental agencies, without the prior written approval of Grantor.

remove

~~EXHIBIT A-4~~

~~LEGAL DESCRIPTION~~

~~Project Parcel I-605-5-1~~

~~Partial Fee~~ ~~(Sheet 1 of 2)~~

THAT PORTION OF THE LAND, IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS DESCRIBED IN THE GRANT DEED RECORDED APRIL 6, 2015 AS INSTRUMENT NO. 20150370535, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE INTERSECTION OF VALLEY BOULEVARD AND TEMPLE AVENUE (FORMERLY COVINA BOULEVARD), 30.00 FOOT HALF-STREET WIDTH, AS SHOWN ON A RECORD OF SURVEY FILED IN BOOK 171, PAGES 62 THROUGH 68, OF RECORDS OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE ALONG THE CENTERLINE OF SAID TEMPLE AVENUE NORTH 38°45'21" EAST, 363.28 FEET TO THE SOUTHEASTERLY PROLONGATION OF THE SOUTHWESTERLY LINE OF SAID LAND;

THENCE LEAVING SAID CENTERLINE AND ALONG SAID SOUTHEASTERLY PROLONGATION NORTH 50°29'46" WEST, 30.00 FEET TO THE MOST SOUTHERLY CORNER OF SAID LAND, SAID CORNER BEING ON THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID TEMPLE AVENUE, SAID POINT BEING THE **TRUE POINT OF BEGINNING;**

THENCE LEAVING SAID NORTHWESTERLY RIGHT-OF-WAY LINE AND CONTINUING ALONG SAID SOUTHWESTERLY LINE OF THE LAND NORTH 50°29'46" WEST, 20.55 FEET TO A LINE THAT IS PARALLEL WITH AND 20.55 FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES, OF SAID NORTHWESTERLY RIGHT-OF-WAY LINE AND THE NORTHEASTERLY PROLONGATION THEREOF;

THENCE LEAVING SAID SOUTHWESTERLY LINE OF THE LAND AND ALONG SAID PARALLEL LINE NORTH 38°45'21" EAST, 82.08 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 991.38 FEET;

THENCE LEAVING SAID PARALLEL LINE AND NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 02°18'33" AN ARC LENGTH OF 39.95 FEET;

THENCE NORTH 36°26'48" EAST, 53.68 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 65.35 FEET;

THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 19°45'05" AN ARC LENGTH OF 22.53 FEET;

THENCE NORTH 56°11'53" EAST, 20.96 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 59.76 FEET;

THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 12°00'00" AN ARC LENGTH OF 12.52 FEET;

remove

~~**EXHIBIT A-4**~~

~~LEGAL DESCRIPTION~~

~~Project Parcel I-605-5-1~~

~~**Partial Fee** (Sheet 2 of 2)~~

THENCE NORTH 44°11'54" EAST, 8.21 FEET;

THENCE SOUTH 52°36'25" EAST, 3.84 FEET TO THE SOUTHEASTERLY LINE OF SAID LAND;

THENCE ALONG SAID SOUTHEASTERLY LINE OF THE LAND SOUTH 36°47'31" WEST, 168.14 FEET;

THENCE CONTINUING ALONG SAID SOUTHEASTERLY LINE OF THE LAND SOUTH 31°06'57" WEST, 10.71 FEET;

THENCE CONTINUING ALONG SAID SOUTHEASTERLY LINE OF THE LAND SOUTH 38°45'21" WEST, 60.01 FEET TO THE TRUE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 4,098 SQUARE FEET OR 0.094 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE V, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997592.

~~ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B-4", ATTACHED HERETO AND MADE A PART HEREOF.~~

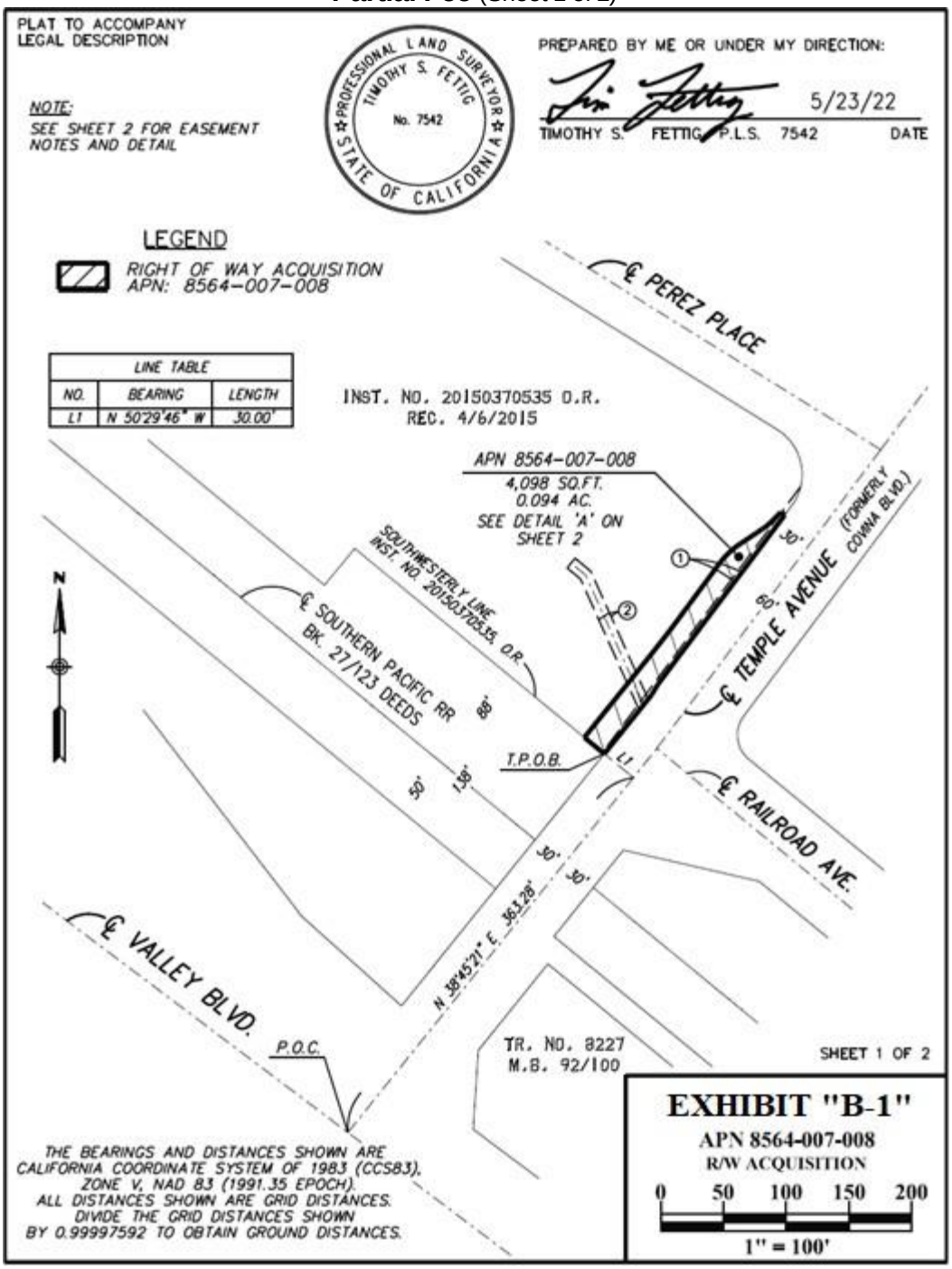
~~**Affects APN** 8564-007-008~~

remove

~~EXHIBIT B-4~~

~~PLAT MAP~~
~~Project Parcel I-605-5-1~~

Partial Fee ~~(Sheet 1 of 2)~~



Affects APN ~~8564-007-008~~

~~EXHIBIT B-4~~

remove

~~PLAT MAP~~
~~Project Parcel I-605-5-1~~

~~Partial Fee~~ ~~(Sheet 2 of 2)~~

PLAT TO ACCOMPANY
LEGAL DESCRIPTION

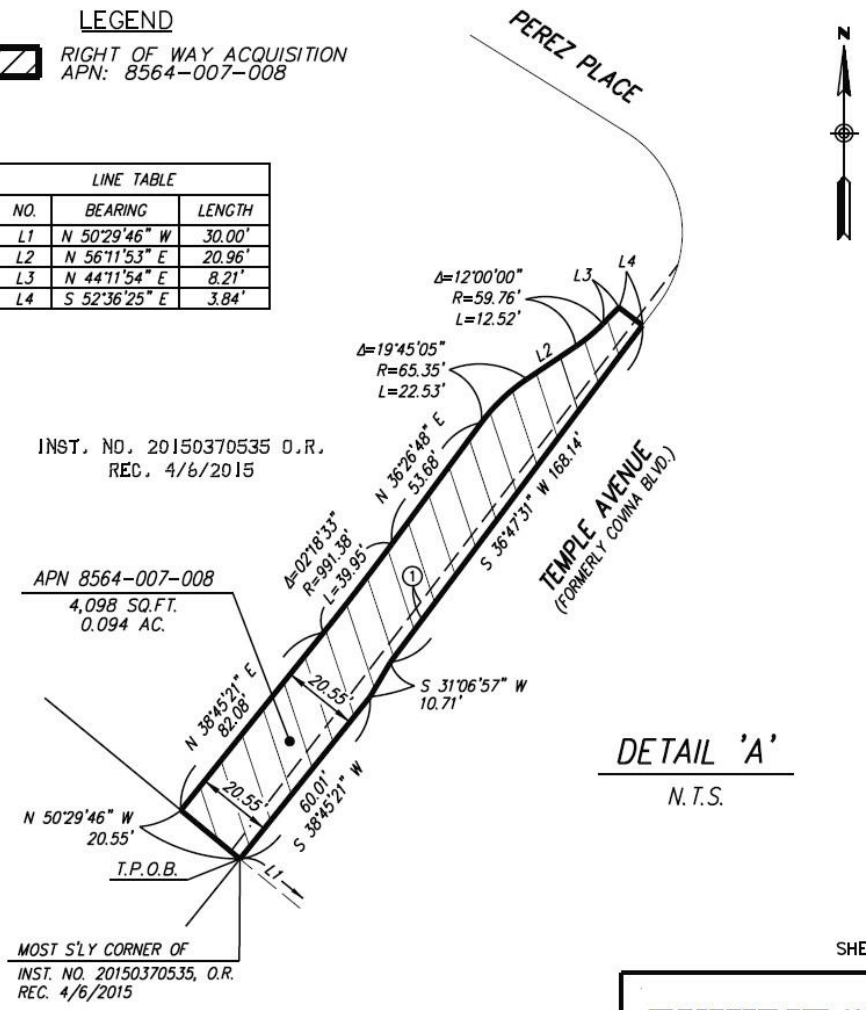
EASEMENT NOTES:

1. ESMT. FOR PUBLIC ROAD AND HIGHWAY PURPOSES PER DEED REC. 11/7/1994 AS INST NO. 1994-2016677, O.R.
2. 10.00' ESMT TO SOUTHERN CALIFORNIA EDISION COMPANY FOR PUBLIC UTILITY PURPOSES PER DEED RECORDED 5/27/1957 IN BOOK 54615/298, O.R.
3. COVENANT AND ENVIRONMENTAL RESTRICTION ON PROPERTY PER DOCUMENT REC. 9/27/2013 AS INST. NO. 2013-1406949, O.R. - RESTRICTION IS OVER ENTIRE PROPERTY.

LEGEND

RIGHT OF WAY ACQUISITION
APN: 8564-007-008

LINE TABLE		
NO.	BEARING	LENGTH
L1	N 50°29'46" W	30.00'
L2	N 56°11'53" E	20.96'
L3	N 44°11'54" E	8.21'
L4	S 52°36'25" E	3.84'



DETAIL 'A'
N.T.S.

SHEET 2 OF 2

EXHIBIT "B-1"

APN 8564-007-008
R/W ACQUISITION

~~Affects APN~~ ~~8564-007-008~~

remove

~~EXHIBIT A-5~~

~~LEGAL DESCRIPTION~~
~~Project Parcel I-605-5-2~~

~~**Temporary Construction Easement** (Sheet 1 of 2)~~

remove

THAT PORTION OF THE LAND, IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS DESCRIBED IN THE GRANT DEED RECORDED APRIL 6, 2015 AS INSTRUMENT NO. 20150370535, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE INTERSECTION OF VALLEY BOULEVARD AND TEMPLE AVENUE (FORMERLY COVINA BOULEVARD), 30.00 FOOT HALF-STREET WIDTH, AS SHOWN ON A RECORD OF SURVEY FILED IN BOOK 171, PAGES 62 THROUGH 68, OF RECORDS OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE ALONG THE CENTERLINE OF SAID TEMPLE AVENUE NORTH 38°45'21" EAST, 363.28 FEET TO THE SOUTHEASTERLY PROLONGATION OF THE SOUTHWESTERLY LINE OF SAID LAND;

THENCE LEAVING SAID CENTERLINE AND ALONG SAID SOUTHEASTERLY PROLONGATION NORTH 50°29'46" WEST, 30.00 FEET TO THE MOST SOUTHERLY CORNER OF SAID LAND, SAID CORNER BEING ON THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SAID TEMPLE AVENUE;

THENCE LEAVING SAID NORTHWESTERLY RIGHT-OF-WAY LINE AND CONTINUING ALONG SAID SOUTHWESTERLY LINE OF THE LAND NORTH 50°29'46" WEST, 20.55 FEET TO A LINE THAT IS PARALLEL WITH AND 20.55 FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES, OF SAID NORTHWESTERLY RIGHT-OF-WAY LINE AND THE NORTHEASTERLY PROLONGATION THEREOF, SAID POINT BEING THE **TRUE POINT OF BEGINNING**;

THENCE LEAVING SAID SOUTHWESTERLY LINE OF THE LAND AND ALONG SAID PARALLEL LINE NORTH 38°45'21" EAST, 82.08 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 991.38 FEET;

THENCE LEAVING SAID PARALLEL LINE AND NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 02°18'33" AN ARC LENGTH OF 39.95 FEET;

THENCE NORTH 36°26'48" EAST, 53.68 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 65.35 FEET;

THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 19°45'05" AN ARC LENGTH OF 22.53 FEET;

THENCE NORTH 56°11'53" EAST, 20.96 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 59.76 FEET;

THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 12°00'00" AN ARC LENGTH OF 12.52 FEET;

~~ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B-5", ATTACHED HERETO AND MADE A PART HEREOF.~~

~~Affects APN 8564-007-008~~

~~EXHIBIT A-5~~

remove

~~**EXHIBIT A-5**~~

~~LEGAL DESCRIPTION~~
~~Project Parcel I-605-5-2~~

~~**Temporary Construction Easement** (Sheet 2 of 2)~~

THENCE NORTH 44°11'54" EAST, 8.21 FEET;

THENCE NORTH 59°57'06" WEST, 10.31 FEET;

THENCE SOUTH 44°11'54" WEST, 5.69 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 49.76 FEET;

THENCE SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 12°00'00" AN ARC LENGTH OF 10.42 FEET;

THENCE SOUTH 56°11'53" WEST, 13.09 FEET;

THENCE SOUTH 39°34'49" WEST, 182.77 FEET;

THENCE SOUTH 37°35'06" WEST, 25.53 FEET TO SAID SOUTHWESTERLY LINE OF THE LAND;

THENCE ALONG SAID SOUTHWESTERLY LINE OF THE LAND SOUTH 50°29'46" EAST, 9.30 FEET TO THE **TRUE POINT OF BEGINNING**.

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 1,957 SQUARE FEET OR 0.045 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE V, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997592.

~~ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B-5", ATTACHED HERETO AND MADE A PART HEREOF.~~

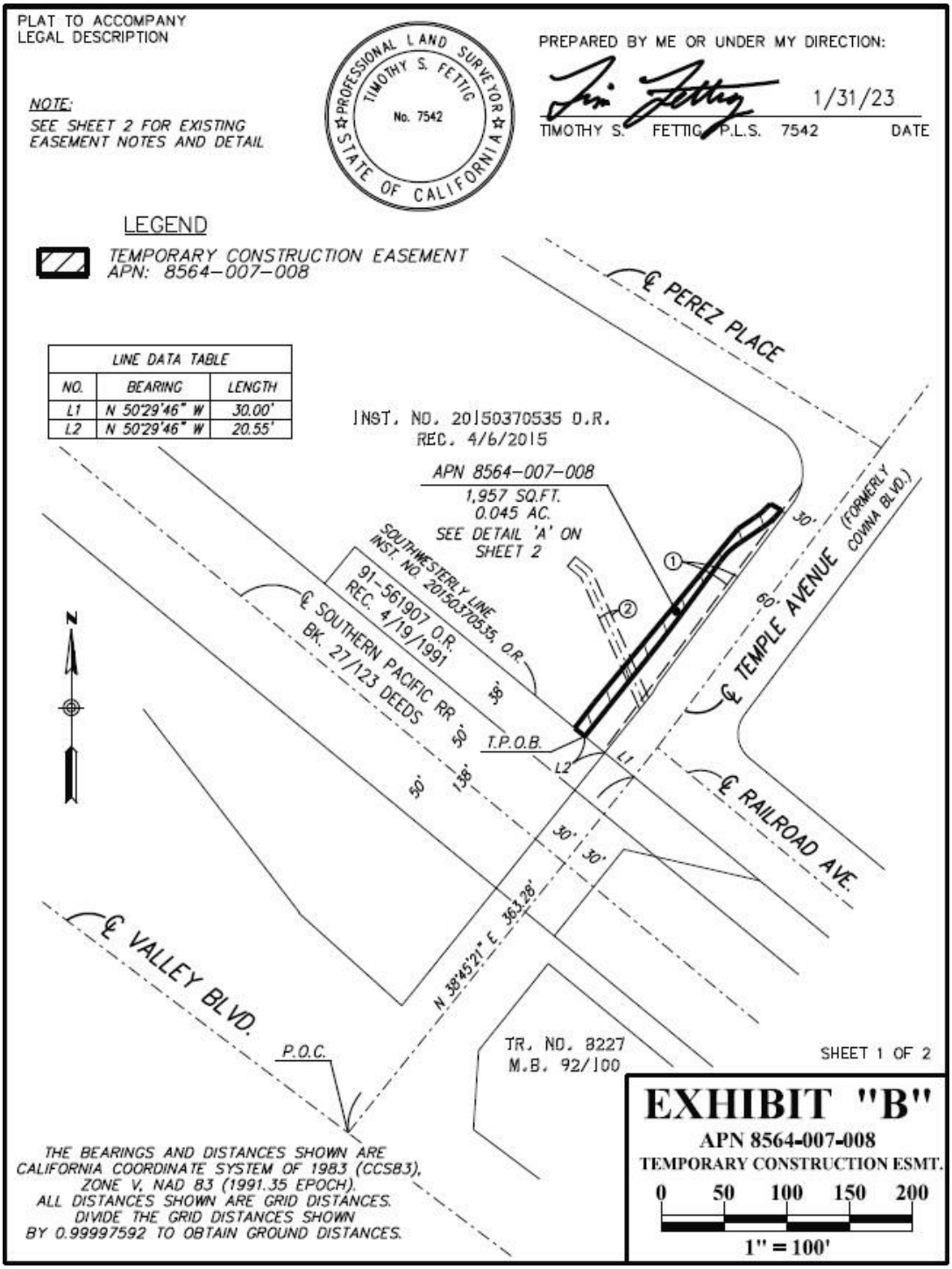
~~Affects APN 8564-007-008~~

remove

~~EXHIBIT B-5~~

~~PLAT MAP~~
~~Project Parcel I-605-5-2~~

~~Temporary Construction Easement~~ ~~(Sheet 1 of 2)~~



~~Affects APN~~ ~~8564-007-008~~

remove

~~EXHIBIT B-5~~

~~PLAT MAP~~
~~Project Parcel I-605-5-2~~

~~Temporary Construction Easement~~ ~~(Sheet 2 of 2)~~

PLAT TO ACCOMPANY
LEGAL DESCRIPTION

EASEMENT NOTES:

① ESMT. FOR PUBLIC ROAD AND HIGHWAY PURPOSES PER DEED REC. 11/7/1994 AS INST NO. 1994-2016677, O.R.

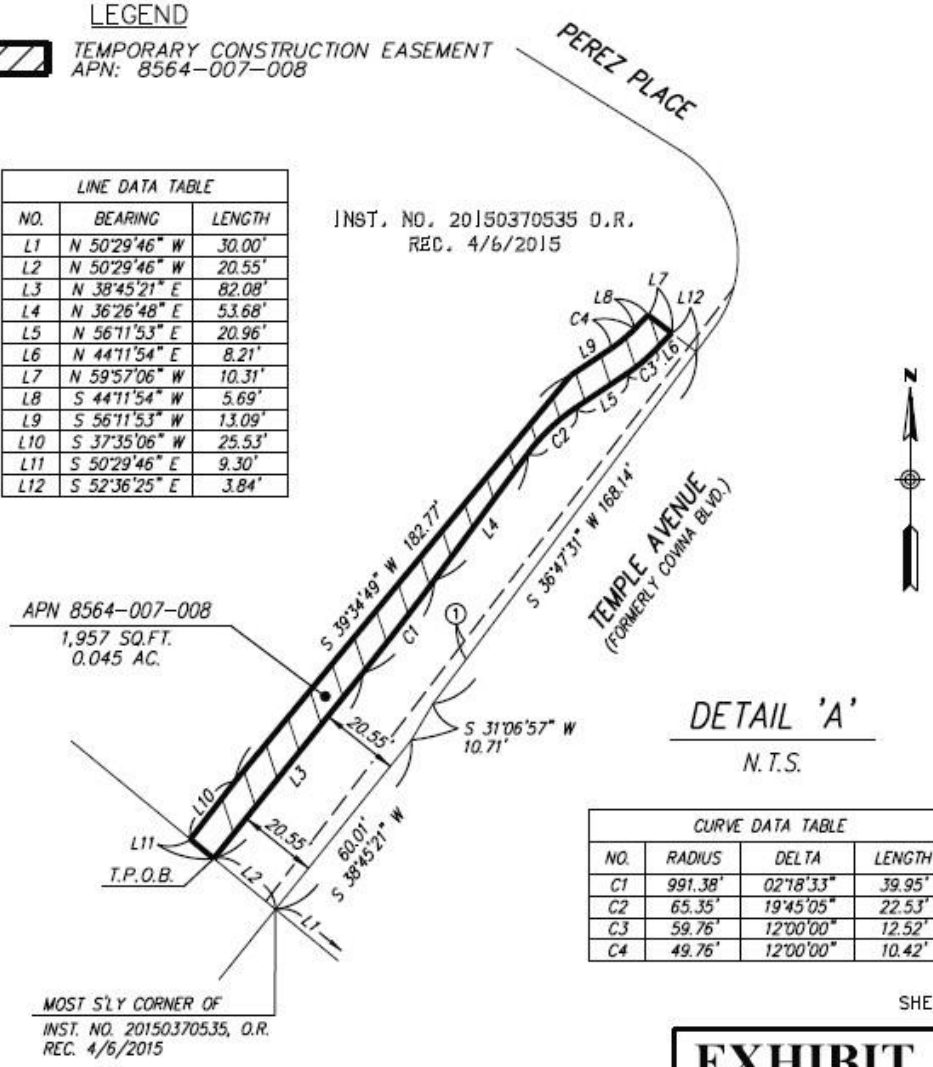
② 10.00' ESMT TO SOUTHERN CALIFORNIA EDISON COMPANY FOR PUBLIC UTILITY PURPOSES PER DEED RECORDED 5/27/1957 IN BOOK 54615/298, O.R.

③ COVENANT AND ENVIRONMENTAL RESTRICTION ON PROPERTY PER DOCUMENT REC. 9/27/2013 AS INST. NO. 2013-1406949, O.R. – RESTRICTION IS OVER ENTIRE PROPERTY.

LEGEND

TEMPORARY CONSTRUCTION EASEMENT
APN: 8564-007-008

LINE DATA TABLE		
NO.	BEARING	LENGTH
L1	N 50°29'46" W	30.00'
L2	N 50°29'46" W	20.55'
L3	N 38°45'21" E	82.08'
L4	N 36°26'48" E	53.68'
L5	N 56°11'53" E	20.96'
L6	N 44°11'54" E	8.21'
L7	N 59°57'06" W	10.31'
L8	S 44°11'54" W	5.69'
L9	S 56°11'53" W	13.09'
L10	S 37°35'06" W	25.53'
L11	S 50°29'46" E	9.30'
L12	S 52°36'25" E	3.84'



DETAIL 'A'
N.T.S.

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	991.38'	02°18'33"	39.95'
C2	65.35'	19°45'05"	22.53'
C3	59.76'	12°00'00"	12.52'
C4	49.76'	12°00'00"	10.42'

SHEET 2 OF 2

EXHIBIT "B"
APN 8564-007-008
TEMPORARY CONSTRUCTION ESMT.

~~Affects APN~~ ~~8564-007-008~~

~~**EXHIBIT C-5**~~

remove

~~Project Parcel Numbers I-605-5-1 & 5-2~~

~~13001 Temple Avenue~~

~~APNS 8564-007-008~~

~~**TERMS OF THE TEMPORARY CONSTRUCTION EASEMENT (TCE)**~~

~~The term of the TCE (the "Term") shall last twenty-six (26) months, commencing upon the Project Right of Way Certification and terminate upon the earlier to occur of (i) completion of the Project, as indicated by written notice given by Grantee to Grantor or (ii) January 11, 2027.~~

~~The actual physical construction activities within the TCE Area will occur intermittently for a period of approximately eight (8) consecutive weeks between the hours of 10pm to 5am ("Construction Period") upon the commencement of construction with 30 days prior notice provided to the owner of the underlying property.~~

~~No construction work shall occur in the TCE area except during the Construction Period.~~

~~During the Construction Period, the TCE will be exclusive; however, emergency pedestrian access to the three pathways along Temple Avenue will remain available at all times. Vehicular and pedestrian access during the Construction Period will remain available at all times via the Perez Place driveway.~~

~~Easement holder shall have the right to assign the TCE to successors and/or assigns, including, without limitation, other governmental agencies, without the prior written approval of Grantor.~~

remove

~~EXHIBIT A-6~~

~~LEGAL DESCRIPTION~~
~~Project Parcel I-605-8-1~~

~~Partial Fee~~ ~~(Sheet 1 of 2)~~

THAT PORTION OF THE LAND, IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS DESCRIBED IN THE GRANT DEED RECORDED AUGUST 29, 1972 AS INSTRUMENT NO. 3823, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE INTERSECTION OF TEMPLE AVENUE (FORMERLY COVINA BOULEVARD) AND RAILROAD AVENUE;

THENCE ALONG THE CENTERLINE OF SAID TEMPLE AVENUE NORTH 36°47'31" EAST, 279.90 FEET;

THENCE LEAVING SAID CENTERLINE SOUTH 53°12'29" EAST, 40.00 FEET TO THE SOUTHEASTERLY LINE OF PARCEL A AS DESCRIBED IN THE EASEMENT DEED RECORDED AUGUST 20, 1987, AS INSTRUMENT NO. 87-1327511, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID SOUTHEASTERLY LINE BEING THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SAID TEMPLE AVENUE, 40.00 FOOT HALF-STREET WIDTH, SAID POINT BEING THE **TRUE POINT OF BEGINNING**;

THENCE LEAVING SAID SOUTHEASTERLY LINE AND CONTINUING SOUTH 53°12'29" EAST, 18.40 FEET;

THENCE SOUTH 19°12'24" WEST, 9.17 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 22.61 FEET, A RADIAL LINE TO SAID BEGINNING OF CURVE BEARS NORTH 19°12'24" EAST;

THENCE WESTERLY AND SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 72°35'30" AN ARC LENGTH OF 28.65 FEET;

THENCE SOUTH 36°36'54" WEST, 186.75 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE EASTERLY, HAVING A RADIUS OF 37.61 FEET;

THENCE SOUTHWESTERLY AND SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 38°22'59" AN ARC LENGTH OF 25.20 FEET TO THE EASTERLY LINE OF SAID PARCEL A, SAID POINT BEING ON A NON-TANGENT CURVE, CONCAVE EASTERLY, HAVING A RADIUS OF 25.00 FEET, A RADIAL LINE TO SAID POINT ON CURVE BEARS SOUTH 62°27'51" WEST;

THENCE NORTHERLY AND NORTHEASTERLY ALONG SAID EASTERLY LINE AND ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 64°19'40" AN ARC LENGTH OF 28.07 FEET TO SAID SOUTHEASTERLY LINE;

THENCE LEAVING SAID EASTERLY LINE AND ALONG SAID SOUTHEASTERLY LINE NORTH 36°47'31" EAST, 217.91 FEET TO THE **TRUE POINT OF BEGINNING**;

remove

~~**EXHIBIT A-6**~~

~~LEGAL DESCRIPTION~~

~~Project Parcel I-605-8-1~~

~~**Partial Fee** (Sheet 2 of 2)~~

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 1,551 SQUARE FEET OR 0.036 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE V, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997592.

~~ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B-6", ATTACHED HERETO AND MADE A PART HEREOF.~~

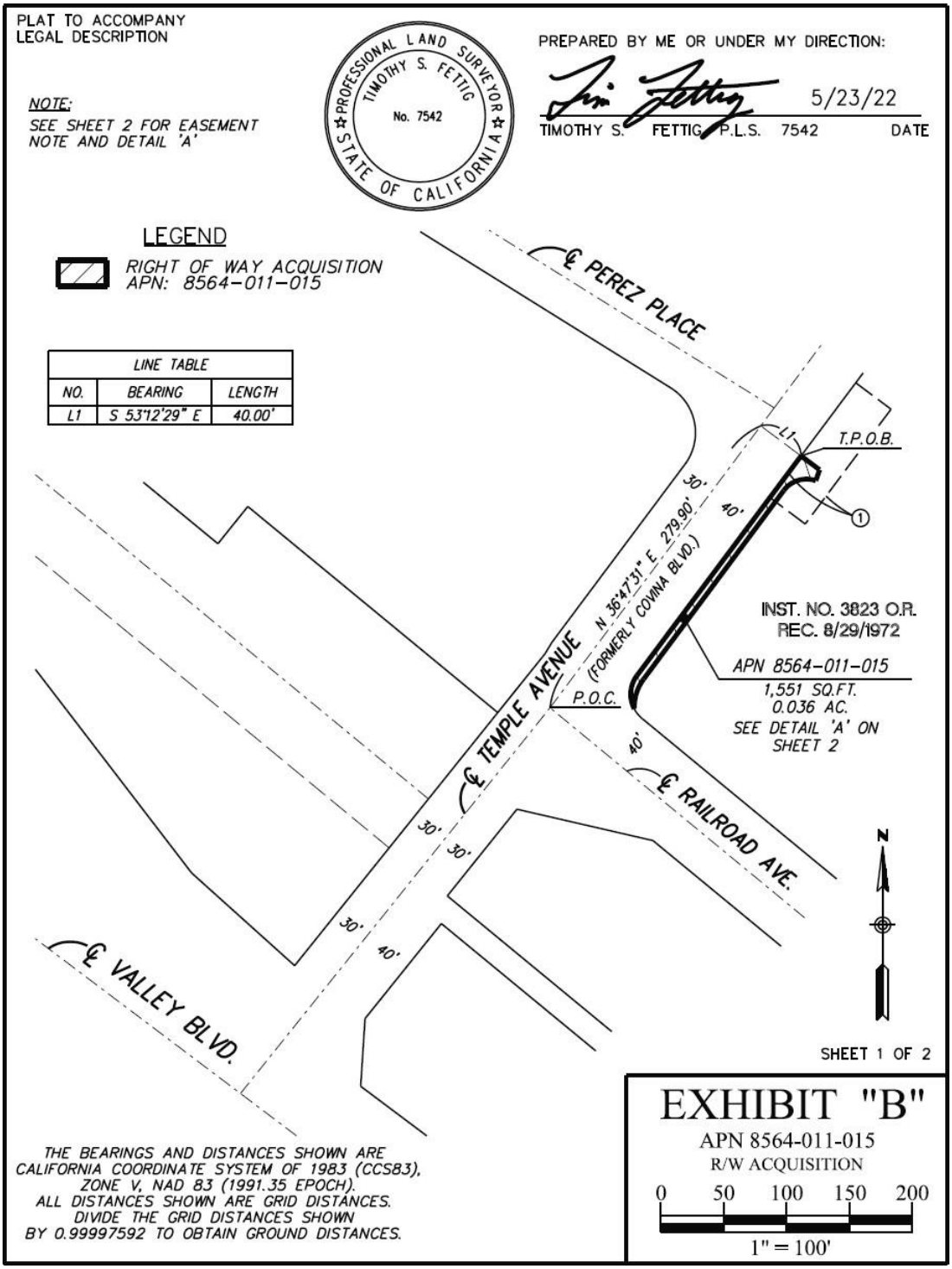
~~Affects APN 8564-011-015~~

remove

~~EXHIBIT B-6~~

~~PLAT MAP~~
~~Project Parcel I-605-8-1~~

~~Partial Fee~~ ~~(Sheet 1 of 2)~~



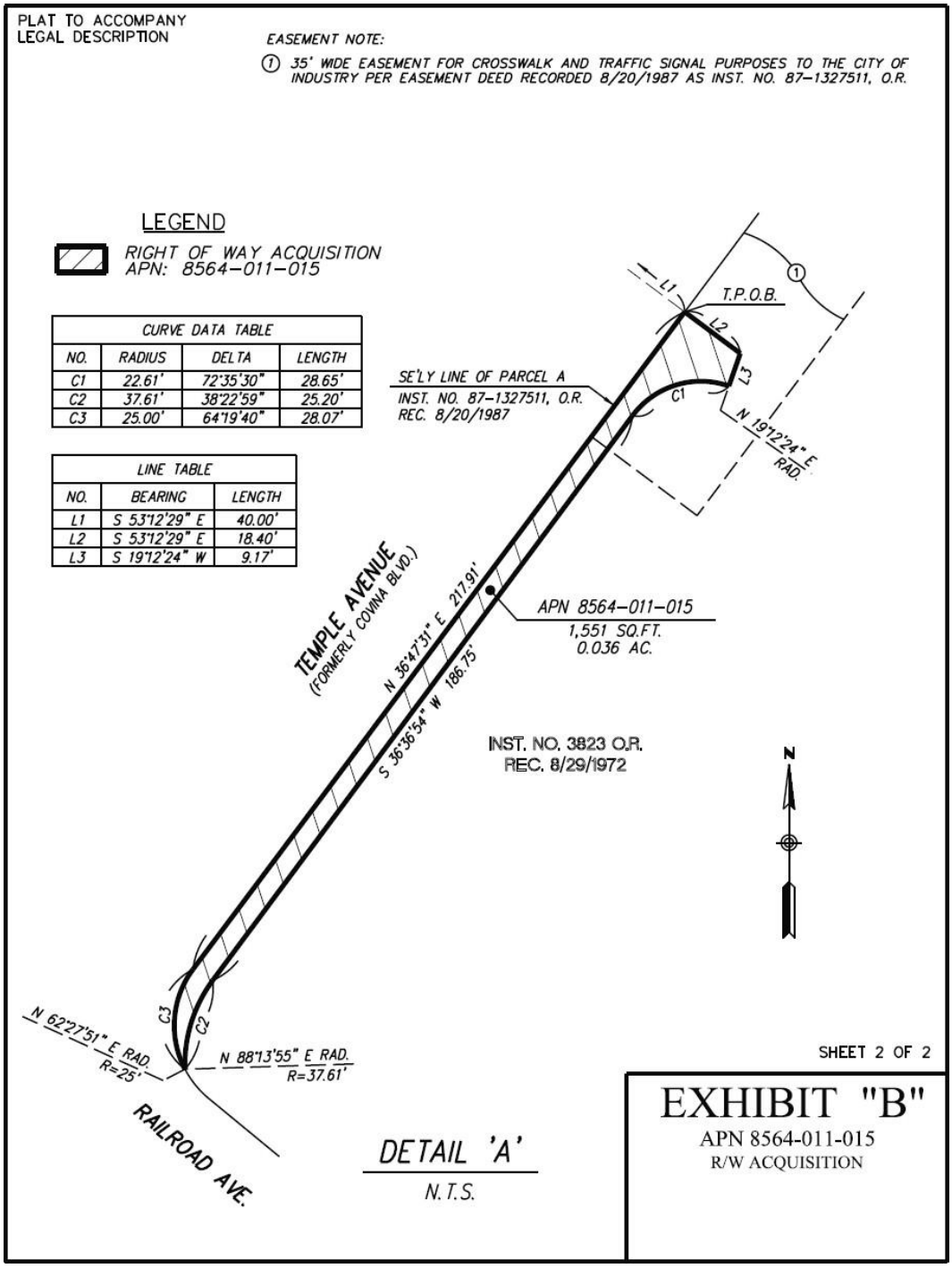
~~EXHIBIT B-6~~

remove

~~PLAT MAP~~

~~Project Parcel I-605-8-1~~

~~Partial Fee~~ ~~(Sheet 2 of 2)~~



~~Affects APN 8564-011-015~~

remove

~~EXHIBIT A-7~~

~~LEGAL DESCRIPTION~~

~~Project Parcel I-605-8-2~~

~~**Temporary Construction Easement** (Sheet 1 of 2)~~

THAT PORTION OF THE LAND, IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS DESCRIBED IN THE GRANT DEED RECORDED AUGUST 29, 1972 AS INSTRUMENT NO. 3823, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE INTERSECTION OF TEMPLE AVENUE (FORMERLY COVINA BOULEVARD) AND RAILROAD AVENUE;

THENCE ALONG THE CENTERLINE OF SAID TEMPLE AVENUE NORTH 36°47'31" EAST, 279.90 FEET;

THENCE LEAVING SAID CENTERLINE SOUTH 53°12'29" EAST, 40.00 FEET TO THE SOUTHEASTERLY LINE OF PARCEL A AS DESCRIBED IN THE EASEMENT DEED RECORDED AUGUST 20, 1987, AS INSTRUMENT NO. 87-1327511, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID SOUTHEASTERLY LINE BEING THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SAID TEMPLE AVENUE, 40.00 FOOT HALF-STREET WIDTH;

THENCE LEAVING SAID SOUTHEASTERLY LINE AND CONTINUING SOUTH 53°12'29" EAST, 18.40 FEET TO THE **TRUE POINT OF BEGINNING**;

THENCE SOUTH 19°12'24" WEST, 9.17 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE SOUTHERLY, HAVING A RADIUS OF 22.61 FEET, A RADIAL LINE TO SAID BEGINNING OF CURVE BEARS NORTH 19°12'24" EAST;

THENCE WESTERLY AND SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 72°35'30" AN ARC LENGTH OF 28.65 FEET;

THENCE SOUTH 36°36'54" WEST, 186.75 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE EASTERLY, HAVING A RADIUS OF 37.61 FEET;

THENCE SOUTHWESTERLY AND SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 38°22'59" AN ARC LENGTH OF 25.20 FEET TO THE EASTERLY LINE OF SAID PARCEL A, SAID POINT BEING ON A NON-TANGENT CURVE, CONCAVE EASTERLY, HAVING A RADIUS OF 25.00 FEET, A RADIAL LINE TO SAID POINT ON CURVE BEARS SOUTH 62°27'51" WEST;

THENCE SOUTHEASTERLY ALONG SAID EASTERLY LINE AND ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 22°57'37" AN ARC LENGTH OF 10.02 FEET TO THE NORTHEASTERLY RIGHT-OF-WAY LINE OF RAILROAD AVENUE, 40.00 FOOT HALF-STREET WIDTH;

THENCE LEAVING SAID EASTERLY LINE AND ALONG SAID NORTHEASTERLY RIGHT-OF-WAY LINE SOUTH 50°29'46" EAST, 7.24 FEET;

remove

~~EXHIBIT A-7~~

~~LEGAL DESCRIPTION~~

~~Project Parcel I-605-8-2~~

~~Temporary Construction Easement~~ ~~(Sheet 2 of 2)~~

THENCE LEAVING SAID NORTHEASTERLY RIGHT-OF-WAY LINE NORTH 36°36'54" EAST, 211.23 FEET;

THENCE NORTH 81°42'13" EAST, 16.94 FEET;

THENCE NORTH 36°36'54" EAST, 20.00 FEET TO A LINE THAT BEARS SOUTH 53°12'29" EAST FROM THE TRUE POINT OF BEGINNING;

THENCE ALONG SAID LINE NORTH 53°12'29" WEST, 23.90 FEET TO THE **TRUE POINT OF BEGINNING**.

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 6,079 SQUARE FEET OR 0.140 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE V, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997592.

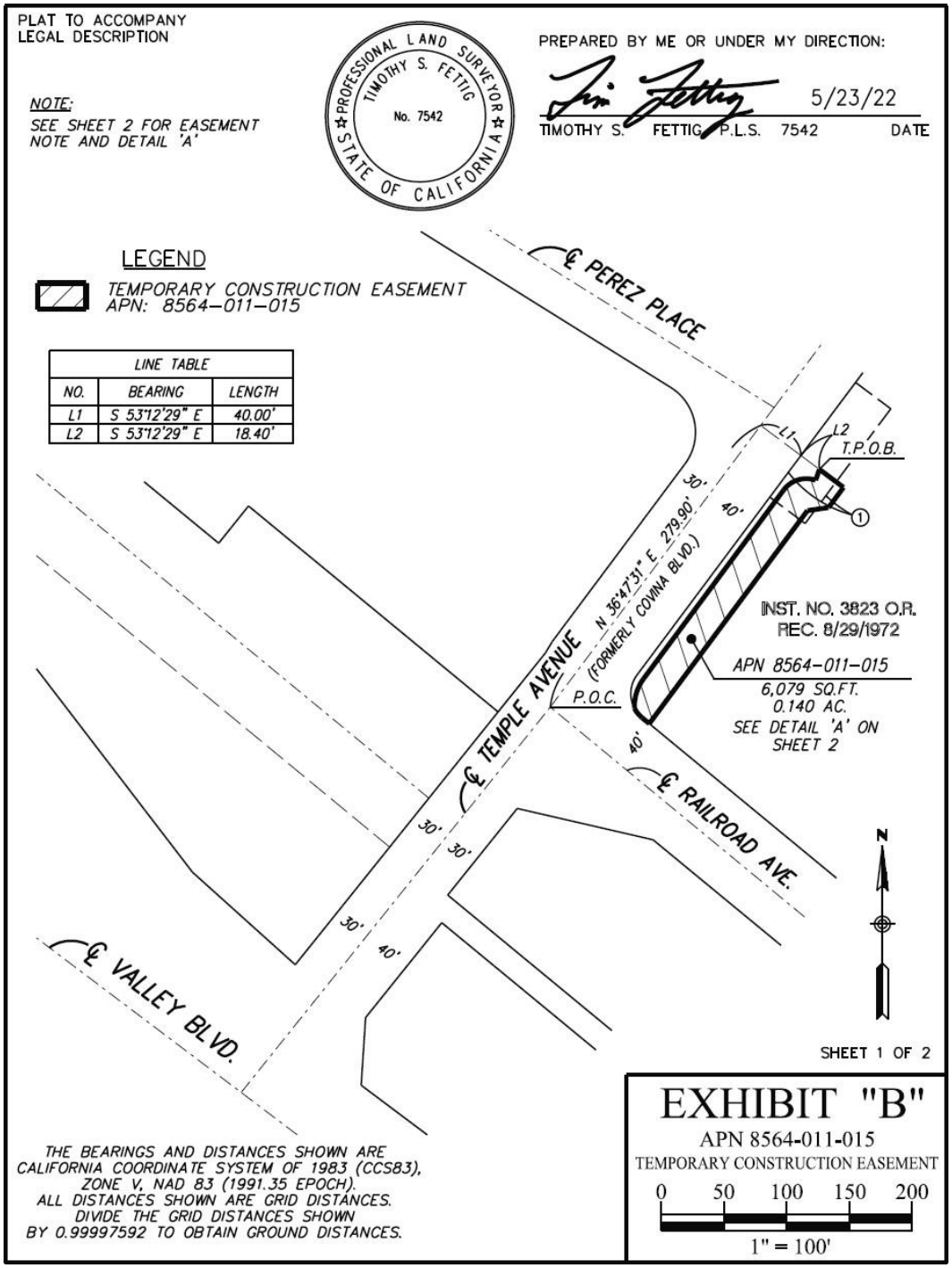
~~ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B-7", ATTACHED HERETO AND MADE A PART HEREOF.~~

remove

~~EXHIBIT B-7~~

~~PLAT MAP~~
~~Project Parcel I-605-8-2~~

~~Temporary Construction Easement~~ ~~(Sheet 1 of 2)~~



~~Affects APN 8564-011-015~~

remove

~~EXHIBIT B-7~~

~~PLAT MAP~~
~~Project Parcel I-605-8-2~~

~~Temporary Construction Easement~~ ~~(Sheet 2 of 2)~~

PLAT TO ACCOMPANY
LEGAL DESCRIPTION

EASEMENT NOTE:

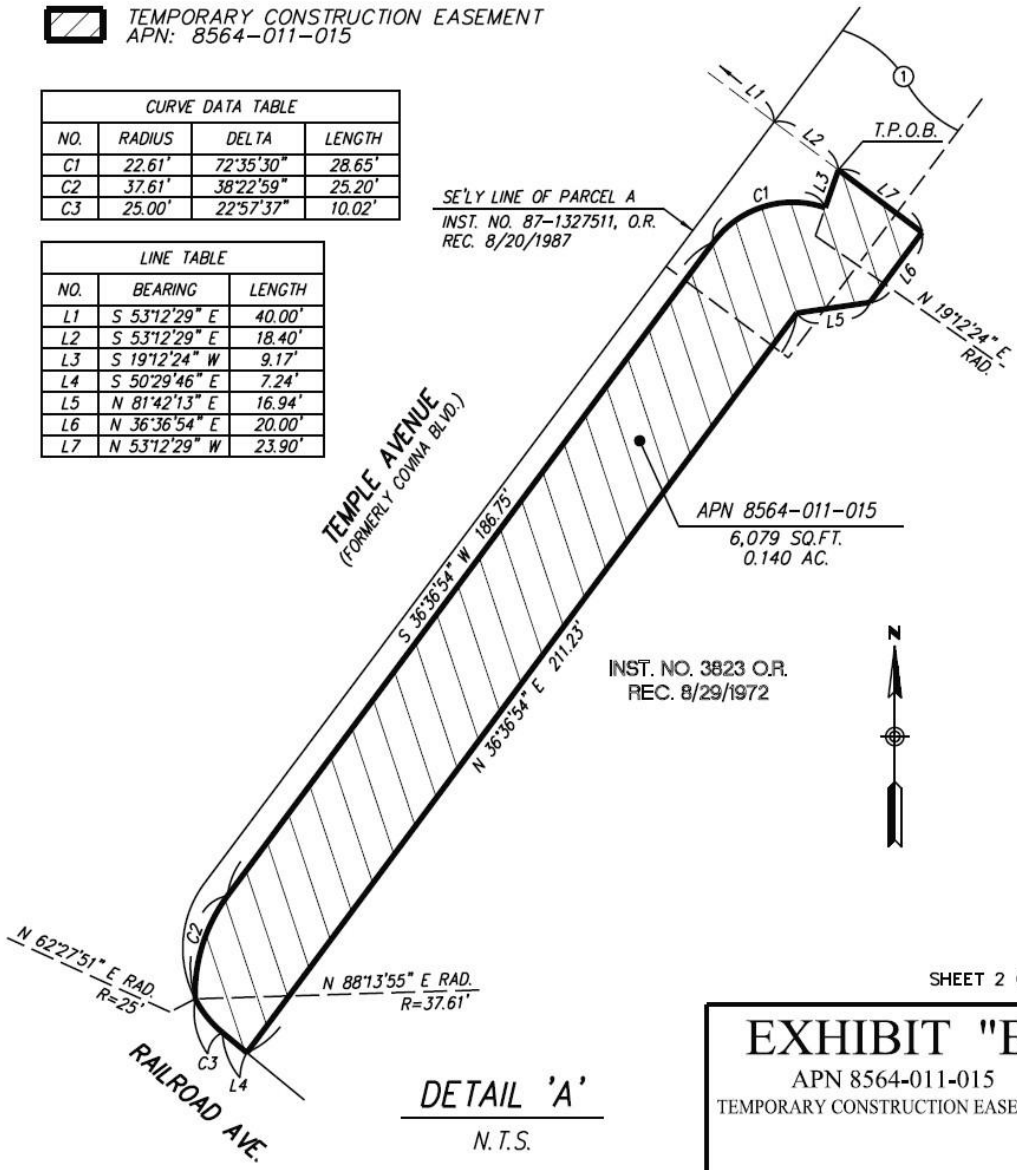
(1) 35' WIDE EASEMENT FOR CROSSWALK AND TRAFFIC SIGNAL PURPOSES TO THE CITY OF INDUSTRY PER EASEMENT DEED RECORDED 8/20/1987 AS INST. NO. 87-1327511, O.R.

LEGEND

TEMPORARY CONSTRUCTION EASEMENT
APN: 8564-011-015

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	22.61'	72°35'30"	28.65'
C2	37.61'	38°22'59"	25.20'
C3	25.00'	22°57'37"	10.02'

LINE TABLE		
NO.	BEARING	LENGTH
L1	S 53°12'29" E	40.00'
L2	S 53°12'29" E	18.40'
L3	S 19°12'24" W	9.17'
L4	S 50°29'46" E	7.24'
L5	N 81°42'13" E	16.94'
L6	N 36°36'54" E	20.00'
L7	N 53°12'29" W	23.90'



DETAIL 'A'
N.T.S.

SHEET 2 OF 2

EXHIBIT "B"
APN 8564-011-015
TEMPORARY CONSTRUCTION EASEMENT

~~Affects APN 8564-011-015~~

~~**EXHIBIT C-7**~~

remove

~~Project Parcel Numbers I-605-8-1 & 8-2~~

~~13000 Temple Avenue~~

~~APNS 8564-011-015~~

~~**TERMS OF THE TEMPORARY CONSTRUCTION EASEMENT (TCE)**~~

~~The term of the TCE (the "Term") shall last twenty-six (26) months, commencing upon the Project Right of Way Certification and terminate upon the earlier to occur of (i) completion of the Project, as indicated by written notice given by Grantee to Grantor or (ii)~~ ~~**January 11, 2027**~~~~.~~

~~The actual physical construction activities within the TCE Area will occur intermittently for a period of approximately eight (8) consecutive weeks between the hours of 10pm to 5am ("Construction Period") upon the commencement of construction with 30 days prior notice provided to the owner of the underlying property.~~

~~No construction work shall occur in the TCE area except during the Construction Period.~~

~~During the Construction Period, the TCE will be exclusive. Vehicular and pedestrian access during the Construction Period will remain available at all times via the main driveway off the Temple Av./Perez Pl. intersection. Easement holder shall have the right to assign the TCE to successors and/or assigns, including, without limitation, other governmental agencies, without the prior written approval of Grantor.~~

ATTACHMENT B-1

RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY INTEREST NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN
INTERSTATE 605 (I-605) VALLEY BOULEVARD INTERCHANGE IMPROVEMENT PROJECT, ("PROJECT")
APN: 8110-023-024 and 8110-023-025, Project Parcel I-605-1

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

Section 1.

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

Section 2.

The Property Interest described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.410, 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The Property Interest to be acquired is situated on APNs 8110-023-024 and 8110-023-025, and consists of a 776-square-foot, 26-month Temporary Construction Easement, more specifically described and depicted in Exhibit "A-1", Exhibit "B-1", and Exhibit "C-1" (hereinafter referred to as "TCE" or the "Property Interest"). All referenced exhibits are attached hereto and incorporated herein.

Section 4.

(a.) The acquisition of the above-described Property Interest is necessary for the development, construction, operation, and maintenance of the I-605/Valley Boulevard Interchange Improvement Project ("Project");

(b.) The Project Approval and Environmental Document (PAED) Phase of the project was approved by Caltrans in January 2019. A Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI) was prepared pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), respectively.

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

Section 5.

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

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

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

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

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

Section 6.

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

Section 7.

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

Section 8.

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

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

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 27th day of June 2024.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

ATTACHMENTS

Exhibit A – TCE Legal Description

Exhibit B – TCE Plat Map

Exhibit C – TCE Terms

EXHIBIT "A"

LEGAL DESCRIPTION

TEMPORARY CONSTRUCTION EASEMENT

THOSE PORTIONS OF PARCELS 1 AND 2, IN THE UNINCORPORATED AREA OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS DESCRIBED IN THE GRANT DEED RECORDED JULY 10, 2019 AS INSTRUMENT NO. 20190664328, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE INTERSECTION OF VALLEY BOULEVARD AND TEMPLE AVENUE (FORMERLY COVINA BOULEVARD), AS SHOWN ON A RECORD OF SURVEY FILED IN BOOK 171, PAGES 62 THROUGH 68, OF RECORDS OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE ALONG THE CENTERLINE OF SAID VALLEY BOULEVARD NORTH 52°57'06" WEST, 183.12 FEET;

THENCE LEAVING SAID CENTERLINE SOUTH 37°02'54" WEST, 50.00 FEET TO THE MOST EASTERLY CORNER OF SAID PARCEL 2, THE NORTHEASTERLY LINES OF SAID PARCELS 1 AND 2 ALSO BEING THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SAID VALLEY BOULEVARD, SAID POINT BEING THE **TRUE POINT OF BEGINNING;**

THENCE LEAVING SAID NORTHEASTERLY LINE OF PARCEL 2 AND ALONG THE SOUTHEASTERLY LINE OF SAID PARCEL 2 SOUTH 37°02'57" WEST, 5.99 FEET;

THENCE LEAVING SAID SOUTHEASTERLY LINE NORTH 53°43'30" WEST, 114.67 FEET TO THE NORTHWESTERLY LINE OF SAID PARCEL 1;

THENCE ALONG SAID NORTHWESTERLY LINE NORTH 37°02'57" EAST, 7.54 FEET TO THE MOST NORTHERLY CORNER OF SAID PARCEL 1;

THENCE LEAVING SAID NORTHWESTERLY LINE AND ALONG SAID NORTHEASTERLY LINES OF PARCELS 1 AND 2 SOUTH 52°57'06" EAST, 114.66 FEET TO THE **TRUE POINT OF BEGINNING**.

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 776 SQUARE FEET OR 0.018 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE V, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997592.

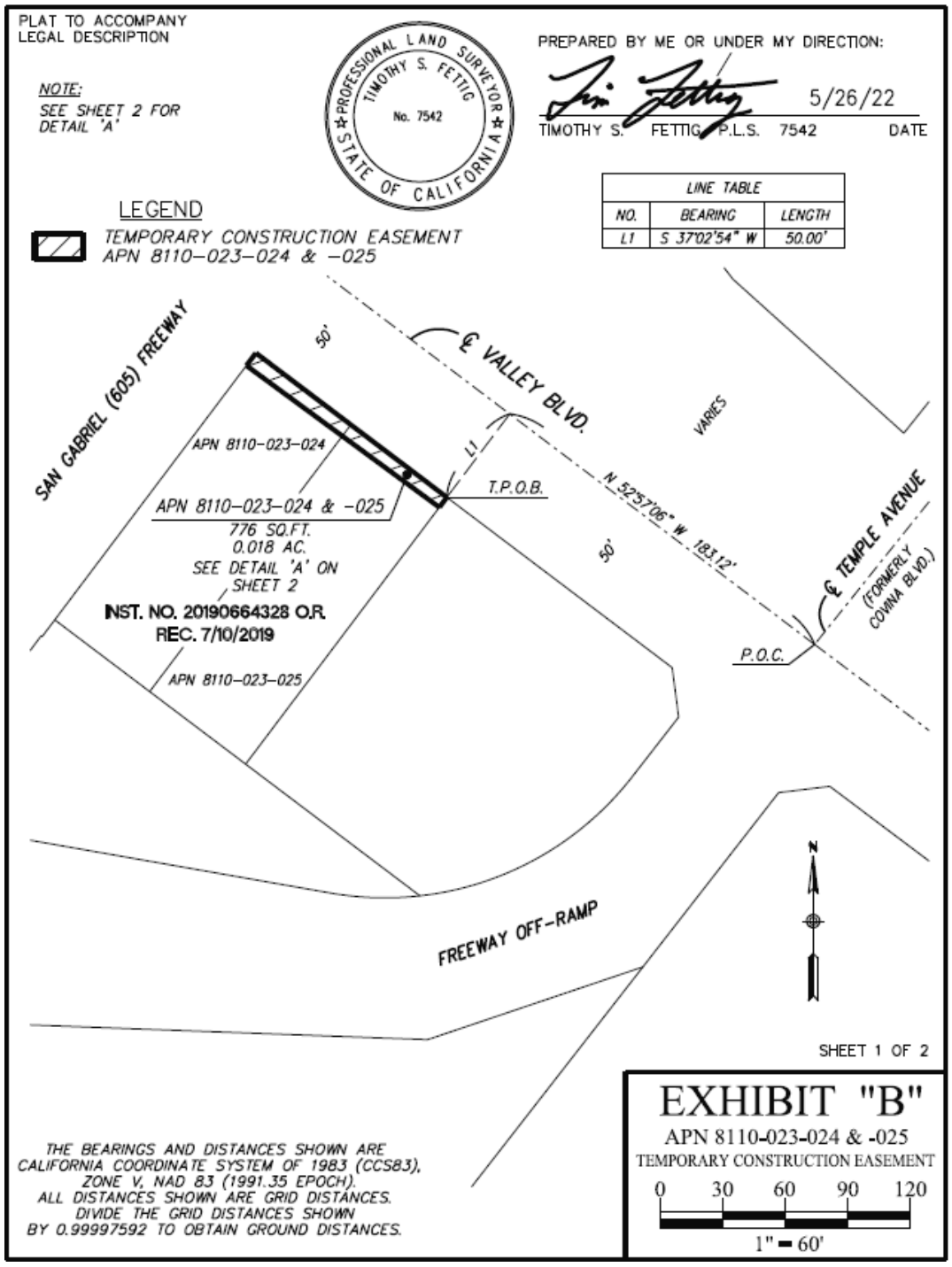
ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B", ATTACHED HERETO AND MADE A PART HEREOF.

Affects APN: 8110-023-024 and APN 8110-023-025

EXHIBIT "B"

PLAT MAP

TEMPORARY CONSTRUCTION EASEMENT



Affects APN: 8110-023-024 and APN 8110-023-025

EXHIBIT "C"

Project Parcel I-605-1

12900 Valley Boulevard

APN's 8110-023-024, -025

TERMS OF THE TEMPORARY CONSTRUCTION EASEMENT (TCE)

The term of the TCE (the "Term") shall last twenty-six (26) months, commencing upon the Project Right of Way Certification and terminate upon the earlier to occur of (i) completion of the Project, as indicated by written notice given by Grantee (LACMTA) to Grantor (Owner) or (ii) January 11, 2027.

The actual physical construction activities within the TCE Area will occur intermittently for a period of approximately eight (8) consecutive weeks between the hours of 10:00 PM to 5:00AM ("Construction Period") upon the commencement of construction with 30 days prior notice provided to the owner of the underlying property.

No construction work shall occur in the TCE area except during the Construction Period.

During the Construction Period, the TCE will be exclusive; however, construction will occur at only one driveway at a time, and in regard to construction occurring on the southeasterly driveway opposite the main gate, at least one half of said driveway will remain open and available for access purposes at all times. Trees, planters and metal posts to remain in place.

Easement holder shall have the right to assign the TCE to successors and/or assigns, including, without limitation, other governmental agencies, without the prior written approval of Grantor.

ATTACHMENT B-2

RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY INTEREST NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN
INTERSTATE 605 (I-605) VALLEY BOULEVARD INTERCHANGE IMPROVEMENT PROJECT, ("PROJECT")
APN: 8563-012-028 and 8563-012-029; Project Parcels I-605-4-1 and I-605-4-2

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

Section 1.

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

Section 2.

The Property Interests described hereinafter are to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire Property Interests by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.410, 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The Property Interests to be acquired are situated on APNs 8563-012-028 and 8563-012-029 and consist of: (1) a 444± square foot fee simple interest, more specifically described and depicted in Exhibits "A-2" and "B-2" ("Fee Interest"); and (2) a 1,556± square foot, 26-month Temporary Construction Easement, more specifically described and depicted in Exhibits "A-3", "B-3", and C ("TCE") (hereinafter the TCE and Fee Interest are referred to as the "Property Interests"). All referenced exhibits are attached hereto and incorporated herein.

Section 4.

(a.) The acquisition of the above-described Property Interests is necessary for the development, construction, operation, and maintenance of the I-605/Valley Boulevard Interchange Improvement Project ("Project");

(b.) The Project Approval and Environmental Document (PAED) Phase of the project was approved by Caltrans in January 2019. A Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI) was prepared pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), respectively.

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

Section 5.

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

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

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

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

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

Section 6.

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

Section 7.

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

Section 8.

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

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

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 27th day of June 2024.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

ATTACHMENTS

Exhibit A-2 – Fee Interest Legal Description

Exhibit B-2 – Fee Interest Plat Map

Exhibit A-3 – TCE Legal Description

Exhibit B-3 – TCE Plat Map

Exhibit C-3 – TCE Terms

EXHIBIT "A-2"

LEGAL DESCRIPTION

Project Parcel I-605-4-1

Fee Interest

THOSE PORTIONS OF LOTS 1 AND 2 OF TRACT NO. 8227, IN THE UNINCORPORATED AREA KNOWN AS LA PUENTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON THE MAP RECORDED IN BOOK 92, PAGE 100, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE INTERSECTION OF VALLEY BOULEVARD AND TEMPLE AVENUE (FORMERLY COVINA BOULEVARD), AS SHOWN ON A RECORD OF SURVEY FILED IN BOOK 171, PAGES 62 THROUGH 68, OF RECORDS OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE ALONG THE CENTERLINE OF SAID TEMPLE AVENUE NORTH 38°45'21" EAST, 205.26 FEET TO THE NORTHWESTERLY PROLONGATION OF THE SOUTHWESTERLY LINE OF PARCEL NO. 20-3RE, AS DESCRIBED IN THE ROAD DEED RECORDED SEPTEMBER 6, 2018, AS INSTRUMENT NO. 20180904522, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE LEAVING SAID CENTERLINE AND ALONG SAID NORTHWESTERLY PROLONGATION SOUTH 50°29'46" EAST, 40.00 FEET TO THE INTERSECTION OF SAID SOUTHWESTERLY LINE AND THE SOUTHEASTERLY LINE OF PARCEL NO. 20-3RE.1, AS DESCRIBED IN SAID ROAD DEED, SAID SOUTHEASTERLY LINE ALSO BEING THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SAID TEMPLE AVENUE, 40.00 FOOT HALF-STREET WIDTH, SAID POINT BEING THE **TRUE POINT OF BEGINNING;**

THENCE LEAVING SAID NORTHWESTERLY PROLONGATION AND SAID SOUTHEASTERLY LINE AND ALONG SAID SOUTHWESTERLY LINE SOUTH 50°29'46" EAST, 4.82 FEET TO A LINE THAT IS PARALLEL WITH AND 4.82 FEET SOUTHEASTERLY, MEASURED AT RIGHT ANGLES, OF SAID SOUTHEASTERLY LINE;

THENCE LEAVING SAID SOUTHWESTERLY LINE AND ALONG SAID PARALLEL LINE SOUTH 38°45'21" WEST, 95.40 FEET TO THE EASTERLY LINE OF SAID PARCEL NO. 20-3RE.1;

THENCE LEAVING SAID PARALLEL LINE AND ALONG SAID EASTERLY LINE NORTH 03°42'45" EAST, 8.40 FEET TO SAID SOUTHEASTERLY LINE;

THENCE LEAVING SAID EASTERLY LINE AND ALONG SAID SOUTHEASTERLY LINE NORTH 38°45'21" EAST, 88.59 FEET TO THE **TRUE POINT OF BEGINNING**.

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 444 SQUARE FEET OR 0.010 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE V, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997592.

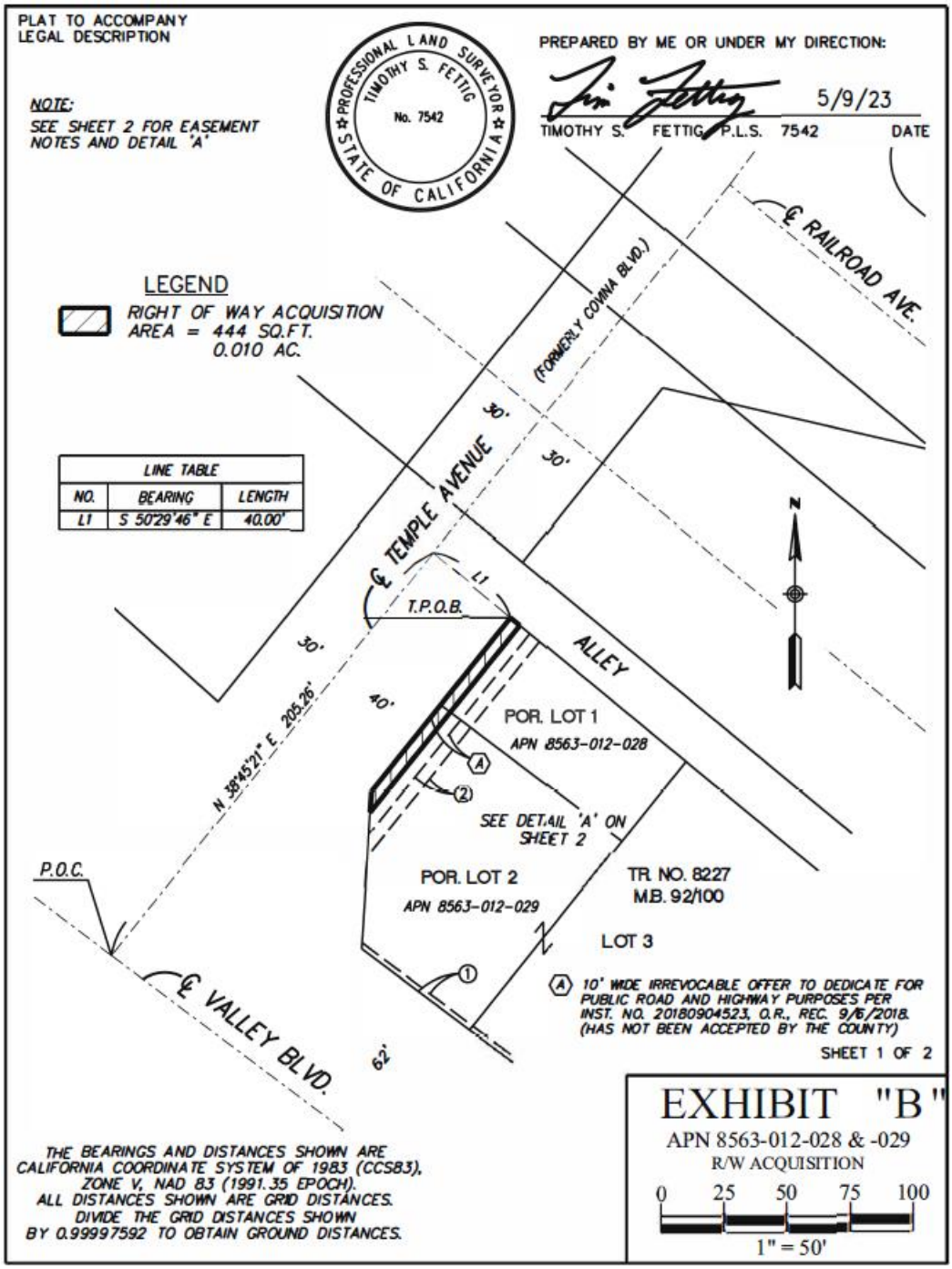
ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B-2", ATTACHED HERETO AND MADE A PART HEREOF.

Affects APN 8563-012-028 & -029

EXHIBIT "B-2"
(Sheet 1 of 2)

PLAT MAP
Project Parcell-605-4-1

Fee Interest

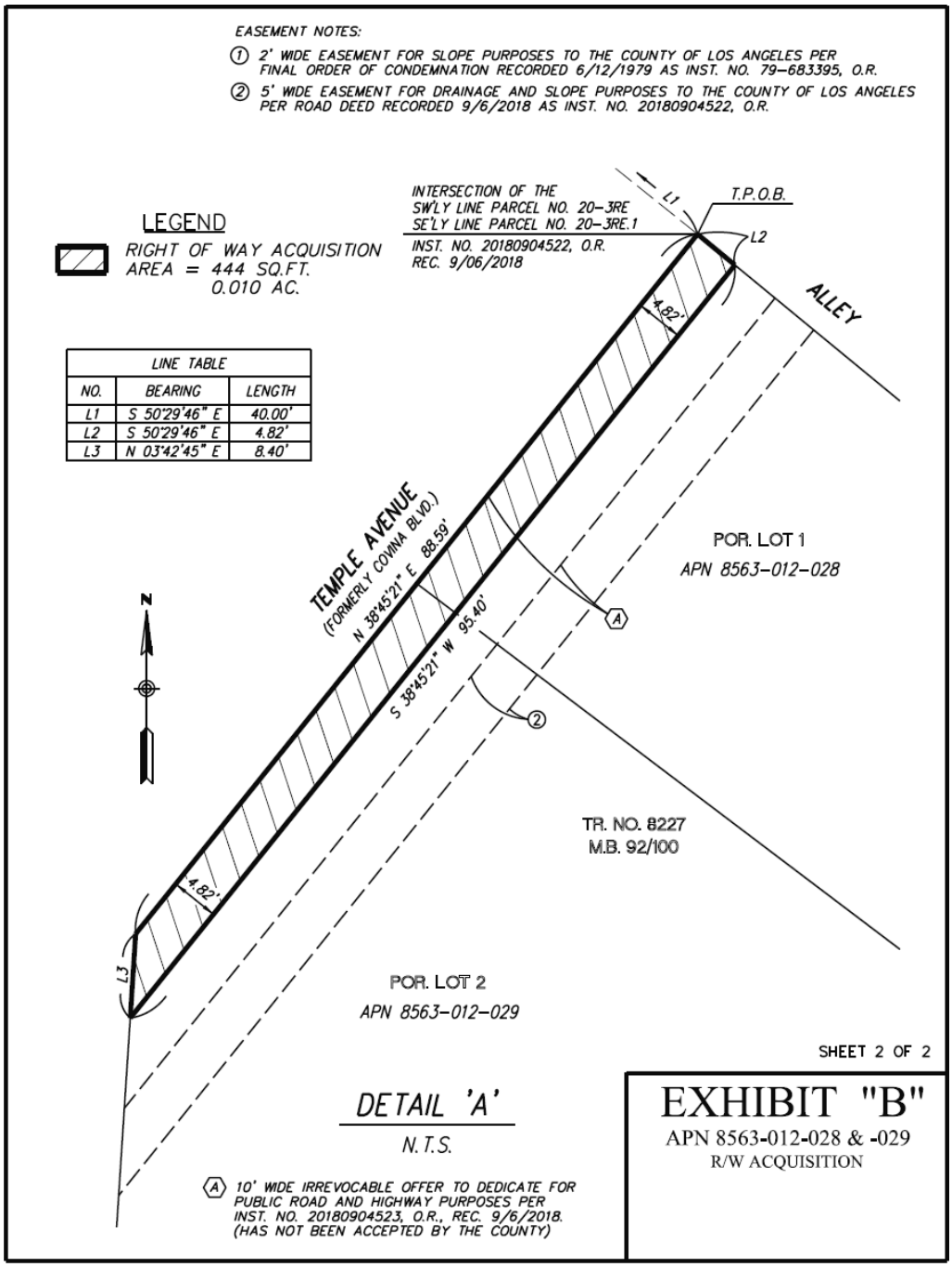


Affects APN 8563-012-028 & -029

EXHIBIT "B-2"
(Sheet 2 of 2)

PLAT MAP
Project Parcel I-605-4-1

Fee Interest



LINE TABLE		
NO.	BEARING	LENGTH
L1	S 50°29'46" E	40.00'
L2	S 50°29'46" E	4.82'
L3	N 03°42'45" E	8.40'

Affects APN 8563-012-028 & -029

LEGAL DESCRIPTION

Project Parcel I-605-4-2

Temporary Construction Easement

THOSE PORTIONS OF LOTS 1 AND 2 OF TRACT NO. 8227, IN THE UNINCORPORATED AREA KNOWN AS LA PUENTE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON THE MAP RECORDED IN BOOK 92, PAGE 100, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE CENTERLINE INTERSECTION OF VALLEY BOULEVARD AND TEMPLE AVENUE (FORMERLY COVINA BOULEVARD), AS SHOWN ON A RECORD OF SURVEY FILED IN BOOK 171, PAGES 62 THROUGH 68, OF RECORDS OF SURVEYS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE ALONG THE CENTERLINE OF SAID TEMPLE AVENUE NORTH 38°45'21" EAST, 205.26 FEET TO THE NORTHWESTERLY PROLONGATION OF THE SOUTHWESTERLY LINE OF PARCEL NO. 20-3RE, AS DESCRIBED IN THE ROAD DEED RECORDED SEPTEMBER 6, 2018, AS INSTRUMENT NO. 20180904522, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE LEAVING SAID CENTERLINE AND ALONG SAID NORTHWESTERLY PROLONGATION SOUTH 50°29'46" EAST, 40.00 FEET TO THE INTERSECTION OF SAID SOUTHWESTERLY LINE AND THE SOUTHEASTERLY LINE OF PARCEL NO. 20-3RE.1, AS DESCRIBED IN SAID ROAD DEED, SAID SOUTHEASTERLY LINE BEING THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SAID TEMPLE AVENUE, 40.00 FOOT HALF-STREET WIDTH;

THENCE LEAVING SAID NORTHWESTERLY PROLONGATION AND SAID SOUTHEASTERLY LINE AND ALONG SAID SOUTHWESTERLY LINE SOUTH 50°29'46" EAST, 4.82 FEET TO A LINE THAT IS PARALLEL WITH AND 4.82 FEET SOUTHEASTERLY, MEASURED AT RIGHT ANGLES, OF SAID SOUTHEASTERLY LINE, SAID POINT BEING THE **TRUE POINT OF BEGINNING**;

THENCE LEAVING SAID SOUTHWESTERLY LINE AND ALONG SAID PARALLEL LINE SOUTH 38°45'21" WEST, 95.40 FEET TO THE EASTERLY LINE OF SAID PARCEL NO. 20-3RE.1;

THENCE LEAVING SAID PARALLEL LINE AND ALONG SAID EASTERLY LINE SOUTH 03°42'45" WEST, 54.66 FEET TO THE NORTHEASTERLY LINE OF PARCEL NO. 40-1, AS DESCRIBED IN THE FINAL ORDER OF CONDEMNATION RECORDED JUNE 12, 1979, AS INSTRUMENT NO. 79-683395, OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID NORTHEASTERLY LINE BEING THE NORTHEASTERLY RIGHT-OF-WAY LINE OF SAID VALLEY BOULEVARD, 62.00 FOOT HALF-STREET WIDTH;

THENCE LEAVING SAID EASTERLY LINE AND ALONG SAID NORTHEASTERLY LINE SOUTH 53°07'00" EAST, 0.81 FEET;

THENCE LEAVING SAID NORTHEASTERLY LINE NORTH 38°24'14" EAST, 9.24 FEET;

LEGAL DESCRIPTION

Project Parcel I-605-4-2

Temporary Construction Easement

THENCE NORTH 50°29'26" WEST, 3.01 FEET;

THENCE NORTH 05°00'38" WEST, 22.74 FEET;

THENCE NORTH 39°26'11" EAST, 114.24 FEET TO SAID SOUTHWESTERLY LINE;

THENCE ALONG SAID SOUTHWESTERLY LINE NORTH 50°29'46" WEST, 14.76 FEET TO THE **TRUE POINT OF BEGINNING**.

THE ABOVE DESCRIBED PARCEL CONTAINS A GRID AREA 1,556 SQUARE FEET OR 0.036 ACRES, MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE CALIFORNIA COORDINATE SYSTEM (CCS83), ZONE V, NAD 83 (1991.35 EPOCH OCS ADJUSTMENT), ALL DISTANCES SHOWN ARE GRID, TO OBTAIN GROUND DISTANCES DIVIDE BY 0.99997592.

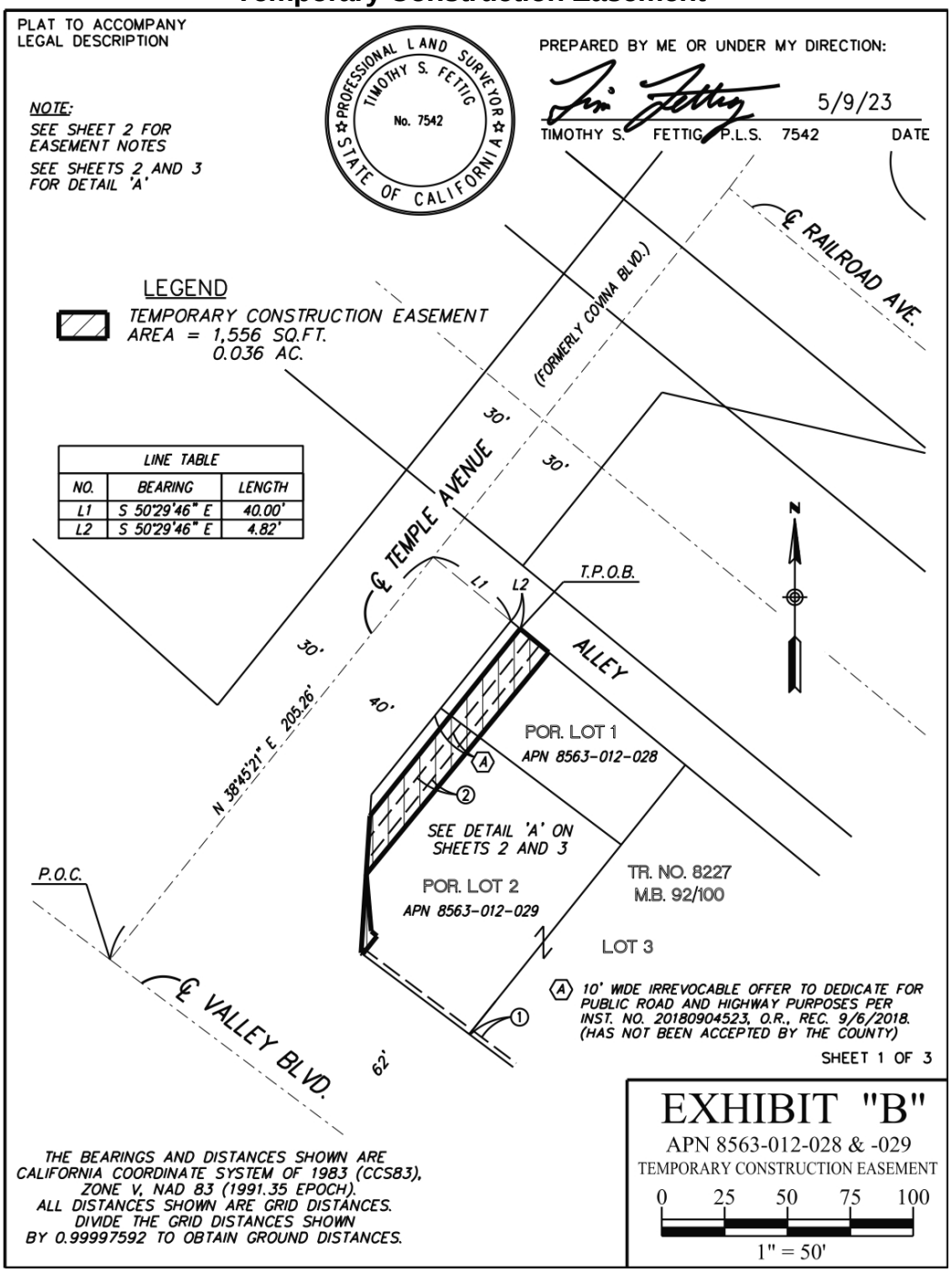
ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B-3", ATTACHED HERETO AND MADE A PART HEREOF.

Affects APN 8563-012-028 & -029

EXHIBIT B-3
(Sheet 1 of 3)

PLAT MAP
Project Parcel I-605-4-2

Temporary Construction Easement

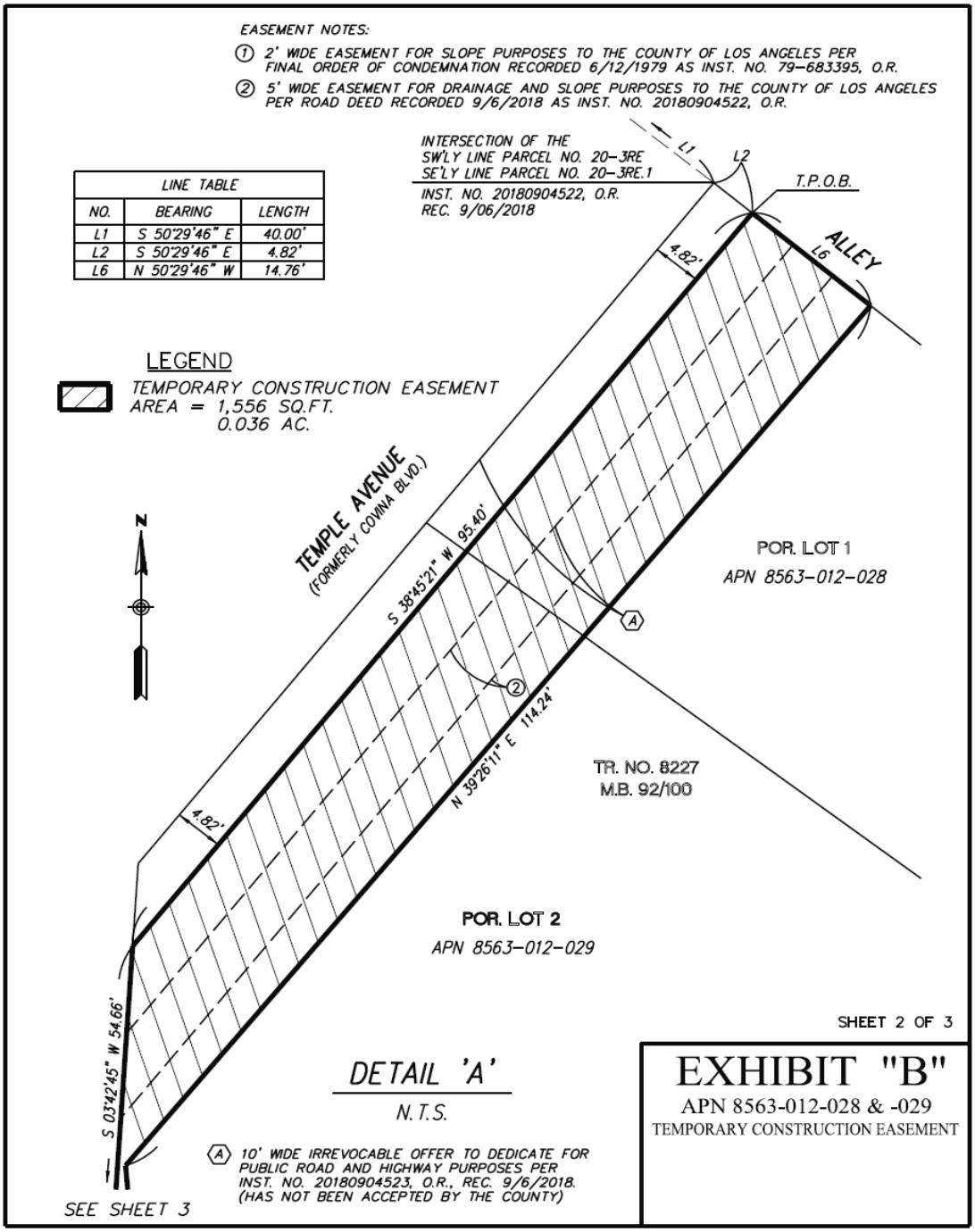


Affects APN 8563-012-028 & -029

EXHIBIT "B-3"
(Sheet 2 of 3)

PLAT MAP
Project Parcel I-605-4-2

Temporary Construction Easement

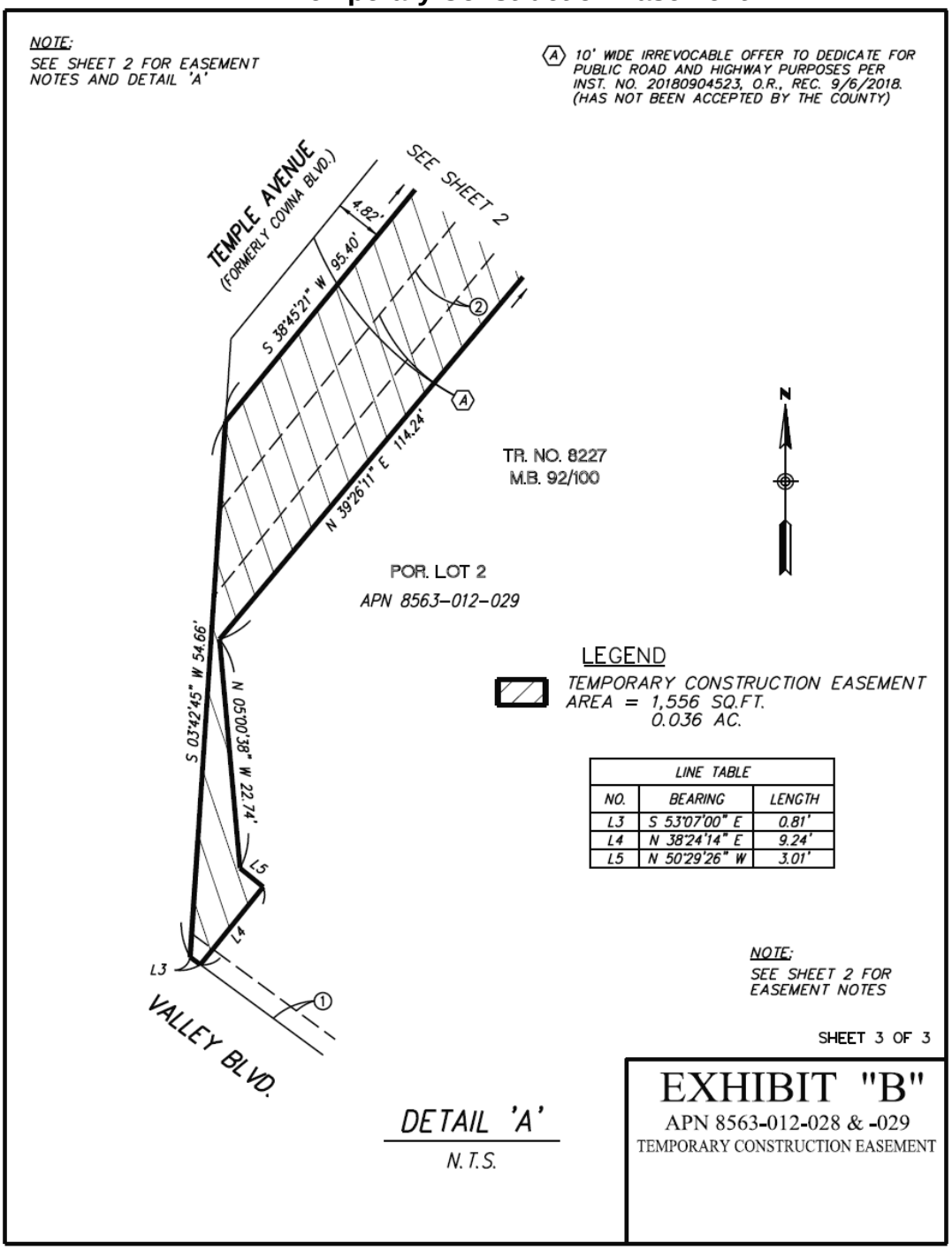


Affects APN 8563-012-028 & -029

EXHIBIT "B-3"
(Sheet 3 of 3)

PLAT MAP
Project Parcel I-605-4-2

Temporary Construction Easement



LINE TABLE		
NO.	BEARING	LENGTH
L3	S 53°07'00" E	0.81'
L4	N 38°24'14" E	9.24'
L5	N 50°29'26" W	3.01'

Affects APN 8563-012-028 & -029

EXHIBIT "C-3"

Project Parcel Numbers I-605-4-1 & 4-2

13009 Valley Boulevard

APN's 8563-012-028, -029

TERMS OF THE TEMPORARY CONSTRUCTION EASEMENT (TCE)

The term of the TCE (the "Term") shall last twenty-six (26) months, commencing upon the Project Right of Way Certification and terminate upon the earlier to occur of (i) completion of the Project, as indicated by written notice given by Grantee to Grantor or (ii) January 11, 2027.

The actual physical construction activities within the TCE Area will occur intermittently for a period of approximately eight (8) consecutive weeks between the hours of 10:00PM to 5:00AM ("Construction Period") upon the commencement of construction with 30 days prior notice provided to the owner of the underlying property.

No construction work shall occur in the TCE area except during the Construction Period.

During the Construction Period, the TCE will be exclusive; however, access via the Temple Avenue driveway may be available to the extent that actual construction work is not occurring on said driveway at that time. Vehicular and pedestrian access during the Construction Period will be available at all times via the Valley Boulevard driveway.

Easement holder shall have the right to assign the TCE to successors and/or assigns, including, without limitation, other governmental agencies, without the prior written approval of Grantor.

Hearing to Adopt Resolutions of Necessity

I-605/ Valley Boulevard Interchange Improvements

Agenda Item #2024-0088

Metro

Regular Board Meeting
June 27, 2024

Hearing to Adopt Resolutions of Necessity
I-605/ Valley Boulevard Interchange Improvement Project

Project:
The Project intends to ramp queueing, capacity, and enhance motorist, bicyclist, and pedestrian safety at the Interstate 605 (I-605) and Valley Boulevard interchange.

Property Impacts:
Partial Fee Simple (Fee), 26-month Temporary Construction Easements (TCE)

Property Locations:
See next slide for Property Interest location and description.

Relocation Impacts:
Project impacts will not create a displacement.

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

Metro

Hearing to Adopt Resolutions of Necessity
I-605/ Valley Boulevard Interchange Improvement Project

Project Parcel Number	Assessor's Parcel Number	Parcel Address	Purpose of Acquisition	Property Interests Sought
I-605-1	8110-023-024 8110-023-025	12900 Valley Boulevard, Unincorporated Area of the County of Los Ángeles, CA	Construction of pavement transitions from the back of the new sidewalk and driveways to the existing parking lot.	TCE, 776 sq ft 26-month
I-605-4-1 I-605-4-2	8563-012-028 8563-012-029	13009 Temple Avenue, Unincorporated Area of the County of Los Ángeles, CA	Roadway widening, sidewalk construction, entrance pathway, driveway construction, and reconstruction of landscaped drainage swale.	1) Fee, 444 sq ft 1) TCE, 1,556 sq ft 26 moths

Temple Avenue will be widened along the west (southbound) and a new sidewalk will be constructed that will comply with the Americans with Disabilities Act (ADA) standards. The safety measure is intended to keep pedestrians away from the railroad tracks and switches, and the high-volume free-flowing right turn from southbound Temple Avenue to the I-605 northbound on-ramp.

Metro

Hearing to Adopt Resolutions of Necessity
I-605/ Valley Boulevard Interchange Improvement Project

PARCELS OVERVIEW

LEGEND:

	Temporary Construction Easement (TCE)
	Fee Acquisition

Parcel I-605-1

Parcels: I-605-4-1, I-605-4-2

Hearing to Adopt Resolutions of Necessity
I-605/ Valley Boulevard Interchange Improvement Project

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

•The public interest and necessity require the proposed Project;

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

•The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;

•The offer required by Section 7267.2 of the Government Code has been made to the Owner; and

•Whether the statutory requirements necessary to acquire the property or property interest by eminent domain have been complied with by LACMTA.

Metro

Thank you

Metro

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

Metro

Board Report

File #: 2024-0395, **File Type:** Policy **Agenda Number:** 36.

REGULAR BOARD MEETING
JUNE 27, 2024

SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT RESOLUTION OF NECESSITY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. HOLDING a public hearing on the proposed Resolution of Necessity; and

B. ADOPTING the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire three permanent easements identified as W-5004, W-5004-1 and W-5004-4 and to acquire a 67-month temporary construction easement identified as W-5004-2 from the property identified as (APN: 4324-001-031) (hereinafter called the “Property Interests”) as identified in Attachment A.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

Acquisition of the Property Interests is required for the construction and operation of the Westside Purple Line Extension Section 3 Project (“Project”). To date, staff has been unable to reach an agreement with the owner for the Property Interests. After testimony and evidence has been received from all interested parties at the hearing, Los Angeles County Metropolitan Transportation Authority (“LACMTA”), by a vote of two-thirds of the Board, must make a determination as to whether to adopt the proposed Resolution of Necessity (Attachment B) to acquire the Property by eminent domain. Attached is evidence submitted by staff that supports the adoption of the resolution and which sets forth the required findings (Attachment A).

BACKGROUND

The Westside Purple Line Extension Section 3 Project (“Project”) requires acquisition of the Property Interests for the construction and operation of the Project. The Larger Parcel is a 49,625 square foot parcel located at the southwest corner of Wilshire and Westwood Boulevards in a portion of the city of Los Angeles known as the community of Westwood. The property has additional frontage on

powered by Legistar™

Ashton Avenue. The Larger Parcel is improved with a 17-story office building plus four levels of parking constructed in 1980. The Larger Parcel contains 244,468 square feet of net rentable area.

DISCUSSION

As a result of the need for the acquisition for construction and operation of a station portal and plaza for the Westwood/UCLA Station, the LACMTA was required to appraise and make an offer to acquire the Property Interests. By letter dated September 9, 2022, a written offer for the Property was issued to the Owner of Record ("Owner"), as required by California Government Code Section 7267.2. The offer was based on the fair market value. The fair market value is defined as "the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available."

Owner has not accepted the offer of Just Compensation made by LACMTA, and the parties have not at this time reached a negotiated settlement on the contemplated acquisition. The Property Interests are necessary for construction of the Project; therefore, staff recommends the acquisition of the Property Interests through eminent domain to maintain the Project schedule.

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

After all of the testimony and evidence has been received from all interested parties at the hearing, LACMTA must make a determination as to whether to adopt the proposed Resolution of Necessity to acquire the Property by eminent domain. To adopt the resolution, LACMTA must, based on the evidence before it, and by vote of two-thirds of its Board, find and determine that the conditions stated in items 1 - 6 above exist.

Attached is the Staff Report prepared by staff and legal counsel setting forth the required findings for acquiring the Property through the use of eminent domain (Attachment A).

There are no displacements of residents or local businesses as a result of the acquisition of the Property.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The funding for the acquisition of the Property Interests is included in the Fiscal Year 2024 (FY24) budget under Project 865523 Westside Purple Line Extension Section 3, in Cost Center 8510 (Construction Project Management), and Account Number 53103 (Acquisition of Land) and Fund 6012. No additional funding for the acquisition is required for this action, LACMTA paid the Property Owner the Just Compensation amount in August of 2023 pursuant to a Construction Rights Agreement dated June 29, 2023.

Impact to Budget

The approved FY24 budget is designated for the Westside Purple Line Extension Section 3 and does not have an impact to operations funding sources. These funds were assumed in the Long-Range Transportation Plan for the Project. This Project is not eligible for Proposition A and C funding due to the proposed tunneling element of the Project. No other funds were considered.

EQUITY PLATFORM

The Property Interest is required for the completion of the Project. The project will provide greater operational safety, decrease travel time, improve air quality, and increase access to the corridor, especially for people with low-incomes who work along, but may not live near the corridor and are reliant on public transportation. This public good will also support the fulfillment of Metro's LA County Traffic Improvement Plan under measure M.

There are no displacements of residents or local businesses resulting from the acquisition of this Property Interests.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Board action is consistent with LACMTA 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. Goal #4: Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

If this action is approved by the Board, the LACMTA's condemnation counsel will be instructed to take

all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property Interests by eminent domain and to conclude those proceedings either by settlement or jury trial. Counsel will also be directed to seek and obtain an Order of Prejudgment Possession in accordance with the provisions of the eminent domain law. Staff will continue to negotiate with the property owner with the goal of reaching a voluntary settlement while concurrently continuing the eminent domain process to preserve the project schedule.

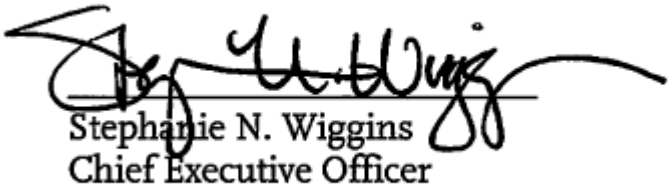
ATTACHMENTS

Attachment A - Staff Report
Attachment B - Resolution of Necessity

Prepared by: Craig Justesen, Executive Officer, Real Estate, (213) 922-7051

Holly Rockwell, Senior Executive Officer, Real Estate and Transit Oriented Communities, (213) 922-5585

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF THE PROPERTY INTERESTS REQUIRED FOR THE WESTSIDE PURPLE LINE EXTENSION SECTION 3 ("PROJECT")

BACKGROUND

The Property Interests are required for the construction and operation of the Project as portions of the Westwood/UCLA Station, and appurtenances, will be built in the space currently occupied by the Property Interests. The address, record owner, physical description, and nature of the property interest sought to be acquired for the Project are summarized as follows:

Assessor's Parcel Number	Parcel Address	Property Owner	Purpose of Acquisition	Property Interest(s) Sought
4324-001-031	10900 Wilshire Blvd., Los Angeles, CA 90024	10900 Wilshire, L.L.C., a Delaware limited liability company	Construction and operation of the Westwood/UCLA Station	Three permanent easements and one temporary construction easement

Property Requirements:

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

Purpose of Acquisition: Construction and operation of a station portal and plaza for the Westwood/UCLA Station.

A first written offer was mailed to the Property Owner on September 09, 2022, for acquisition of the Property Interests that include:

Project Parcel W-5004 - Permanent Easement
Project Parcel W-5004-1 - Permanent Subsurface Easement
Project Parcel W-5004-2 - 67-month Temporary Construction Easement
Project Parcel W-5004-4 – Permanent Easement

The Property Interest are described in Exhibits "A-1" through "A-4" and depicted in Exhibits "B-1 through "B-4".

A. The public interest and necessity require the Project.

The need for the Project is based on population and employment growth, the high number of major activity centers served by the Project, high existing transit usage, and severe traffic congestion. The Project area bisects 12 large population and employment centers,

all of which are served by extremely congested road networks that will deteriorate further with the projected increase in population and jobs. This anticipated growth will further affect transit travel speeds and reliability, even with a dedicated lane for express bus service on Wilshire Boulevard. The public interest and necessity require the Project for the following specific reasons:

1. The population and employment densities in the Project area are among the highest in the metropolitan region. Approximately five percent of the Los Angeles County population and 10 percent of the jobs are concentrated in the Project area.

2. Implementation of the Project will result in a reduction of vehicle miles per day and reduction of auto air pollutants.

3. The Project will relieve congestion on the already over capacity 1-405 San Diego and the 1-10 Santa Monica Freeways and surrounding major thoroughfares. In addition, it will reduce the parking demands in the Westside area by providing an alternative means of transportation, competitive in rush-hour travel times with the automobile.

4. The Project will be a major link in the existing county-wide rail transit system, and will thereby provide alternative means of transportation during fuel crises and increased future traffic congestion.

5. The Project will improve transportation equity by meeting the need for improved transit service of the significant transit-dependent population within the Project area.

6. The Project will help meet Regional Transit Objectives through the Southern California Association of Governments' (SCAG's) Performance Indicators of mobility, accessibility, reliability, and safety.

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

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

An Alternatives Analysis (AA) Study was initiated in 2007 to identify all reasonable, fixed-guideway, alternative alignments and transit technologies within the proposed Project Area. The fixed-guideway alternative alignments studied and analyzed during the AA process were heavy rail transit (HRT), light rail transit (LRT), bus rapid transit (BRT), and monorail (MR). Due to its capacity to meet the anticipated ridership demand and limit the number of transfers, HRT was identified as the preferred technology for further study.

In January 2009, the LACMTA Board approved the AA Study and authorized preparation of a Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR). A total of seven alternatives, including five heavy rail subway (HRT) Build Alternatives, a No Build Alternative, and a relatively low-cost Transportation System Management (TSM) Alternative, were presented in the DEIS/DEIR. The DEIS/DEIR was circulated and reviewed by interested and concerned parties, including private citizens,

community groups, the business community, elected officials and public agencies. Public hearings were held to solicit citizen and agency comments.

In October 2010, the Board approved the DEIS/DEIR and the Wilshire Boulevard to Santa Monica HRT option was selected as the Locally Preferred Alternative (LPA) for further analysis in the FEIS/FEIR. The FEIS/FEIR was released in March 2012 for public review. On April 26, 2012, the Board certified the FEIS/FEIR, and in May 24, 2012, it approved the route and station locations for the Project. A Record of Decision was received from the Federal Transit Administration in August of 2012.

In June 2017, the Federal Register published a notice indicating the release of the Draft Supplemental Environmental Impact Statement (SEIS) for a 45-day comment period for the Westside Purple Line Extension Section 2. On November 22, 2017, the Federal Transit Administration (FTA) issued the Final Supplemental Environmental Impact Statement and Section 4(f) Evaluation, and the Supplemental Record of Decision (ROD) supplementing the previously issued ROD on August 9, 2012. The FTA determined that the requirements of the National Environmental Policy Act of 1969 (NEPA) and related federal environmental statutes, regulations, and executive orders have been satisfied for the Westside Subway Extension (now called the Westside Purple Line Extension) Project located in Los Angeles County.

The approved LPA will extend HRT (as subway) approximately nine (9) miles from the existing Metro Purple Line terminus at the Wilshire/ Western Station to a new western terminus at the West Los Angeles Veterans Affairs Hospital (Westwood/ VA Hospital Station). The LPA will include seven new stations spaced in approximately one-mile intervals, as follows:

- Wilshire/La Brea
- Wilshire/Fairfax
- Wilshire/La Cienega
- Wilshire/Rodeo
- Century City
- Westwood/UCLA
- Westwood/VA Hospital

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

Due to its bulk, the FEIS/FEIR is not physically included in the Board's agenda packet for this public hearing. However, the FEIS/FEIR documents should be considered in connection with this matter, and by this reference they are incorporated herein. It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

C. The Property Interests are necessary for the Project.

The Property Interests are required for construction and operation of the Westwood/UCLA Station portal and plaza that connects to the underground station box supporting the tunnel connecting Century City/Constellation and Westwood/VA Hospital Stations. The selected alignment requires the Property Interests to connect the Stations, and the area now occupied by the Property Interests will be incorporated into the structure of the Westwood/UCLA Station. The subsurface easement, surface easement, non-exclusive maintenance access easement and temporary construction easement adjacent to Owner's building are required for the Project. The areas and description of the required Property Interests are attached to the Resolution of Necessity. Owner has pledged to deliver these necessary easements to LACMTA by way of the Construction Rights Agreement dated June 29, 2023; however, Owner has not agreed with LACMTA on the amount of Just Compensation nor have the necessary easements actually been transferred to LACMTA. Improvements impacted include a rose sculpture, "Icon 2011", and pavers and improvements in the plaza, all adjacent to Owner's building. These improvements are addressed by a Construction Reimbursement Agreement between LACMTA and Owner dated October 15, 2020 and as amended by the First Amendment to Construction Reimbursement Agreement dated October 26, 2023. The areas of the Property Interests are based on the approved FEIS/FEIR for the Project.

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

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

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

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

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

1. Made a written offer to the Property Owner for the full amount of compensation which was not less than the approved appraised value;
2. Provided the Property Owner with a written statement of, and summary of the basis

for, the amount established as compensation with respect to the foregoing offer.

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

E. LACMTA has fulfilled the necessary statutory prerequisites.

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

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

A draft EIR/EIS was circulated for public review and comment. The FEIS/FEIR was released in March 2012 for public review. On April 26, 2012, the Board certified the FEIS/FEIR, and in May 24, 2012, it approved the route and station locations for the Project. A Record of Decision was received from the Federal Transit Administration in August of 2012. The FEIS/FEIR documents therefore comply with the California Environmental Quality Act. Since that time, none of the circumstances identified in CEQA Guidelines Section 15162 have occurred which would require the preparation of a subsequent EIR. As set forth above, LACMTA has also fulfilled the statutory prerequisites under Code of Civil Procedure § 1240.030 and Government Code § 7267.2.

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

CONCLUSION

Staff recommends that the Board approve the Resolution of Necessity.

ATTACHMENTS

Exhibits “A-1” through “A-4”	Legal Descriptions
Exhibits “B-1” through “B-4”	Plat Maps

EXHIBIT "A-1"

LEGAL DESCRIPTION

That portion of Lots 1, 2 and 3 of Tract No. 36539, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 969 of Maps, Pages 29 through 31, inclusive, in the Office of the County Recorder of said County, more particularly described as follows:

BEGINNING at the most westerly corner of said Lot 2, said point also being on the southeasterly line of Wilshire Boulevard (62.5 feet half-width) as shown on the map of said Tract No. 36539; thence along the northwesterly line of said Lot 2, North 72°32'49" East, 53.37 feet; thence leaving said northwesterly line, South 26°22'22" East, 7.60 feet; thence South 63°37'51" West, 29.22 feet; thence North 26°22'55" West, 0.75 feet; thence South 63°51'40" West, 23.50 feet to the southwesterly line of said Lot 2; thence along said southwesterly line, North 26°22'55" West, 15.03 feet to the **POINT OF BEGINNING.**

The upper elevation limit of the permanent easement herein described is a horizontal plane with an elevation of +332.00 feet and the lower elevation limit of the permanent easement herein described is a horizontal plane with an elevation of +301.00 feet, based on the NAVD-88 datum elevation of 285.39 feet for City of Los Angeles Benchmark No. 13-13450. The upper limit of this easement varies approximately 26 to 30 feet above finish grade (existing surface elevation in March of 2018), and the lower limit of this easement varies approximately 0 to 4 feet below finish grade (existing surface elevation in March of 2018). These elevations were determined from the Los Angeles County Metro Westside Purple Line Extension Project – Section 3 Project Definition Drawings.

This description prepared by me or under my direction:

James L. Elliott, P.L.S. 6334

6-9-21

Date

LICENSED LAND SURVEYOR
JAMES L. ELLIOTT
NO. 6334
STATE OF CALIFORNIA

AFFECTS APN: 4324-001-031

W-5004

EXHIBIT "B- 1"

PLAT MAP

GRANTOR : 10900 WILSHIRE, LLC.

DESCRIIPTION : PORTION LOTS 1, 2, & 3, TRACT 36539, M.B. 969/29-31

BENCH MARK :

TITLE REPORT : ORANGE COAST TITLE NO. 140-2007433-32

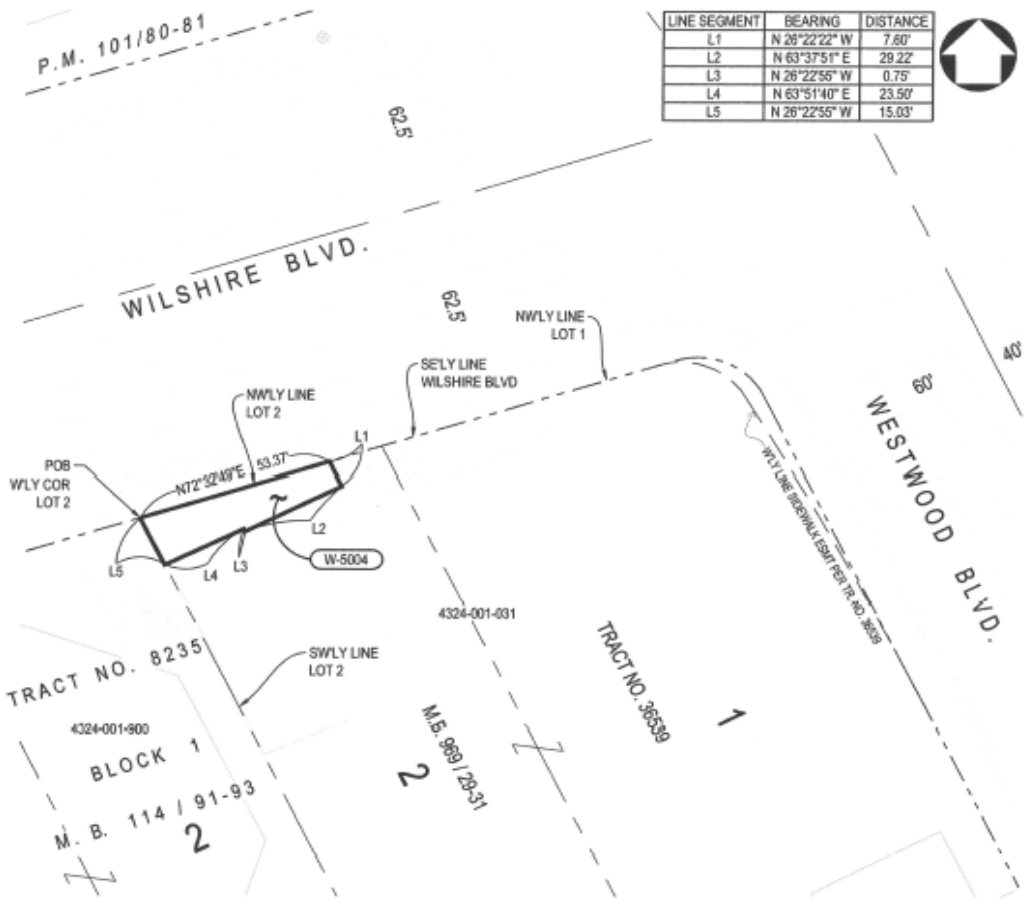
ADDRESS : 10900 WILSHIRE BLVD LOS ANGELES CA 90024

ASSESSOR'S REF. : 4324-001-031

The data shown on this map and/or plat are compiled from public sources and are subject to field verification.

NO.	DATE	REVISION DESCRIPTION

LINE SEGMENT	BEARING	DISTANCE
L1	N 26°22'22" W	7.60'
L2	N 63°37'51" E	29.22'
L3	N 26°22'55" W	0.75'
L4	N 63°51'40" E	23.50'
L5	N 26°22'55" W	15.03'



PARCEL	TOTAL	W-5004			
AREA - SQUARE FEET	40,625	600			

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

WSP

LICENSED LAND SURVEYOR JAMES L. ELLIOTT NO. 6334 STATE OF CALIFORNIA

SUBMITTED BY

APPROVED BY:

MTA PROJECT MANAGER

DATE

PARCEL PLAT

W-5004

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT

SCALE 1" = 40'

DATE 06/11/2021

DRAWN BY C. DAVIS

CHECKED BY J. ELLIOTT

REV. DATE | REV. NO.

EXHIBIT "A-2"

LEGAL DESCRIPTION

That portion of Lots 1, 2 and 3 of Tract No. 36539, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 969 of Maps, Pages 29 through 31, inclusive, in the Office of the County Recorder of said County, more particularly described as follows:

BEGINNING at the most westerly corner of said Lot 2, said point also being on the southeasterly line of Wilshire Boulevard (62.5 feet half-width) as shown on the map of said Tract No. 36539; thence along the northwesterly line of said Lots 1 and 2, North 72°32'49" East, 105.15 feet; thence leaving said northwesterly line, South 26°13'32" East, 3.21 feet; thence South 63°37'05" West, 103.87 feet to the southwesterly line of said Lot 2; thence along said southwesterly line, North 26°22'55" West, 19.53 feet to the **POINT OF BEGINNING.**

The upper elevation limit of the permanent easement herein described is a horizontal plane with an elevation of +301.00 feet and the lower elevation limit of the permanent easement herein described is a horizontal plane with an elevation of +185.00 feet, based on the NAVD-88 datum elevation of 285.39 feet for City of Los Angeles Benchmark No. 13-13450. The upper limit of this easement varies approximately 0 to 4 feet below finish grade (existing surface elevation in March of 2018), and the lower limit of this easement varies approximately 76 to 80 feet below finish grade (existing surface elevation in March of 2018). These elevations were determined from the Los Angeles County Metro Westside Purple Line Extension Project – Section 3 Project Definition Drawings.

This description prepared by me or under my direction:

James L. Elliott, P.L.S. 6334

2-25-19

Date

LICENSED LAND SURVEYOR
JAMES L. ELLIOTT
NO. 6334
STATE OF CALIFORNIA

AFFECTS APN: 4324-001-031

W-5004-1

EXHIBIT "B- 2"

PLAT MAP

GRANTOR : 10900 WILSHIRE, LLC.

DESCRIPTION : PORTION LOTS 1, 2, & 3, TRACT 36539, M.B. 969/29-31

BENCH MARK :

TITLE REPORT : ORANGE COAST TITLE NO. 140-2007433-32

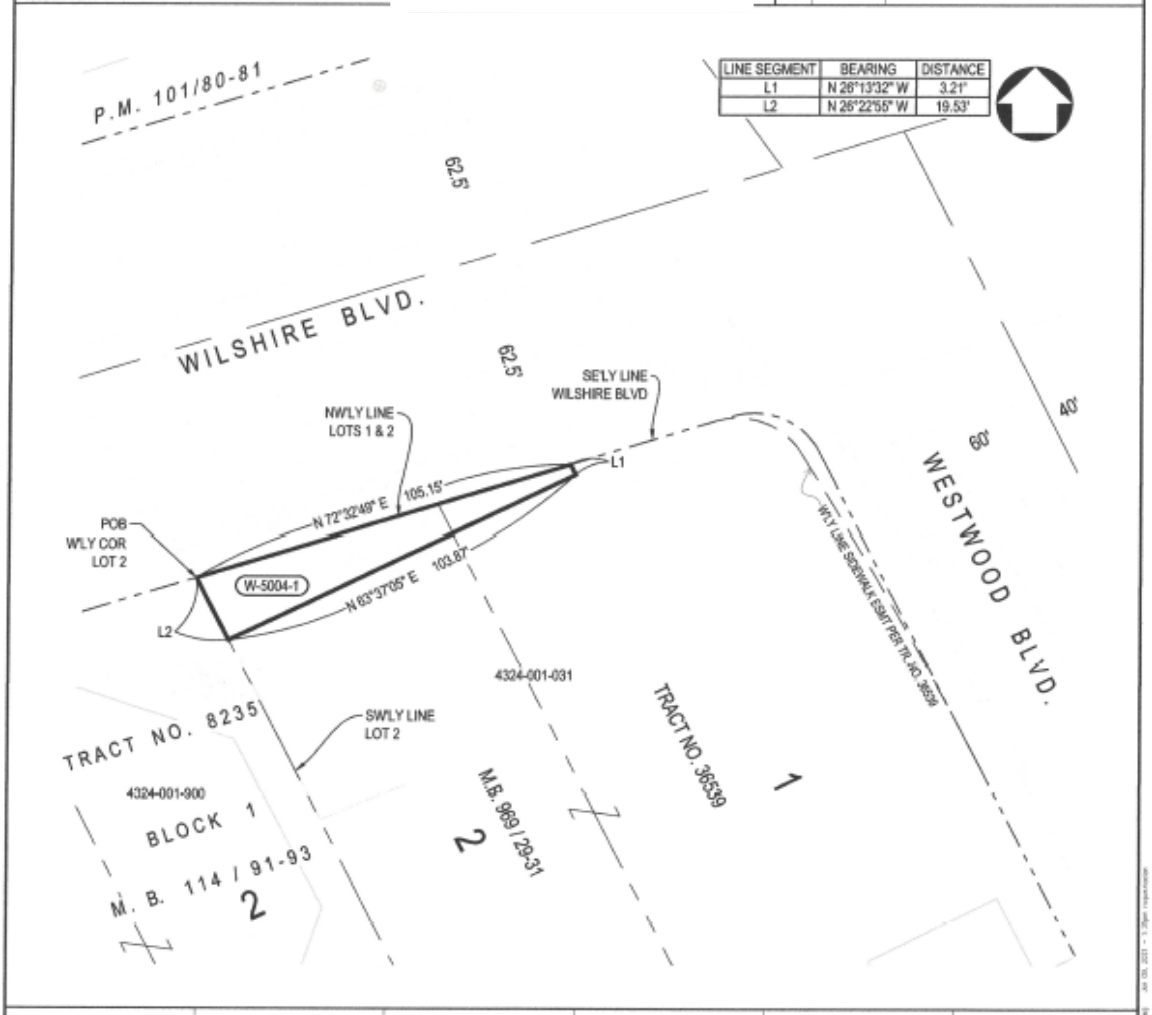
ADDRESS : 10900 WILSHIRE BLVD LOS ANGELES CA 90024

ASSESSOR'S REF. : 4324-001-031

The data shown on this map and/or plat are compiled from public sources and are subject to field verification.

NO.	DATE	REVISION DESCRIPTION

LINE SEGMENT	BEARING	DISTANCE
L1	N 26°13'32" W	3.21'
L2	N 26°22'55" W	19.53'



PARCEL	TOTAL	W-5004-1			
AREA SQUARE FEET	40,626	1,181			

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

WSP

LICENSED LAND SURVEYOR JAMES C. ELLIOTT NO. 6334 STATE OF CALIFORNIA

SUBMITTED BY: 6334

APPROVED BY:

MTA PROJECT MANAGER

DATE 11 JUNE 2021

PARCEL PLAT

W-5004-1

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT

SCALE 1" = 40'

DATE 06/11/2021

DRAWN BY C. DAVIS

CHECKED BY J. ELLIOTT

REV. DATE

REV. NO.

EXHIBIT "A-3"

LEGAL DESCRIPTION

That portion of Lots 1, 2 and 3 of Tract No. 36539, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 969 of Maps, Pages 29 through 31, inclusive, in the Office of the County Recorder of said County, more particularly described as follows:

COMMENCING at the most westerly corner of said Lot 2, said point also being on the southeasterly line of Wilshire Boulevard (62.5 feet half-width) as shown on the map of said Tract No. 36539; thence along the southwesterly line of said Lot 2, South 26°22'55" East, 15.03 feet; thence leaving said southwesterly line, North 63°51'40" East, 18.50 feet to the **POINT OF BEGINNING**; thence North 63°51'40" East, 5.00 feet; thence South 26°22'55" East, 0.75 feet; thence North 63°37'51" East, 29.22 feet; thence South 26°22'22" East, 5.00 feet; thence South 63°37'51" West, 29.22 feet; thence North 26°22'55" West, 0.75 feet; thence South 63°51'40" West, 5.00 feet; thence North 26°22'55" West, 5.00 feet to the **POINT OF BEGINNING.**

The upper elevation limit of the non-exclusive access easement herein described is a horizontal plane with an elevation of +332.00 feet and the lower elevation limit of the permanent easement herein described is a horizontal plane with an elevation of +304.00 feet, based on the NAVD-88 datum elevation of 285.39 feet for City of Los Angeles Benchmark No. 13-13450. The upper limit of this easement varies approximately 26 to 30 feet above finish grade (existing surface elevation in March of 2018), and the lower limit of this easement is at the owner's plaza finish grade (existing surface elevation in March of 2018). These elevations were determined from the Los Angeles County Metro Westside Purple Line Extension Project – Section 3 Project Definition Drawings.

This description prepared by me or under my direction:

James L. Elliott, P.L.S. 6334

6-9-21
Date

LICENSED LAND SURVEYOR
JAMES L. ELLIOTT
NO. 6334
STATE OF CALIFORNIA

AFFECTS APN: 4324-001-031

W-5004-4

EXHIBIT "B- 3"

PLAT MAP

GRANTOR : 10900 WILSHIRE, LLC.

DESCRIPTION : PORTION LOTS 1, 2, & 3, TRACT 36539, M.B. 969/29-31

BENCH MARK :

TITLE REPORT : ORANGE COAST TITLE NO. 140-2007433-32

ADDRESS : 10900 WILSHIRE BLVD LOS ANGELES CA 90024

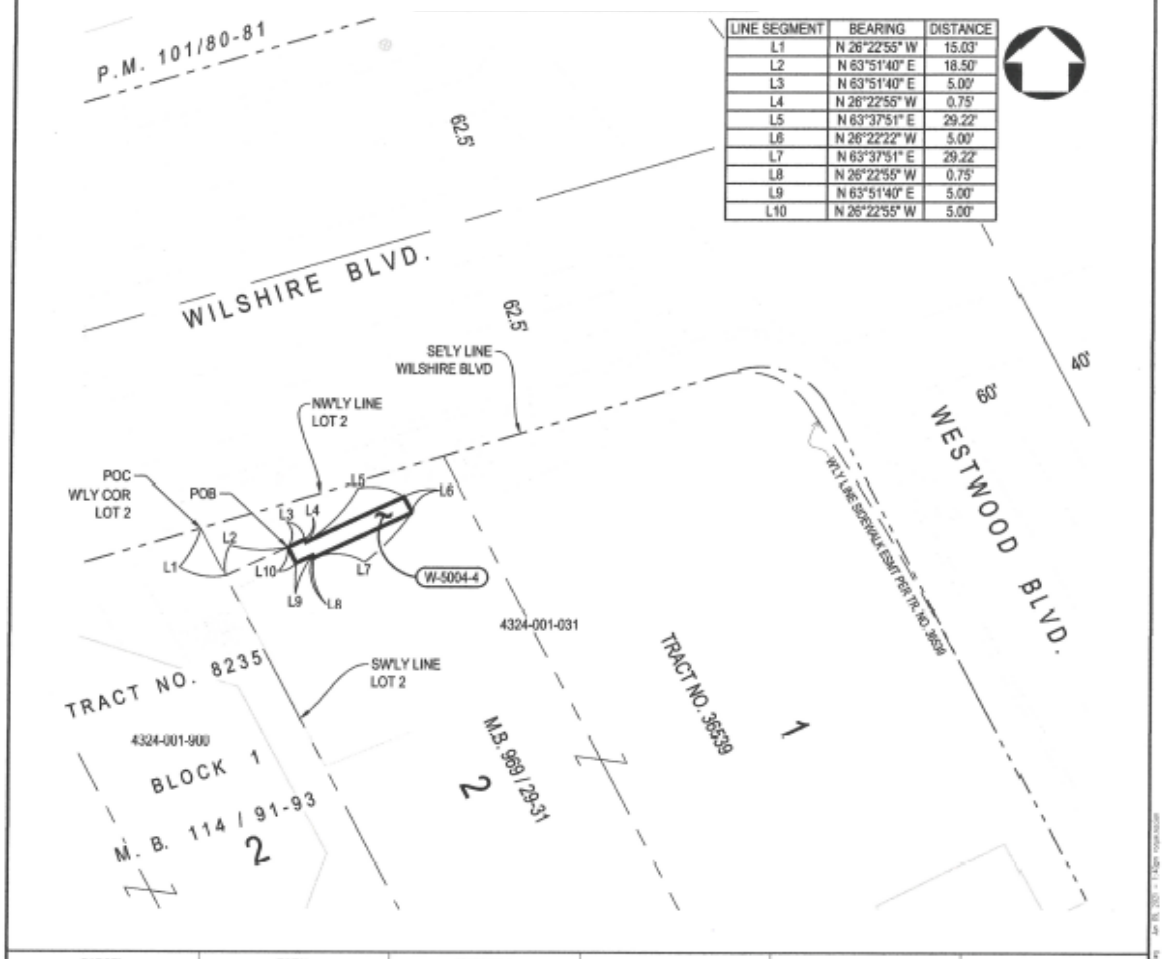
ASSESSOR'S REF. : 4324-001-031

R.O.W. REFERENCE : R-5560; W-5004-4

The data shown on this map and/or plat are compiled from public sources and are subject to field verification.

NO.	DATE	REVISION DESCRIPTION

LINE SEGMENT	BEARING	DISTANCE
L1	N 26°22'55" W	15.03'
L2	N 63°51'40" E	18.50'
L3	N 63°51'40" E	5.00'
L4	N 26°22'55" W	0.75'
L5	N 63°37'51" E	29.22'
L6	N 26°22'22" W	5.00'
L7	N 63°37'51" E	29.22'
L8	N 26°22'55" W	0.75'
L9	N 63°51'40" E	5.00'
L10	N 26°22'55" W	5.00'



PARCEL	TOTAL	W-5004-4			
AREA - SQUARE FEET	49,625	171			

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

LICENSED SURVEYOR JAMES L. ELLIOTT NO. 6334 STATE OF CALIFORNIA

SURVEYOR

APPROVED BY:

MTA PROJECT MANAGER

DATE

PARCEL PLAT

W-5004-4

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT

SCALE 1" = 40'

DATE 06/11/2021

DRAWN BY C. DAVIS

CHECKED BY J. ELLIOTT

REV. DATE

REV. NO.

EXHIBT "A-4"

LEGAL DESCRIPTION

That portion of Lots 1, 2 and 3 of Tract No. 36539, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 969 of Maps, Pages 29 through 31, inclusive, in the Office of the County Recorder of said County, more particularly described as follows:

COMMENCING at the most westerly corner of said Lot 2, said point also being on the southeasterly line of Wilshire Boulevard (62.5 feet half-width) as shown on the map of said Tract No. 36539; thence along the southwesterly line of said Lot 2, South 26°22'55" East, 15.03 feet to the **POINT OF BEGINNING**; thence leaving said southwesterly line, North 63°51'40" East, 23.50 feet; thence South 26°22'55" East, 0.75 feet; thence North 63°37'51" East, 29.22 feet; thence North 26°22'22" West, 7.60 feet to the northwesterly line of said Lot 2; thence along said northwesterly line, North 72°32'49" East, 97.33 feet to the beginning of a tangent curve, concave southeasterly and having a radius of 20.00 feet; thence continuing along said northwesterly line, northeasterly 2.85 feet along said curve, through a central angle of 08°09'30"; thence leaving said northwesterly line, South 63°37'05" West, 110.17 feet; thence South 26°36'17" East, 6.70 feet; thence South 63°35'55" West, 41.49 feet to said southwesterly line of Lot 2; thence along said southwesterly line, North 26°22'55" West, 15.71 feet to the **POINT OF BEGINNING.**

This description prepared by me or under my direction:

James L. Elliott, P.L.S. 6334

6-9-21

Date

LICENSED LAND SURVEYOR
JAMES L. ELLIOTT
NO. 6334
STATE OF CALIFORNIA

AFFECTS APN: 4324-001-031

W-5004-2

EXHIBIT "B- 4"

PLAT MAP

GRANTOR : 10900 WILSHIRE, LLC.

DESCRIIPTION : PORTION LOTS 1, 2, & 3, TRACT 36539, M.B. 969/29-31

BENCH MARK :

TITLE REPORT : ORANGE COAST TITLE NO. 140-2007433-32

ADDRESS : 10900 WILSHIRE BLVD LOS ANGELES CA 90024

ASSESSOR'S REF. : 4324-001-031

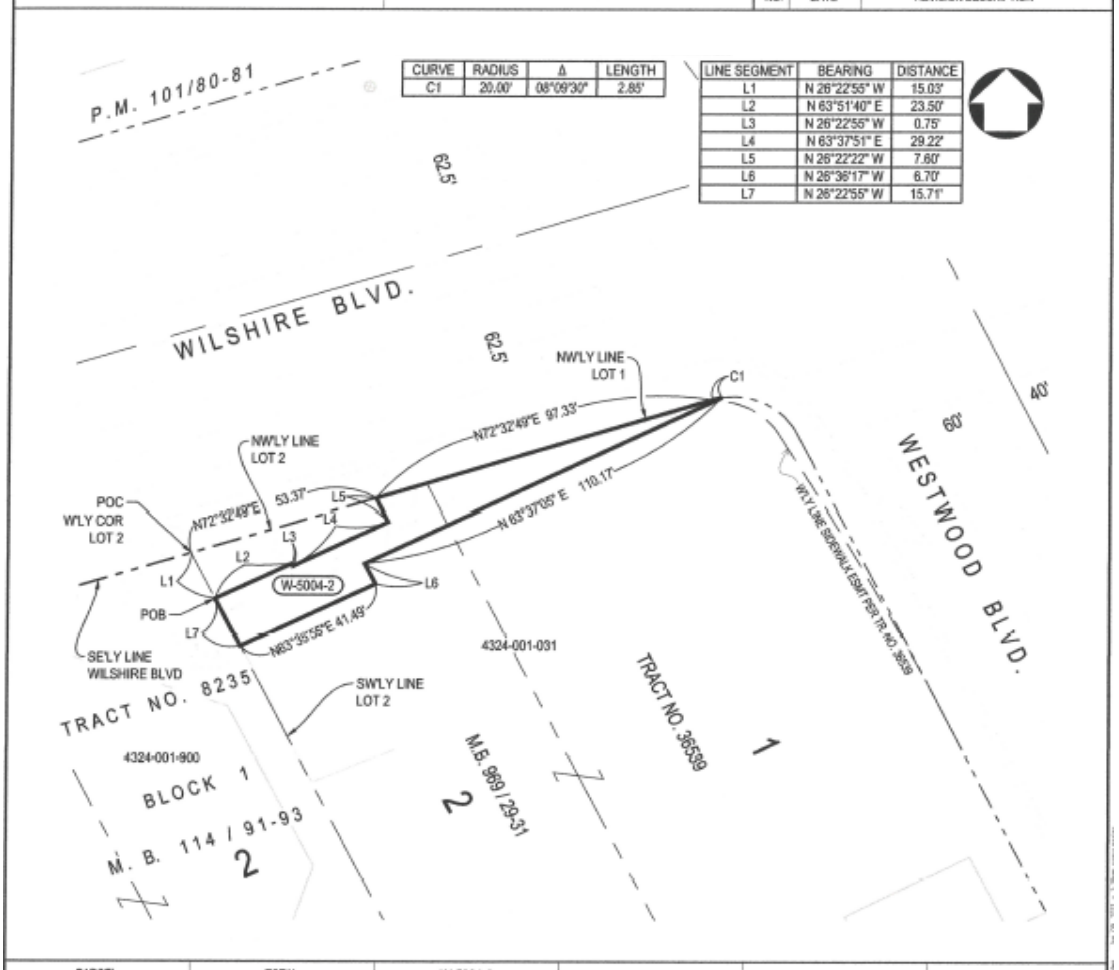
R.O.W. REFERENCE : R-5560; W-5004-2

The data shown on this map and/or plat are compiled from public sources and are subject to field verification.

NO.	DATE	REVISION DESCRIPTION

CURVE	RADIUS	Δ	LENGTH
C1	20.00'	08°09'30"	2.85'

LINE SEGMENT	BEARING	DISTANCE
L1	N 26°22'55" W	15.03'
L2	N 63°51'40" E	23.50'
L3	N 26°22'55" W	0.75'
L4	N 63°37'51" E	29.22'
L5	N 26°22'22" W	7.60'
L6	N 26°36'17" W	6.70'
L7	N 26°22'55" W	15.71'



PARCEL	TOTAL	W-5004-2			
AREA - SQUARE FEET	49,625	1,515			

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

WSP

LICENSED LAND SURVEYOR JAMES L. ELLIOTT NO. 6334 STATE OF CALIFORNIA

SUBMITTED BY

APPROVED BY:

MTA PROJECT MANAGER

11 JUN 2021

DATE

PARCEL PLAT

W-5004-2

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT

SCALE 1" = 40'

DATE 06/11/2021

DRAWN BY C. DAVIS

CHECKED BY J. ELLIOTT

REV. DATE

REV. NO.

ATTACHMENT B

RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3

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

Section 1.

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

Section 2.

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

Section 3.

The property interests consist of the acquisition of three permanent easements and one temporary construction easement (“Property Interests”) as more particularly described in Exhibit A and Exhibit B;

Section 4.

(a.) The acquisition of the above-described Property Interests is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");

(b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section

15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and

(c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

Section 5.

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

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

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

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

(d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and

(e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

Section 6.

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

Section 7.

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

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interests described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property Interests in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the

Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property Interests, and, with the concurrence and approval of LACMTA Staff, to make minor adjustments to the scope and descriptions of easements or other Property Interests to be acquired in order to ameliorate any claims for severance damages.

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

Section 9.

If, after adoption of this Resolution, LACMTA acquires all or any of the Property Interests by negotiated acquisition without the commencement of an eminent domain proceeding authorized by this Resolution, then, upon the execution and delivery of the instrument(s) transferring interest in all or any of the Property Interests to LACMTA, this Resolution as to those Property Interests so acquired shall be automatically rescinded and extinguished, without further notice or additional action by this Board.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 27th day of June, 2024.

_____

COLLETTE LANGSTON
LACMTA Board Clerk

ATTACHMENTS

Exhibit A – Permanent Easements

Exhibit B – Temporary Easements

EXHIBIT A

PERMANENT EASEMENTS
(10900 Wilshire Boulevard)

1. **Restrictions and Covenants Running with the Land**. The Grantor Property, commonly referred to as 10900 Wilshire Boulevard, Los Angeles, CA (APN: 4324-001-031) shall be held, improved, developed, sold, conveyed, hypothecated, encumbered, leased, rented, used, operated, and occupied subject to the conditions, restrictions, covenants, easements, and agreements set forth herein ("**Restrictions**"), all of which are for the purposes of promoting the safe construction, operation, maintenance, repair, and replacement of LACMTA's Westwood/UCLA Station (the "**Station**") and all of the improvements constructed by or on behalf of LACMTA in, on, or under the Exclusive Easement Areas, including utilities, Station appendages, hardscaping, landscaping, and signage and all improvements necessary to access and operate the Station ("**Transit Improvements**"). These Restrictions, and the Permanent Easements contained herein, shall be Recorded in the Official Records of the County of Los Angeles against the Grantor Property. All of the Restrictions (a) are imposed as covenants and equitable servitudes upon the Grantor Property, or the applicable portions thereof, as so indicated; (b) shall run with the land; and (c) shall be binding upon and inure to the benefit of any Person hereafter acquiring any right, title, or interest in the Grantor Property and any part thereof or any buildings thereon, and any Person acquiring any right, title, or interest in the Station, and upon their respective successors and assigns. The owner or owners of the Grantor Property shall be referred to as "Grantor" herein.

2. **Easements Acquired**. LACMTA and its Permittees, successors and assigns shall have the easements described in Sections 2.1, 2.2, and 2.3 below (collectively, the "**Easements**"), each of which burdens the Grantor Property and each of which is an irrevocable, perpetual easement (except as otherwise expressly provided herein) appurtenant to and benefitting the Station:

2.1. An exclusive subsurface easement (the "**Underground Station Easement**") in, on, under, across, and through the area legally described on Exhibit B-1 and depicted as "W-5004-1" on Exhibit B-2 (the "**Underground Station Easement Area**"), consisting of an area that is approximately 1,181 square feet, with an upper elevation limit of 301 feet above mean sea level ("amsl") (ground level) and a lower elevation limit of 185 feet amsl, for the purposes of (a) constructing, maintaining, repairing, operating, replacing, reconstructing, relocating, removing, using, and occupying Transit Improvements related to the Station, and all incidental uses related thereto, including rights-of-way for public access in, through, to, and from the Station, and (b) ingress and egress by LACMTA and its Permittees to and from the Underground Station and the Station Entrance, and all incidental uses related thereto.

2.2. An exclusive surface easement (the "**Station Entrance Easement**" and, together with the Underground Station Easement, the "**Exclusive Easements**") in, on, over, across, and through the area legally described on Exhibit C-1 and depicted as "W-5004" on Exhibit C-2 (the "**Station Entrance Easement Area**" and, together with the

Underground Station Easement Area the "**Exclusive Easement Areas**"), consisting of an area that is approximately 600 square feet, with an upper elevation limit of 332 feet amsl (approximately 30 feet above the Station Entrance) in the permanent condition and a lower elevation limit of 301 feet amsl (ground level) in the permanent condition, for the purposes of (a) constructing, maintaining, repairing, operating, replacing, reconstructing, revising, relocating, removing, using, and occupying the Transit Improvements related to the Station Entrance or such other systems and utilities required for the operation of mass transit facilities, and all incidental uses related thereto, and (b) ingress and egress by LACMTA and its Permittees to and from the Station and the public right-of-way of Wilshire Boulevard and all incidental uses related thereto.

2.3. Commencing upon substantial completion of the Station, a non-exclusive surface easement (the "**Maintenance Easement**" and, together with the Exclusive Easements, the "**Easements**") in, on, over, across, and through the area legally described on Exhibit D-1 and depicted as "W-5004-4" on Exhibit D-2 (the "**Maintenance Easement Area**" and, together with the Exclusive Easement Areas, the "**Easement Areas**"), consisting of an area that is approximately 171 square feet, with a lower elevation limit of 304 feet amsl at the Grantor's plaza surface level and an upper elevation limit of 332 feet amsl matching the top of the adjacent LACMTA easement on parcel W-5004, to perform routine and emergency maintenance, repairs, replacements, and inspections of the Transit Improvements in the Station Easement Area. At all times, the Maintenance Easement will allow for unobstructed surface level access for ongoing inspection, maintenance, and repair of the Transit Improvements located on the Station Easement Area. LACMTA shall provide Grantor one (1) business days' notice (which may be via electronic mail) before accessing the Maintenance Easement Area, which access Grantor shall reasonably accommodate; provided, however, in the event of an Emergency creating an imminent threat to person or property, LACMTA may access the Maintenance Easement Area without one (1) business day's prior notice, provided that LACMTA shall provide Grantor telephonic or email notice of the access and need therefor as soon as reasonably possible. The Maintenance Easement Area will be finished as conforming to ADA requirements as an egress path and may be altered by Grantor from time to time, so long as any such alterations result in a pathway in continued compliance with ADA requirements. During any such Grantor alterations, alternative means of access, consistent with ADA requirements, must be provided by Grantor to LACMTA so that LACMTA's ability to inspect, maintain, and repair the Transit Improvements is not delayed or impeded.

3. **Term of Easements**. The term of the Easements granted in Section 2 shall be in perpetuity.

4. **Construction Rights**. During construction of the Station, LACMTA shall have the rights to use the Easement Areas for the purposes set forth in that certain Construction Rights Agreement (10900 Wilshire) dated June 29, 2023 by and between LACMTA and 10900 Wilshire, LLC (the "**Construction Rights Agreement**"), with a Memorandum of the Construction Rights Agreement to be recorded in the Official Records of the County of Los Angeles, in addition to the rights set forth in this Agreement.

Such construction rights shall terminate upon the expiration or earlier termination of the Construction Rights Agreement.

5. **Operation, Maintenance, Repair, and Replacement Rights**. After the Transit Improvements are constructed, ownership, operation, maintenance, and repair responsibilities shall be as follows:

5.1. **Ownership**. All Transit Improvements shall be owned by LACMTA.

5.2. **Maintenance**.

5.2.1. **General Maintenance**. LACMTA shall be responsible, at its sole cost and expense, for the maintenance, repair, and replacement of all the Transit Improvements and the Exclusive Easement Areas in accordance with the LACMTA Standard, and in compliance with all applicable Legal Requirements, except for (a) any Grantor materials or equipment located in the Exclusive Easement Areas, which shall be maintained, repaired, and replaced by Grantor in good working order and clean condition, or (b) damage caused by Grantor or any Grantor Parties. LACMTA shall be responsible, at its sole cost and expense, for repair of any Grantor materials in the Maintenance Easement Area damaged by LACMTA. As used herein, the "LACMTA Standard" shall mean a standard of maintenance, operation, and repair consistent with the means, methods, and policies that LACMTA uses throughout the Metro Transit system, which currently include daily janitorial cleanups, daily inspection for and removal of graffiti, and timely working in accordance with law to prevent encampments. Grantor shall, in all events, be solely responsible for the upkeep and maintenance of all other portions of the Grantor Property, except for any damage caused by LACMTA or LACMTA Parties.

5.2.2. **Grantor Maintenance Rights and Obligations**.

a. Immediate Threat Emergencies. For a condition that occurs on the Easement Areas which causes an immediate threat to public health or safety and which concerns Grantor ("**Immediate Threat Emergency**"), Grantor may call 911 for emergency responder assistance and/or may immediately undertake such measures as are reasonably necessary to remedy the Immediate Threat Emergency, provided that Grantor (1) acts in good faith; and (2) uses its commercial reasonable efforts to remedy the Immediate Threat Emergency. Grantor will notify LACMTA's authorized representative as soon as reasonably practicable of the Immediate Threat Emergency and any measures taken by Grantor to remedy the Immediate Threat Emergency. LACMTA shall reimburse Grantor for the costs incurred to address and remedy the Immediate Threat Emergency.

b. Immediate Visual Appearance Concerns. For a condition that occurs on the Easement Areas that causes an immediate visual appearance concern for Grantor (e.g., graffiti) ("**Immediate Visual Appearance Condition**"), Grantor will notify LACMTA's authorized representative. Grantor will provide LACMTA a reasonable period of time, not to exceed 24 hours from receipt of Grantor's notification of the Immediate Visual Appearance Condition, to address and correct the

Immediate Visual Appearance Condition. If LACMTA does not do so within 24 hours from receipt of Grantor's notification of the Immediate Visual Appearance Condition, Grantor may undertake such measures as are reasonably necessary to remedy the Immediate Visual Appearance Condition, provided that Grantor (1) acts in good faith; and (2) uses commercially reasonable efforts to remedy the Immediate Visual Appearance Condition. LACMTA shall reimburse Grantor for the reasonable costs incurred to address and correct the Immediate Visual Appearance Condition.

c. General Maintenance Concerns. For a condition that occurs on the Easement Areas that causes concerns about cleanliness, health, or safety but which does not rise to the level of an Immediate Threat Emergency nor an Immediate Visual Appearance Condition ("**General Maintenance Condition**"), Grantor may notify LACMTA by emailing LACMTA's Facilities Maintenance help desk at MEhelpdesk@metro.net or telephoning (213) 922-6614. If LACMTA does not address and correct the General Maintenance Condition within 2 weeks from receipt of Grantor's notification of the General Maintenance Condition, Grantor may undertake such measures as are reasonably necessary to remedy the General Maintenance Condition, provided that Grantor (1) acts in good faith; and (2) uses commercially reasonable efforts to remedy the General Maintenance Condition. Grantor may undertake measures to address and correct the General Maintenance Condition if LACMTA does not do so within 2 weeks of the email notice with the understanding that Grantor may seek reimbursement from LACMTA for reasonable costs incurred. LACMTA and Grantor shall meet and confer in good faith regarding reimbursement of such costs incurred by Grantor to address and correct the General Maintenance Condition. If the parties do not reach a resolution on reimbursement, Grantor may file an action against LACMTA to recover such reasonable costs.

d. Grantor Maintenance Activities and Notice to LACMTA. In the event Grantor deems it necessary to perform work to an improvement on Grantor's Property utilizing heavy equipment that may impact the public right of way, including air space, adjacent to the Easement Areas, or scaffolding on any building adjacent to the Easement Areas (collectively, "**Material Maintenance**"), Grantor shall provide forty five (45) days' notice and a description of the intended activities to LACMTA by emailing LACMTA's Development Review Team at devreview@metro.net or telephoning (213) 418-3484 to allow LACMTA to determine whether the intended Material Maintenance poses any Safety Threat to LACMTA employees, patrons, the Easement Areas or the Transit Improvements. If LACMTA deems the proposed Material Maintenance to be an unacceptable Safety Threat, then Grantor and LACMTA shall promptly meet and confer to determine whether mitigation measures may be employed to remove the Safety Threat. In the event Grantor is unwilling or unable to remove the Safety Threat, then LACMTA may pursue any and all administrative, legal, equitable or contractual remedies available to it. All Material Maintenance shall be performed in a good and workmanlike manner so as not to adversely affect or materially impair any Development-Related Concerns.

e. Change of Contact Information. LACMTA reserves the right to change the contact information listed in this Section 5.2.2 by delivering written notice thereof to Grantor.

5.3 **Operations**.

5.3.1 **LACMTA Discretion over Operations**. LACMTA shall be responsible, at its sole cost and expense, for the operation of all of the Transit Improvements and the Exclusive Easement Areas in accordance with the LACMTA Standard, and in compliance with all Legal Requirements, except for any Grantor materials or equipment located therein which shall be the responsibility of Grantor. Notwithstanding the foregoing, or anything to the contrary in this Agreement, LACMTA may, in its sole and absolute discretion, determine the level of service, if any, needed at the Station (including the ability to lessen, terminate, or increase frequency of service at the Station or in the surrounding public right-of-way consistent with the actions and activities included in the construction and use of the Project in the manner proposed, and reasonable extensions thereof as authorized by existing law. LACMTA shall have no liability whatsoever related directly or indirectly to any increase, decrease, or termination of the usage of the Station and/or the frequency of service at the Station consistent with the actions and activities included in the construction and use of the Project in the manner proposed, and reasonable extensions thereof as authorized by existing law. LACMTA and its Permittees shall be permitted access in, on, under, over, across, and through the Exclusive Easement Areas twenty-four (24) hours per day, seven (7) days per week.

5.3.2 **Increased/Decreased Use of Easements**. Grantor hereby acknowledges and agrees that while the Easements are limited in physical location, size, and dimensions, the intensity and timing of use of the Easements for the benefit of LACMTA and its Permittees may increase or decrease over time within the area of the Easements as the use of the Station, Transit Improvements, and related transit activities on or adjacent to the Station and within the Easements increases or decreases. LACMTA shall have the right to increase or decrease use of the Easements consistent with the actions and activities included in the Project in the manner proposed, and reasonable extensions thereof as authorized by existing law. Grantor hereby acknowledges and agrees that reasonable extensions of LACMTA's use of the Easements consistent with the actions and activities in the use of the Project in the manner proposed, as authorized by existing law, are encompassed within the rights, duties, and obligations associated with the Easements. Grantor reserves the right to seek compensation from LACMTA for uses of the Easements that are inconsistent with the actions and activities in the construction and use of the Project in the manner proposed and/or that exceed the scope of the construction and use of the Project in the manner proposed, and uses and extensions of the Easements that are not authorized by existing law.

5.3.3 **Utilities**. Utilities serving the Transit Improvements shall be separately metered at LACMTA's sole cost. LACMTA shall be responsible for all charges for utilities serving the Transit Improvements

5.3.4 **Emergency Work**. Notwithstanding any other notice requirement contained in this Agreement, in the event of an Emergency that affects the Easement Areas, either Party may undertake such measures reasonably necessary to remedy the Emergency ("**Emergency Work**"), provided that such Party acts in good faith, gives notice telephonic or electronic mail thereof to the other Party upon the occurrence

of the Emergency or as soon thereafter as reasonably possible, uses its best efforts to remedy the Emergency immediately, and otherwise conforms, to the extent practicable, to the applicable provisions of this Agreement.

5.4 **Compliance with Legal Requirements**. LACMTA, in the use, occupation, control, and enjoyment of the Easement Areas and the Transit Improvements, shall comply with all applicable Legal Requirements, including requirements governing the conduct of any business therein or the construction, alteration, repair, maintenance, or demolition of the Transit Improvements, and shall not act in a manner that would directly cause any portion of the Grantor Property to be in violation of any Legal Requirements.

5.5. **No Public Dedications**. No easement or other right granted in this Agreement is intended to, nor shall it, constitute a dedication to the public of any property on the Grantor Property or create any public right-of-way thereon, unless specifically provided for in this Agreement or agreed to in writing by Grantor (in its sole discretion) with respect to the Grantor Property.

5.6 **Transit Signage**. In the Exclusive Easement Areas, LACMTA may install signage designed, manufactured, and operated in accordance with LACMTA's system-wide signage policies as long as signage in the Exclusive Easement Areas does not unreasonably block views of signage on the Grantor Property and/or Grantor Building. Such signage may include station and transit mapping, printed and digital images, and commercial and non-commercial advertising; provided, however, upon Grantor's written request, LACMTA shall exclude advertising for competitors of Grantor's tenants of the Grantor Building. Grantor may request such exclusions from time to time by notifying LACMTA in writing of the name and type of business of the tenant to be protected from competitive advertising. The Parties shall meet and confer to clarify any questions LACMTA has about the information in Grantor's written notice. Approximately 30 days after the later of receipt of Grantor's written notice or the Parties' resolution of LACMTA's questions or concern, LACMTA shall commence excluding advertising for competing tenants.

6. **Enforceability; No Abandonment**. The Easements and Restrictions contained herein shall be enforceable equitable servitudes upon the Grantor Property and shall be binding on Grantor and its successors and assigns. In addition, the terms, conditions, and restrictions set forth herein shall be binding upon LACMTA and its successors and assigns.

7. **Non-Interference by Grantor; Coordination with LACMTA**.

7.1. **Non-Interference**. Grantor will not engage in any construction activities, nor construct, or permit any other person to construct, any improvements on the Grantor Property that would pose a Safety Threat. While planning for construction activities within one hundred (100) feet of the Exclusive Easement Areas, Grantor shall include and incorporate the applicable design guidelines and parameters addressed in (a) the Metro Adjacent Development Handbook or substitute policy or document which

may be adopted by LACMTA in the future (the "**Adjacent Development Handbook")** [1] and (b) the Metro Design Criteria and Standards Adjacent Construction Design Manual or substitute policy or document which may be adopted by LACMTA in the future (the "**Adjacent Construction Manual**") [2]

7.2 **Design Notice to LACMTA.** If Grantor should contemplate any Material Construction Work on Grantor's Property, Grantor shall provide to LACMTA, at the Schematic Design Drawings phase of planning and review, such designs, plans and/or narrative description(s) of the Material Construction Work on the Grantor Property so as to permit LACMTA to determine whether the Material Construction Work would pose a Safety Threat and/or is consistent with the Adjacent Development Handbook and the Adjacent Construction Manual. If any portion of the Material Construction Work does not require or necessitate Schematic Design Drawings, then Grantor shall provide to LACMTA such designs, plans and/or narrative description(s) of the Material Construction Work that have been prepared at least 90 days before any such Material Construction Work is undertaken. LACMTA shall have the right to establish, at Grantor's cost and expense, reasonable conditions for Material Construction Work as may be necessary to ensure the continued safety and integrity of the Exclusive Easement Areas during construction.

7.2.1 **Design Meet and Confer.** If after review and consideration of the designs, plans and/or narrative description of the Material Construction Work LACMTA determines that the proposed Material Construction Work will pose a Safety Threat and/or is inconsistent with the Adjacent Development Handbook and/or the Adjacent Construction Manual ("Adverse Determination"), then LACMTA will advise Grantor of the Adverse Determination and request that Grantor change, modify or mitigate its Material Construction Work design so as to not pose a Safety Threat or be inconsistent with the Adjacent Development Handbook and the Adjacent Construction Manual. Promptly after LACMTA advises Grantor of any Adverse Determination, Grantor and LACMTA shall meet and confer with regard to the Adverse Determination and work in good faith to ameliorate or mitigate the Material Construction Work so as to not pose a Safety Threat or be inconsistent with the Adjacent Development Handbook or the Adjacent Construction Manual. If LACMTA and Grantor are unable to resolve LACMTA's Adverse Determination after the meet and confer, then LACMTA may employ such administrative, legal, equitable and/or contractual rights it may have relative to the Material Construction Work. In the event that LACMTA reasonably believes that construction activities pose an imminent Safety Threat, LACMTA shall notify Grantor of such belief and Grantor shall meet and confer with LACMTA to resolve the concern.

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1 The most current version of the Adjacent Development Handbook as of the date of this Agreement can be viewed at: https://www.dropbox.com/s/tbjq4vfnxdzaj0s/2021-Adjacent-Development-Review-Handbook.pdf?e=3&dl=0

2 The most current version of the Adjacent Construction Manual as of the date of this Agreement can be viewed at: https://www.dropbox.com/s/aqbnt1cw2w56zck/2018-Adjacent-Construction-Design-Manual.pdf?e=2&dl=0

7.2.2 **Continued Design Review**. If upon review and consideration of Grantor's designs, plans and/or narrative description for any Material Construction Work LACMTA determines that the Material Construction Work, as designed, will not pose a Safety Threat and is consistent with the Adjacent Development Handbook and the Adjacent Construction Manual, then LACMTA and Grantor shall thereafter periodically meet and confer concerning the designs and plans for the Material Construction Work to assure that when Grantor is ready to apply for any building permit from the City of Los Angeles Grantor's Material Construction Work will not pose a Safety Threat or be inconsistent with the Adjacent Development Handbook and the Adjacent Construction Manual.

7.2.3 **Nonliability of LACMTA**. Except as otherwise expressly set forth in this Agreement, the review by LACMTA of any Plans and Specifications is for LACMTA's benefit only, and LACMTA's determinations concerning any such Plans and Specifications (a) is given solely as an expression of LACMTA's lack of objection to any Plans and Specifications, or any action for which LACMTA's review is sought, and shall under no circumstance be deemed or construed to constitute (i) LACMTA's endorsement of the Material Construction Work, (ii) a professional opinion by LACMTA regarding the effect, safety, legality, or construction worthiness of any improvement or work conducted in accordance with such Plans and Specifications, or (iii) LACMTA's acceptance or assumption of any liability arising from such Plans and Specifications. LACMTA's approval of any Plans and Specifications (a) shall impose no liability on LACMTA, (b) shall not constitute a representation or warranty by LACMTA, express or implied, including without limitation any representation or warranty that such Plans and Specifications are complete or accurate, or that such Plans and Specifications comply with Legal Requirement, and (c) shall not in any way relieve Grantor of its obligation to prepare the Plans and Specifications and perform its work in accordance with Legal Requirement.

8. **Mechanics Liens**. LACMTA and Grantor shall promptly pay when due all claims for labor, materials, and equipment alleged to have been furnished to or for such Party with respect to any work or activity in the Easement Areas, and shall remove of Record within thirty (30) days after written request by the other Party any mechanics' lien, stop notice, or other claim of lien that may be filed or asserted against the Easement Areas in connection with such work or activity. In addition, LACMTA shall remove of Record by bonding or otherwise within thirty (30) days after written request by Grantor any mechanics' lien, stop notice, or other claim of lien that may be filed or asserted against the Grantor Property in connection with any work or activity performed by LACMTA or at LACMTA's direction. Each Party shall be entitled to contest any such claim of lien by proper proceedings, so long as such lien is removed of record at least thirty (30) days prior to any potential forfeiture.

9. **Indemnities and Environmental Conditions**.

9.1. **LACMTA Indemnification**. LACMTA shall indemnify, defend, and hold harmless Grantor and the Grantor Related Parties from and against all Claims and Losses caused by or arising directly or indirectly from (a) any gross negligence or willful

misconduct of LACMTA in connection with the use by LACMTA or the LACMTA Parties of the Easement Areas, (b) a breach of any LACMTA obligation under this Agreement, or (c) the performance of any work by LACMTA or the LACMTA Parties in the Easement Areas. Notwithstanding the foregoing, LACMTA shall not be liable to Grantor or the Grantor Related Parties, nor shall the above indemnity apply, for any Claims or Losses to the extent that such Claim or Loss (1) is caused by the negligence or willful misconduct of Grantor of any such Grantor Related Parties, or (2) a breach of any Grantor obligation as contained herein.

9.2. **Hazardous Substances Covenants and Indemnity**. LACMTA shall not use any part of the Easement Areas for the storage, use, treatment, manufacture, or sale of Hazardous Substances, nor shall LACMTA knowingly permit any LACMTA Party or entity to use any part of the Easement Areas for such purposes. LACMTA shall immediately notify Grantor of any written notice it receives concerning the presence of or a release of Hazardous Substances on the Easement Areas in violation of Environmental Laws. After receipt of any such violation notice, LACMTA shall promptly commence and diligently complete all actions are necessary to comply with the applicable requirements of Environmental Laws, including, if necessary, conducting an investigation concerning, testing of, or remediation to the Easement Areas. LACMTA shall indemnify, defend, protect, and hold harmless Grantor and the Grantor Parties from and against any Claims arising from a release of Hazardous Materials onto the Easement Areas or Grantor Property, which is caused by LACMTA, a LACMTA Related Party, or other person acting on the direction of LACMTA.

9.3 **Responsibilities for Environmental Conditions**. As of June 27, 2024, there are no known Environmental Conditions affecting or addressing the Exclusive Easement Areas. Grantor shall be solely responsible for any Environmental Conditions relating to Hazardous Substances released from the Exclusive Easement Areas at any time before June 27, 2024. LACMTA shall be solely responsible for any Environmental Conditions relating to Hazardous Substances released from the Permanent Easements at any time after June 27, 2024. LACMTA shall also be responsible for Environmental Conditions relating to Hazardous Substances released from the Permanent Easements before June 27, 2024 when the release is accelerated or aggravated by LACMTA's sole actions in construction of the Project. If there are Environmental Conditions in which the time Hazardous Substances released from the Permanent Easements cannot be determined, or Hazardous Substances were released from another property and affect the Permanent Easements, then LACMTA and Grantor shall be equally responsible for the Environmental Conditions, and shall work cooperatively to assess and resolve any liability that may be designated to the Permanent Easements. Grantor shall be solely responsible for Environmental Conditions relating to Hazardous Substances released from, or solely affecting, Grantor's Remaining Property at any time. The term "**Grantor's Remaining Property**" as used in this document shall mean the real property owned by Grantor that does not include the Permanent Easements.

10. **Transit Station Proximity**.

10.1 **Transit Station Proximity Activities.** Grantor acknowledges that the Grantor Property is adjacent or proximate to Public Transit Facilities and operations of LACMTA and public and private transit lines on, over, or under the Station. Grantor is advised that the Station may be used as a point of interconnection for the operation of bus service, any subway or other public or private transit lines, and/or other public or private transit service in, on, over, under, or adjacent to the Station. Grantor is further advised that Station patrons and visitors may from time to time utilize bicycles, scooters, and other forms of personal transportation devices to access the Station.

10.2 **LACMTA**. The term "LACMTA" as used in this Section 10 shall include: (a) any transit company validly operating public or private transit lines on, over, or under the public streets, sidewalks, or rights-of-way surrounding the Station or within or in proximity to the Station or which operates or maintains the Public Transit Facilities; (b) any other Persons employed, retained, or engaged by LACMTA for that purpose, or for the purpose of maintaining, repairing, restoring, or reconstructing the Station or Public Transit Facilities; and (c) LACMTA's successors and assigns.

11. **Insurance**.

11.1 **LACMTA**.

11.1.1 **Required Coverages**. Following the Effective Date, LACMTA shall obtain and keep in full force and effect at all times the following insurance coverage for the Easement Areas and the Transit Improvements thereon, which insurance shall be the primary insurance as to all claims thereunder and provide that any insurance carried by Grantor is excess and is non-contributing with any insurance requirement of LACMTA (including any such insurance self-insured by LACMTA pursuant to Section 11.1.2):

a. **Commercial General Liability Insurance**. A policy of commercial general liability coverage, on standard Insurance Services Office ("**ISO**") occurrence form CG 00 01 or equivalent, having a combined single limit of not less than One Million Dollars ($1,000,000) per occurrence and an annual aggregate limit of not less than Two Million Dollars ($2,000,000). Such commercial general liability insurance shall provide coverage for, among other things: blanket contractual liability; premises operations; bodily injury, including death; property damage; personal injury; and products, product liability, and completed operations. Such commercial general liability insurance shall delete (i) any exclusion for operations within fifty (50) feet of a railroad track (railroad protective liability), and (ii) any exclusion for explosion, collapse or underground hazard, if applicable. If any portion of the required commercial general liability insurance coverage is in the form of a "claims-made" rather than an "occurrence" policy, "tail" coverage for five years must be purchased with limits equal to the claims-made policy.

b. **Excess Liability Insurance**. A policy of excess liability coverage with annual coverage limits which, when added to the annual aggregate

limit of the coverage carried pursuant to Sections 11.1.1.a, 11.1.1.c, and 11.1.1.d, is not less than Twenty Million Dollars ($20,000,000) on a following form basis. The insurance required under this Section 11.1.1.b may be satisfied by a combination of following form excess liability and/or umbrella liability insurance policies which coverage shall be layered, with coverage dropping down and being provided by each subsequent layer, as coverage under prior layers is exhausted; provided that such layered coverage shall not result in any coverage gaps and further provided that such coverage meets all of the requirements set forth in this Section 11.1 that are applicable to such coverage.

c. **Workers' Compensation and Employer's Liability Insurance**. A policy of workers' compensation insurance having limits not less than those required by applicable Legal Requirements, and covering all Persons employed by LACMTA or its property manager that provide work or services in the Easement Areas, together with employer's liability insurance coverage in the amount of at least One Million Dollars ($1,000,000) per accident for bodily injury or disease.

d. **Property Insurance**. An "all risk" policy of insurance or equivalent covering the Easement Areas, including all Transit Improvements therein and thereon, and all fixtures and personal property owned by LACMTA situated upon the Easement Areas, and/or used in the operation or maintenance thereof, in an amount equal to the full replacement cost of such property (including costs attributable to changes in building laws), without deduction for depreciation, with such reasonable deductible amounts as may be customary from time to time in connection with facilities similar to the Station. Such "all risk" policy of insurance or equivalent shall insure against all risks, including loss or damage by (a) flood (unless such coverage is waived by all of the other Parties or is not available at commercially reasonable rates), and (b) fire, windstorm, aircraft, vehicle, smoke damage, water damage, sprinkler leakage, riot, civil commotion and terrorist actions. Such insurance policy shall contain appropriate provisions (whether by endorsement or otherwise) that waive any right of subrogation by the insurance carrier against Grantor and the Grantor Parties for any loss or damage to the Station and/or Transit Improvements in or on the Easement Areas, and, to the extent covered by the insurance required to be carried by LACMTA under this Section 11.1.1.d (whether LACMTA self-insures such insurance pursuant to Section 11.1.2), LACMTA hereby waives any Claims against Grantor and the Grantor Parties for any loss or damage to the Station and/or the Transit Improvements resulting from any cause except for such losses or damages caused by the gross negligence or wrongful misconduct of Grantor or the Grantor Parties.

11.1.2 **Self-Insurance**. Notwithstanding anything in Section 11.1.1 to the contrary, LACMTA may self-insure with respect to all or any portion of the insurance requirements in Section 11.1.1, as long as such self-insurance shall provide Grantor with the same protection as if LACMTA had obtained the coverage from a third party carrier (i.e., such self-insurance shall be deemed to contain all of the terms and conditions applicable to the insurance as required in Section 11.1.1), and (a) LACMTA hereby waives any right it may have against Grantor and the Grantor Related Parties with respect to any damage or loss so self-insured, with deemed full waiver of subrogation, and (b) LACMTA shall not be relieved from its indemnification obligations in this Agreement.

It is expressly understood that the self-insurance permitted above does not relieve LACMTA of its statutory obligations under Workers' Compensation laws.

11.1.3 **LACMTA Agents**. All subcontractors, laborers, materialmen, and suppliers used by LACMTA to perform any work in the Easement Areas shall carry "Builder's All Risk" insurance in an amount reasonably approved by Grantor covering the performance of such work.

11.2 **Grantor Insurance**. If and to the extent that Grantor or its agents, employees, or contractors conduct any activities in or on the Easement Areas, Grantor shall carry (with respect to Grantor and its employees) and require its agents and contractors to carry (with respect to such agents and contractors) such insurance as indicated in Sections 11.1.a through 11.1.d. The insurance policies maintained by Grantor under Section 11.1.c (Workers' Compensation and Employer's Liability Insurance) and 11.1.d (Property Insurance) of this Agreement shall be endorsed to waive any right of subrogation by the insurance carrier against LACMTA and the LACMTA Related Parties for any loss or damage to the Station or Transit Improvements in the Easement Areas, and Grantor hereby waives any claim against LACMTA and the LACMTA Parties for any loss or damage to the Transit Improvements resulting from any cause to the extent covered by the insurance required to be carried by Grantor under Sections 11.1.c and 11.1.d of this Agreement.

11.3 **General Requirements**.

11.3.1 **Insurance Companies**. Except for self-insurance provided in accordance with this Section 11, all insurance required to be maintained pursuant to this Section 11 shall be written by companies licensed to do business in California and having a "General Policyholders Rating" of at least A-VII as set forth in the most current issue of "Best's Insurance Guide" or as otherwise acceptable to the other Party.

11.3.2 **Certificates of Insurance**. Each Party shall deliver to the other Party certificates of insurance with original endorsements on forms reasonably acceptable to the other Party evidencing all coverages required by this Section 11. The certificates and endorsements of each insurance policy shall be signed by a person authorized by the insurer to bind coverage on its behalf. Each Party shall furnish the other Party with certificates of renewal or "binders" thereof at least ten (10) days prior to expiration of the policy, but in all events prior to expiration. Each certificate shall expressly provide that such policies shall not be cancelable or otherwise subject to modification except after thirty (30) days' prior written notice to each Party named as additional insureds thereunder (except in the case of cancellation for nonpayment of premium in which case cancellation shall not take effect until at least ten (10) days after written notice has been given to each additional insured); to the extent a Party's insurance policy containing this notice requirement is not obtainable, such Party shall notify the other Party promptly after it receives notice of such modification or cancellation from the insurer. In lieu of a certificate of insurance, LACMTA may provide evidence through a letter of self-insurance on organizational letterhead if LACMTA self-insures any such insurance coverage pursuant to Section 11.1.2 above.

11.3.3 **Additional Insureds**. Each Party shall be named as an additional insured under the other Party's Commercial General Liability Insurance policy. Each such policy shall provide for severability of interest and cross-liability coverage.

11.3.4 **Notification of Incidents**. Each Party (the "**Notifying Party**") will notify the other Party, in writing, of the occurrence of any accidents or incidents in connection with an Easement Area which could give rise to a claim under any of the insurance policies required under this Section 15 promptly after the Notifying Party obtains knowledge of the same.

11.3.5 **Blanket Policies; Compliance**. The insurance described in Sections 11.1 and 11.2 may be carried under a policy or policies covering other liabilities and locations of a property manager, LACMTA, or Grantor, as the case may be, and/or, with respect to LACMTA, may be satisfied in whole or in part under any plan of self-insurance permitted under Section 11.1.2 above. Each Party shall use commercially reasonable efforts to comply with the requirements of any insurance carrier providing insurance called for under this Agreement.

12. **Damage to or Destruction of the Transit Improvements**. If any of the Transit Improvements are damaged or destroyed (a "**Casualty**"), then, at LACMTA's sole discretion, LACMTA may cause the Transit Improvements to be repaired, restored, or replaced, as applicable. No damage to, or destruction of, the Transit Improvements shall cause a termination of these Easements. Notwithstanding any provision contained herein to the contrary, in the event of any Casualty, LACMTA shall not be required to resume operation of the rail service to the Station, whether or not the Public Transit Facilities are repaired, rebuilt, or restored.

13. **Termination**.

13.1 **Termination Events.** The Easements described herein shall terminate on the occurrence of any of the following:

13.1.1 LACMTA and Grantor mutually agree to terminate the Easements in writing;

13.1.2 LACMTA (or any of its successors or assigns) provides written notice to Grantor that LACMTA will, with respect to all or any portion of the Easement Areas, no longer operate the Station or intends to reconfigure the Station so that access to the Station requiring the Easements granted herein is no longer practicable (in LACMTA's sole determination); or

13.1.3 LACMTA (or any of its successors or assigns) provides written notice to Grantor that LACMTA will no longer require the use of a portion of the Easement Areas and LACMTA intends to relinquish the Easement or Easements with respect to such portion of the Easement Areas. Any notice given under this subsection shall contain a legal description of the area to be relinquished.

13.2 **Instrument Reflecting Termination.** Upon termination of the Easements, or termination of a portion of the Easements, LACMTA and Grantor shall execute and cause to be Recorded an instrument terminating the relinquished Easement or Easements, and modifying the remaining Easements to reflect such partial termination (including modifications of the boundaries of the Easement Areas to remove the relinquished Easement Area), as applicable.

14. **Default and Remedies**.

14.1 **Definition of Default.** A Party's failure, in whole or in part, to perform any obligation, term, covenant, or condition of this Agreement shall be a breach of this Agreement. Such breach shall become a "**Default**" if (a) the breach can reasonably be cured within thirty (30) days after a Party in breach receives notice from a non-breaching Party respecting the breach ("**Notice of Breach**"), and the breach is not cured within the thirty (30) day period or (b) if the breach cannot reasonably be cured within the thirty (30) day period, and the Party in breach fails to commence to cure the Breach promptly upon receipt of the Notice of Breach, or thereafter fails to make diligent and reasonable efforts to cure the Breach to completion.

14.2 **Grantor Remedies.** Without limiting any other remedy provided for under this Agreement, upon the occurrence of a Default by LACMTA, Grantor's remedies will be:

14.2.1 to commence an action at equity seeking a writ of mandamus in a court of competent jurisdiction to compel LACMTA to perform its obligations under this Agreement; or

14.2.2 to commence an action at law seeking damages for breach of contract.

14.3 **LACMTA Remedies.** Without limiting any other remedy provided for under this Agreement, upon the occurrence of a Default by Grantor, LACMTA's remedies will be:

14.3.1 to commence an action for specific performance in a court of competent jurisdiction; or

14.3.2 to use self-help to cure the Default if and only if such Default impacts (a) the health safety of LACMTA's Permittees or (b) the structural integrity of Public Transit Facilities; any and all reasonable, out-of-pocket costs and expenses to cure a Default that are incurred by LACMTA in effectuating such cure shall be paid by Grantor within thirty (30) days after submission of invoices by LACMTA to Grantor.

14.4 **No Termination.** Notwithstanding anything contained or implied in this Agreement to the contrary, in no event shall the remedies available hereunder for a Default include termination of the Easements.

14.5 **Cumulative Remedies.** Each remedy provided for in this document shall be cumulative and not exclusive.

15. **Definitions**. The capitalized terms in this document shall have the meaning as set forth in the context in which they first appear, or if the meaning is not set forth in the context of the document, shall have the following meanings:

15.1 "**Agreement**" shall mean this document describing, among other things, the rights, duties and obligations of LACMTA and Grantor relative to the Easement Areas.

15.2 "**Claim(s)**" means any and all claims, actions, causes of action, demands, orders, or other means of seeking or recovering damages, liabilities, costs, expenses (including attorneys', experts', and consultants' fees and other litigation costs), fines, penalties, debts, liens, taxes, or any type of compensation whatsoever, direct or indirect, known or unknown, foreseen or unforeseen including, but not limited to, any directives, requirements or orders by any Environmental Agency or Governmental Authority.

15.3 "**Development-Related Concerns**" means any of the following as they relate solely to the Transit Improvements, or Project operations: (a) whether the submitted plans substantially conform with the applicable requirements in the Adjacent Construction Manual and the Adjacent Development Handbook; and (b) whether the submitted designs, would violate applicable Laws, including but not limited to fire/life safety regulations and the Americans with Disabilities Act, in a manner that could materially and detrimentally affect the operation of, or access to, the Transit Improvements.

15.4 "**Emergency**" shall mean a condition requiring immediate repair, replacement or other action: (a) to prevent imminent material damage to any portion of any Easement Area or the Transit Improvements thereon; (b) to prevent imminent material damage to the Grantor Property or any neighboring property; (c) for the safety of any Party's Permittees or any other Person; (d) to avoid the cessation of any vital utility service to the Transit Improvements or Station; or (e) to comply with Environmental Laws.

15.5 "**Environmental Law(s)**" means all applicable federal, state and local laws, statutes, ordinances, rules, regulations, orders and judgments relating to the protection or clean-up of the environment, the use, treatment, storage, transportation, generation, manufacture, processing, distribution, handling or disposal of, or emission, discharge or other release or threatened release of Hazardous Substances, the preservation or protection of waterways, groundwater, drinking water, air, wildlife, plants or other natural resources, the health and safety of persons or property, or the protection of the health and safety of employees, as the same may be amended, modified or supplemented from time to time, including, without limitation: the Clean Air Act, as amended, 42 U.S.C. Section 7401 et seq.; the Federal Water Pollution Control Act, as amended, 33 U.S.C. Section 1251 et seq.; the Resource Conservation and Recovery Act of 1976, as amended, 42 U.S.C. Section 6901 et seq.; the Comprehensive Environment

Response, Compensation and Liability Act of 1980, as amended (including the Superfund Amendments and Reauthorization Act of 1986, "CERCLA"), 42 U.S.C. Section 9601 et seq.; the Toxic Substances Control Act, as amended, 15 U.S.C. Section 2601 et seq.; the Occupational Safety and Health Act, as amended, 29 U.S.C. Section 651, the Emergency Planning and Community Right-to-Know Act of 1986, 42 U.S.C. Section 11001 et seq.; the Safe Drinking Water Act, as amended, 42 U.S.C. Section 300f et seq.; the California Health and Safety Code (§ 25100 et seq., § 25249.5 et seq., § 39000 et seq.), the California Water Code (§ 13000 et seq.); all comparable state and local laws, laws of other jurisdictions or orders and regulations; and any and all common law requirements, rules and bases of liability regulating, relating to or imposing liability or standards of conduct concerning pollution or protection of human health or the environment, as now or may at any time hereafter be in effect.

15.6 "**Governmental Authority**" means any and all federal, state, county, municipal and local governmental and quasi-governmental bodies and authorities (including the United States of America, the State of California and any political subdivision, public corporation, district, joint powers authority or other political or public entity; including LACMTA, as applicable) or departments thereof having or exercising jurisdiction over the Parties, the Project, or the Parcels or such portions thereof as the context indicates.

15.7 "**Grantor**" is defined as the fee owner of the Grantor Property, and all successors and assigns thereto.

15.8 "**Grantor Building**" is that commercial office building located at 10900 Wilshire Boulevard, Los Angeles, California.

15.9 "**Grantor Parties**" means Grantor's owners, members, officers, directors, shareholders, partners, employees, agents, representatives, contractors, subcontractors, consultants, invitees and tenants.

15.10 "**Grantor Property**" is the entirety of the real property and improvements located at 10900 Wilshire Boulevard, Los Angeles, California.

15.11 "**Grantor Related Parties**" means Grantor's owners, members, partners, officers, directors, shareholders, partners, employees, agents and representatives and their successors and assigns.

15.12 "**Hazardous Substances**" means any pollutant, contaminant, waste and any toxic, carcinogenic, reactive, corrosive, ignitable, flammable or infectious chemical, chemical compound or substance or otherwise hazardous waste, toxic or contaminated substances or similar materials, including, without limitation, any quantity of asbestos, urea formaldehyde, PCBs, radon gas, crude oil or any fraction thereof, all forms of natural gas, petroleum products, byproducts or derivatives, radioactive substances, methane, hydrogen sulfide or materials, pesticides, waste waters or sludges, any of the above of which are subject to regulation, control or remediation under any Environmental Laws. Notwithstanding the foregoing, the term "Hazardous Substances"

excludes the following "Permitted Hazardous Substances: all (i) construction supplies; (ii) gardening supplies; (iii) gasoline, motor oil, or lubricants contained within vehicles or machinery operated on the Easement Areas in connection with the construction of the Transit Improvements; (iv) general office supplies and products; (v) cleaning supplies and products; and (vi) other commonly used supplies and products, in each case to the extent the same are (1) used in a regular and customary manner and in the manner for which they were designed; (2) used, handled, stored, transported and disposed of in compliance with all applicable Environmental Laws, Legal Requirements and product labeling and handling instructions; (3) customarily used in the construction of improvements comparable to the Transit Improvements; and (4) used, stored, transported, and handled in such amounts as is normal and prudent for the construction of improvements comparable to the Transit Improvements.

15.13 "**LACMTA**" is the Los Angeles County Metropolitan Transportation Authority.

15.14 "**LACMTA Parties**" means LACMTA's directors, committee members, officers, employees, transit patrons, agents, representatives, consultants, contractors, subcontractors, and invitees.

15.15 "**LACMTA Related Parties**" means LACMTA's directors, committee members, officers, employees and agents, and their successors and assigns

15.16 "**Legal Requirements**" means all of the following, even if unforeseen or extraordinary, to the extent affecting (a) Grantor, (b) LACMTA, (c) all or any portion of the Easement Areas: (i) all present and future laws, statutes, requirements, ordinances, orders, judgments, regulations, resolutions, covenants, restrictions, administrative or judicial determinations, of every Governmental Authority and of every court or agency claiming jurisdiction over any of Grantor, LACMTA, all or any portion of the Easement Areas, whether enacted or in effect as of the Effective Date or thereafter, including, but not limited to, California Labor Code §§ 1720 et seq. (to the extent applicable to any activity), Environmental Laws, zoning laws, building codes and regulations and those laws relating to accessibility to, usability by, and discrimination against, disabled individuals; and (ii) all covenants, restrictions, and conditions now or hereafter of Record.

15.17 "**Loss**" or "**Losses**" shall mean all costs and expenses arising out of all Claims, demands, losses, damages, liens, liabilities, injuries, deaths, penalties, taxes, fees, relocation or disruption of use, fines, lawsuits and other proceedings, judgments and awards rendered therein, including reasonable consultant and expert witness fees, attorneys' fees and court costs, and all other costs and expenses.

15.18 "**Major Work**" is construction or demolition work on the Grantor Property which involves demolition of all or a significant portion of the existing building or parking structure or construction of a new building or new structure in the place of, or in addition to, the existing building or parking structure.

15.19 "**Material Construction Work**" shall refer to and include either Major Work or Minor Work or both.

15.20 "**Material Maintenance**" means any work performed to an improvement on Grantor's Property utilizing heavy equipment that may impact the public right of way, including air space, adjacent to the Easement Areas, or scaffolding on any building adjacent to the Easement Areas. All Material Maintenance shall be performed in a good and workmanlike manner so as not to adversely affect or materially impair any Development-Related Concerns.

15.21 "**Minor Work**" is construction work on the Grantor Property which involves excavation or underground or overhead utility work in the immediate vicinity of the Easement Areas.

15.22 "**Mortgage**" means any mortgage, deed of trust or other security instrument executed by a Party in favor of Mortgagee encumbering the Grantor Property or any part thereof, and, to the extent applicable, the documents governing a sale-leaseback or lease-subleaseback transaction.

15.23 "**Mortgagee**" means, as applicable, a mortgagee, a beneficiary under any deed of trust, the buyer/lessor under a sale/leaseback arrangement or the lessee/sublessor under a lease/subleaseback arrangement.

15.24 "**Official Records**" means the Official Records of Los Angeles County, California.

15.25 "**Parcel**" means either the Grantor Property, or the land in which the Station is constructed, as applicable.

15.26 "**Party**" is the respective LACMTA or Grantor, and, collectively, LACMTA and Grantor are the "**Parties**".

15.27 "**Permittees**" means the officers, directors, employees, agents, contractors, subcontractors, licensees, customers, visitors, invitees, tenants, and concessionaires of each Party.

15.28 "**Person**" means any individual, partnership, firm, association, trust, corporation, limited liability company, joint venture, unincorporated organization and any other form of business entity, and the singular shall include the plural and the plural the singular.

15.29 "**Plans and Specifications**" refers to the architectural or engineering drawings which show the locations, character, and dimension of the prescribed work, including layouts, profiles, cross sections, and other details together with the compilation of provisions and requirements for the performance of prescribed work.

15.30 "**Project**" is LACMTA's Purple Line Westside Extension Project, Section 3.

15.31 "**Public Transit Facilities**" means all transit or LACMTA related improvements, structures, stations, equipment, cable, conduit, fixtures, furnishings, trains, subways, buses and furnishings now existing or hereafter located in, on, under, and/or adjacent to, or passing through, the Exclusive Easement Areas, including, without limitation (as applicable), ticket vending machines, ticket validation systems and other equipment serving a comparable function, map and information cases (including interactive digital customer information panels), lighting, CCTV cameras, maintenance equipment, fire protection equipment, water lines, sanitary sewer lines, storm sewer improvements, electrical lines, antennas, elevator, shafts, vents portals, and exits, and all other transit or LACMTA related equipment and vehicles.

15.32 "**Record**" shall mean, with respect to any document, the recordation thereof in the Official Records.

15.33 "**Safety Threat**" means any condition or circumstance that poses possible injury or physical harm to LACMTA patrons, employees, representatives, the Easement Areas or Transit Improvements.

15.34 "**Schematic Design Drawings**" means those plans and specifications customarily associated with the "schematic level" of design development, containing details as would be reasonably necessary to allow LACMTA to assess, at a "schematic level," the impacts of such proposed construction or improvement in accordance with LACMTA's rights under this Agreement, which details shall, include, without limitation, site plans, elevations, general landscaping, floor plans, features in public areas, locations and sizes of signs, public art elements, parking facilities, and exterior materials.

16. **General Provisions**.

16.1 **Governing Law**. This Agreement is made with respect to real property located in the State of California and shall be construed, interpreted and applied in accordance with the laws of that State, without regard to conflict of law's provisions. The venue for all Claims and suits shall be Los Angeles County, California.

16.2 **Notices**. All notices, consents, requests, demands, and other communications required or permitted to be given herein, shall be in writing and may be served personally by hand delivery or sent: (a) by registered mail or certified mail, postage prepaid, return receipt requested, (b) by overnight courier service (such as Federal Express), bearing proof of delivery, or (c) personally delivered to the Party to whom the notice is directed. Each notice shall be deemed to have been given on the date of receipt (or refusal to accept delivery) as indicated on the customary receipt used by the service effectuating the delivery. For the purpose of this Section 16.2, "properly addressed" shall mean addressed to the addresses listed below, which may be changed from time to time by delivery of a written notice stating the replacement address:

If to LACMTA:

for general matters: Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 13th Floor
Los Angeles, CA 90012-2952
Attention: Chief Operations Officer

for Sec. 7.2 matters: Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 22nd Floor
Los Angeles, California 90012
Attention: Adjacent Development Review
Email: devreview@metro.net

and to: Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
Attention: Deputy Executive Officer, Real Estate
Facsimile: (213) 922-2440

and a copy to: Office of the County Counsel
One Gateway Plaza, 24th Floor
Los Angeles, California 90012-2952
Attention: Real Estate Counsel
Facsimile: (213) 922-2530

If to Grantor: 10900 Wilshire, L.L.C.
45 Rockefeller Plaza, 7th Floor
New York, New York 10111
Attn: General Counsel
Tel: (212) 715-0300
Email: generalcounsel@tishmanspeyer.com

and to: Allen Matkins Leck Gamble Mallory & Natsis LLP
2010 Main St., Eighth Floor
Irvine, California 92614
Attn: K. Erik Friess, Esq.
Tel: (949) 553-1313
Email: rfriess@allenmatkins.com

16.3 **In Perpetuity.** The terms, obligations, covenants, and agreements of this Agreement shall run with the land and inure to the benefit of and be binding upon the Parties and their respective successors and assigns, and the consent of the other Party is not necessary for an assignment of this Agreement that runs with the land. Grantor has the right to transfer all or any portion of its interest in the Grantor Property and/or this Agreement upon any sale of the Grantor Property, and upon any such transfer, Grantor shall automatically be released from all liability under this Agreement arising after the effective date of such transfer, and LACMTA shall look solely to such successor,

transferee or assignee for the performance of Grantor's obligations hereunder after the effective date of such transfer. Grantor may also assign its interest in this Agreement to the holder of any mortgage or deed of trust as additional security, but such assignment shall not release Grantor from its obligations hereunder, and LACMTA shall continue to look to Grantor for the performance of its obligations hereunder.

16.4 **Amendment**. This Agreement may be amended only by duly Recording an instrument executed and acknowledged by LACMTA and Grantor. LACMTA agrees not to unreasonably withhold its consent to an amendment of this Agreement to take into consideration a future new parcel map or tract map for the Grantor.

16.5 **Constructive Notice and Acceptance**. Every Mortgagee, Party, lessee, and occupant who now or hereafter owns or acquires any right, title, or interest in or to any portion of the Grantor Property or the Transit Improvements located thereon is and shall be assumed to have been given notice of this Agreement, whether or not any reference to this Agreement is contained in the instrument by which such Mortgagee, Party, lessee, or occupant acquired such right, title, or interest.

16.6 **General Rules of Interpretation**. Words and phrases contained herein shall be construed according to the context and the approved usage of the English language, but technical words and phrases, and such others as have acquired a peculiar and appropriate meaning by law, or are defined in this Agreement, are to be construed according to such technical, peculiar, and appropriate meaning or definition. Whenever the context requires, all words used in the singular will be construed to have been used in the plural, and vice versa, and each gender will include any other gender. As used in this Agreement, the word “includes or “including” is by way of example and not by way of limitation, the word “or” is not exclusive, the word “shall” is mandatory, the word “may” is permissive,” and the words “herein,” “hereof,” “hereto” and "hereunder" refer to this Agreement as a whole unless the context otherwise requires, and references herein: (a) to articles, paragraphs, sections, and exhibits mean the articles, paragraphs, sections, and exhibits which are part of this Agreement as amended, supplemented, or modified from time to time to the extent permitted by the provisions thereof and by this Agreement, (b) to an agreement, instrument, or other document means such agreement, instrument, or other document as amended, supplemented, or modified from time to time to the extent permitted by the provisions thereof and by this Agreement, and (c) to a statute means such statute as amended, supplemented, or replaced from time to time. The exhibits, schedules, addenda, and attachments which are attached to this Agreement are made a part of this Agreement.

16.7 **Headings**. Section headings or captions used herein are for convenience only and are not a part of this instrument.

16.8 **No Partnership or Joint Venture**. Neither anything contained in this Agreement nor in any amendment hereto, nor any act of any Party hereunder shall be deemed or construed to create the relationship of principal and agent or of partnership or of joint venture or of any association between or among the Parties.

16.9 **No Third-Party Beneficiaries**. There are no third-party beneficiaries to this Agreement.

16.10 **Invalidity of Provision**. If any provision or provisions of this Agreement or of any amendment hereto, or the application thereof to any Person and/or any circumstance(s), shall be held by a court of competent jurisdiction to be invalid, void, or illegal, the remaining provisions hereof and/or the application of such provision(s) to any Person and/or any circumstance(s) other than those as to which it is held to be invalid, void, or illegal, shall nevertheless remain in full force and effect so long as the original intent of the Parties is effectuated to the maximum extent permitted by law and not be affected thereby.

16.11 **Force Majeure**.

16.11.1 Each Party shall be excused from performing any of its obligations or undertakings under this Agreement, except any of its obligations to (a) pay any sums of money under applicable provisions hereof, or (b) obtain and keep in force insurance coverage as set forth in Section 11 of this Agreement, in the event and/or for so long as the performance of such obligation is prevented, delayed, retarded, or hindered by any cause not within the reasonable control of such Party or those functioning on its behalf; provided that the inability to perform was not caused by the acts or omissions of such Party, or those functioning on its behalf ("**Force Majeure**"). LACMTA hereby waives any and all rights it might otherwise have pursuant to Section 1511 of the California Civil Code, and hereby agrees that this Section 61.11 is an express provision to the contrary.

16.11.2 Force Majeure shall include the following, to the extent the same are not within the reasonable control of such Party or those functioning on its behalf; and provided that the same are not caused by the acts or omissions of such Party, or those functioning on its behalf: (a) public health crisis such as an epidemic or pandemic; (b) inclement weather in excess of the norm; (c) fire or explosion; (d) earthquake, flood, action of the elements, or any other natural disaster or act of God; (e) war, invasion, insurrection, riot, mob, violence, sabotage, or malicious mischief, acts of terrorism, or acts of a public enemy; (f) inability to procure or deliver labor, equipment, facilities, materials, or supplies, or a general shortage of the same in the open market, or failure of transportation (but, in each case, not attributable to a mere increase in price); (g) strike, lockout, or other action of any labor union; and (h) litigation not commenced by such Party, condemnation (excluding any condemnation by LACMTA or the LACMTA Related Parties), requisition, law, order of government or civil or military or naval authority.

16.11.3 For the purpose of this Section 16.11, a cause shall be beyond the control of the Party whose obligation is hindered, delayed, retarded, or prevented only if such cause would prevent, delay, or retard or hinder the performance of an obligation by any Person similarly situated (such as a transportation strike), and this Section 16.11, shall not apply to causes peculiar to the Party claiming the benefit of this Section 16.11 (such as financial inability or failure to order materials in timely fashion). Nothing contained in this Section 16.11 shall defeat or limit the obligation of each Person having an obligation under this Agreement from taking all reasonable actions to mitigate

the effects of any cause of Force Majeure, by substitute performance or otherwise. For purposes of clarification and by means of example, to the extent any Force Majeure prevents LACMTA from performing any of its obligations under Section 5 above, LACMTA agrees to use commercially reasonable efforts to maintain the Easement Areas in a safe condition and prevent any damage or injury from occurring as a result of the inability of LACMTA to perform its obligations under Section 5 above.

16.12 **Waivers**. Any Party from time to time may waive any of its rights under this Agreement without effecting a waiver with respect to any subsequent occurrences or transactions hereunder. Except as otherwise provided in this Agreement, all waivers, consents, or approvals under this Agreement must be in writing to be effective, and the failure or delay on the part of any Party in exercising any right, power, or remedy hereunder shall not operate as a waiver thereof, nor shall any single or partial exercise of any such right, power, or remedy preclude any other or further exercise thereof or the exercise of any other right, power, or remedy hereunder.

16.13 **Claims Against Public Entities.** Any occurrence or transaction which gives rise of a Claim under this Agreement against any Party that is a governmental entity shall also be deemed an occurrence or transaction for purposes of filing a claim pursuant to Section 900 et seq., of the California Government Code. Nothing in this Agreement shall toll, waive or modify the provisions of California Government Code Section 900 *et seq*.

16.14 **Exhibits**. The below-listed exhibits are attached to and made a part of this Agreement as if set forth fully herein:

Exhibit A-1: Legal Description of Grantor Property

Exhibit A-2: Depiction of Grantor Property

Exhibit B-1: Legal Description of Underground Station Easement Area (W-5004-1)

Exhibit B-2: Depiction of Underground Station Easement Area (W-5004-1)

Exhibit C-1: Legal Description of Station Entrance Easement Area (W-5004)

Exhibit C-2: Depiction of Station Entrance Easement Area (W-5004)

Exhibit D-1: Legal Description of Maintenance Easement Area (W-5004-4)

Exhibit D-2: Depiction of Maintenance Easement Area (W-5004-4)

EXHIBIT A-1

Legal Description of Grantor Property

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOTS 1, 2 AND 3 OF TRACT NO. 36539, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 969 PAGES 29 TO 31 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT FROM SAID LOT 2, ALL OIL AND MINERAL RIGHTS UNDER 500 FEET BELOW THE SURFACE OF SAID LAND, HOWEVER THE LESSOR SHALL HAVE NO RIGHT OF SURFACE ENTRY, AS RESERVED BY DEAN M. HULL AND KATHRYN O. HULL AND WILLIAM A. HUBBARD AND PHYLLIS H. HUBBARD, IN LEASE, DATED FEBRUARY 27, 1978, A MEMORANDUM OF WHICH WAS RECORDED MARCH 17, 1978 AS INSTRUMENT NO. 78-280790, OFFICIAL RECORDS.

EXCEPT FROM SAID LOT I, ALL OIL AND MINERAL RIGHTS UNDER 500 FEET BELOW THE SURFACE OF SAID LAND, HOWEVER, LESSOR SHALL HAVE NO RIGHT OF SURFACE ENTRY, AS RESERVED BY JOSEPH K. HORTON AND WILLIAM L. HORTON, JR., AS TRUSTEES UTA MILLIE KURTZ HORTON, MAY 1, 1954, IN LEASE DATED JANUARY 27, 1978, A MEMORANDUM OF WHICH WAS RECORDED MARCH 17, 1978 AS INSTRUMENT NO. 78-280791, OFFICIAL RECORDS.

EXCEPT FROM SAID LOT 3, ALL OIL, GAS, HYDROCARBON SUBSTANCES AND MINERALS NOW OR HEREAFTER COMMERCIALLY EXPLOITABLE AND LYING 500 FEET BENEATH THE SURFACE OF SAID LAND, TOGETHER WITH THE EXCLUSIVE AND PERPETUAL RIGHT OF INGRESS AND EGRESS BELOW A DEPTH OF 500 FEET MEASURED VERTICALLY FROM THE SURFACE OF SAID LAND TO EXPLORE, DRILL, MINE, PRODUCE, EXTRACT, MARKET, AND SELL SUCH OIL, GAS, HYDROCARBON SUBSTANCES AND MINERALS; PROVIDED, HOWEVER, THAT THE GRANTORS, THEIR SUCCESSORS OR ASSIGNS, SHALL NOT USE THE SURFACE OF SAID LAND IN THE EXERCISE OF ANY OF SAID RIGHTS AND SHALL NOT DISTURB THE SURFACE OF SAID LAND OR ANY IMPROVEMENTS THEREON OR REMOVE OR IMPAIR THE LATERAL OR SUBJACENT SUPPORT OF SAID LAND OR ANY IMPROVEMENTS THEREON AND SHALL CONDUCT NO OPERATIONS WITHIN NOR HAVE ANY ACCESS WITHIN 500 FEET OF THE SURFACE OF SAID LAND, AS RESERVED BY MARSHALL K. GRAHAM AND VIRGINIA D. GRAHAM, IN DEED RECORDED JULY 2, 1979, AS INSTRUMENT NO. 79-717959, OFFICIAL RECORDS.

APN: 4324-001-031

EXHIBIT A-2

Depiction of Grantor Property

Lots 1, 2 and 3 of Tract No. 36539, as depicted below:

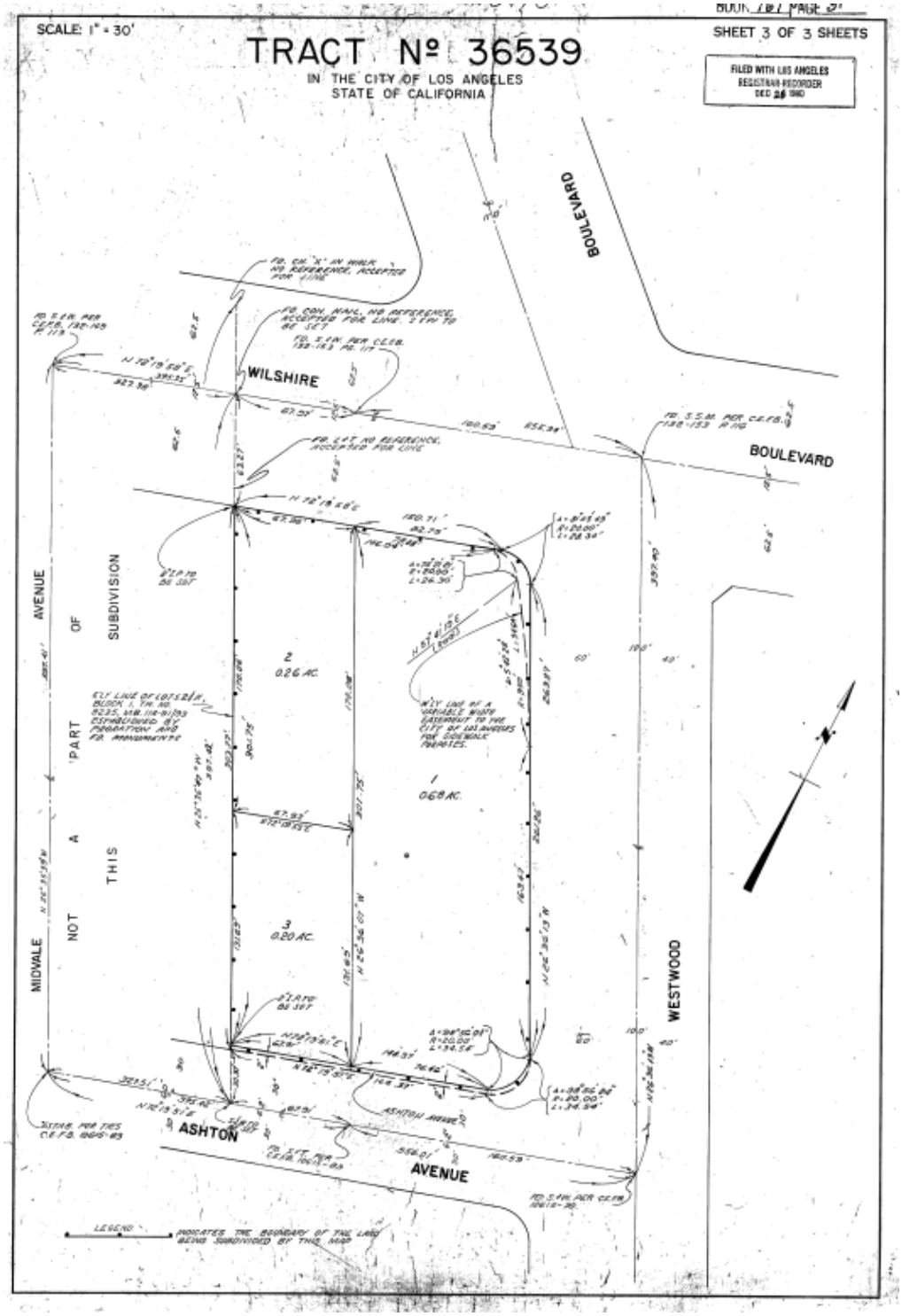


Exhibit B - 1
Legal Description of Underground Station Easement Area W-5004-1

Exhibit B-2
Depiction of Underground Station Easement Area W-5004-1

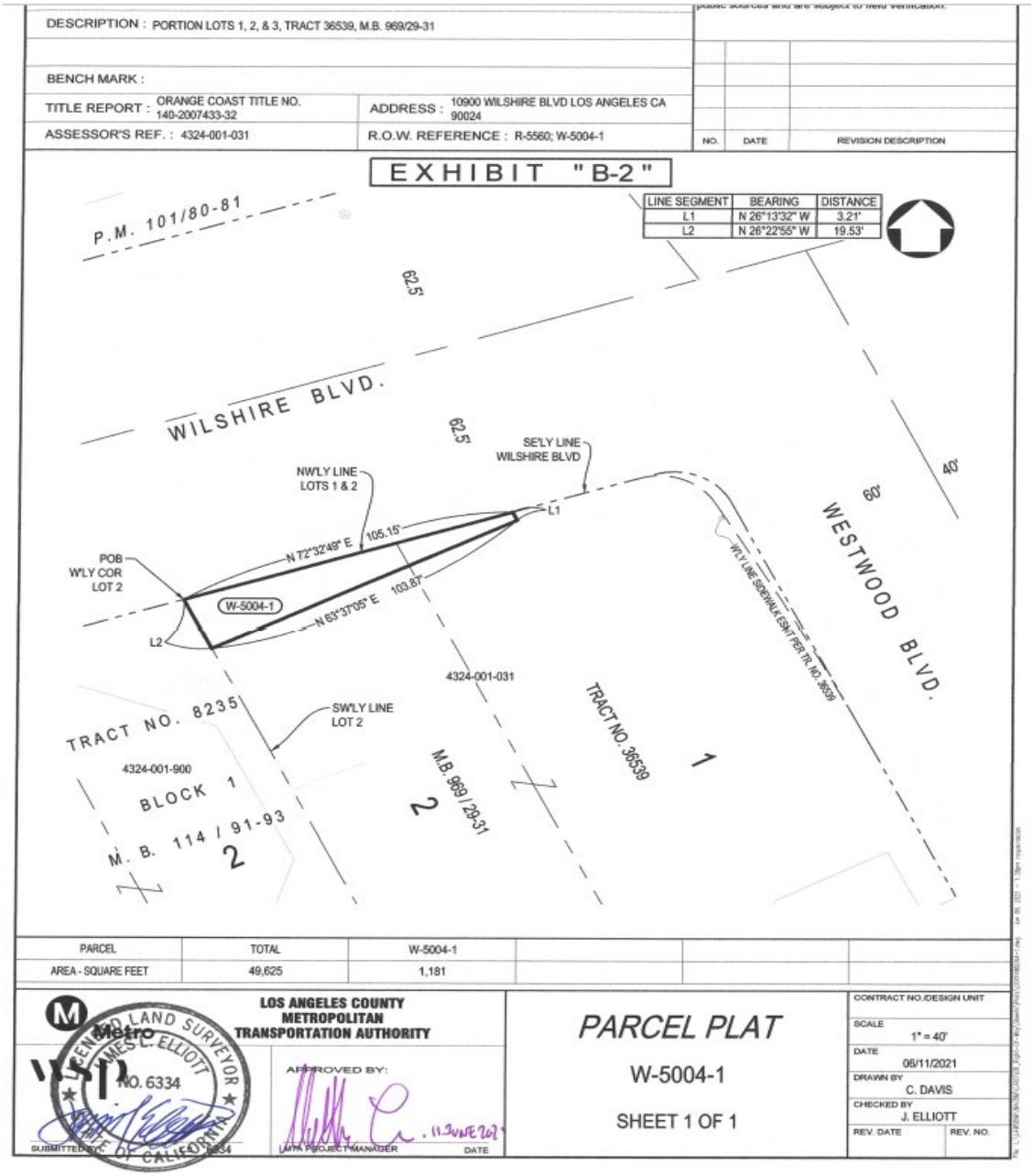


Exhibit C-1

Legal Description of Station Entrance Easement Area (W-5004)

That portion of Lots 1, 2 and 3 of Tract No. 36539, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 969 of Maps, Pages 29 through 31, inclusive, in the Office of the County Recorder of said County, more particularly described as follows:

BEGINNING at the most westerly corner of said Lot 2, said point also being on the southeasterly line of Wilshire Boulevard (62.5 feet half-width) as shown on the map of said Tract No. 36539; thence along the northwesterly line of said Lot 2, North 72°32'49" East, 53.37 feet; thence leaving said northwesterly line, South 26°22'22" East, 7.60 feet; thence South 63°37'51" West, 29.22 feet; thence North 26°22'55" West, 0.75 feet; thence South 63°51'40" West, 23.50 feet to the southwesterly line of said Lot 2; thence along said southwesterly line, North 26°22'55" West, 15.03 feet to the **POINT OF BEGINNING.**

The upper elevation limit of the permanent easement herein described is a horizontal plane with an elevation of +332.00 feet and the lower elevation limit of the permanent easement herein described is a horizontal plane with an elevation of +301.00 feet, based on the NAVD-88 datum elevation of 285.39 feet for City of Los Angeles Benchmark No. 13-13450. The upper limit of this easement varies approximately 26 to 30 feet above finish grade (existing surface elevation in March of 2018), and the lower limit of this easement varies approximately 0 to 4 feet below finish grade (existing surface elevation in March of 2018). These elevations were determined from the Los Angeles County Metro Westside Purple Line Extension Project – Section 3 Project Definition Drawings.

This description prepared by me or under my direction:

James L. Elliott, P.L.S. 6334

6-9-21
Date

LICENSED LAND SURVEYOR
JAMES L. ELLIOTT
NO. 6334
STATE OF CALIFORNIA

Exhibit C-2

Depiction of Station Entrance Easement Area (W-5004)

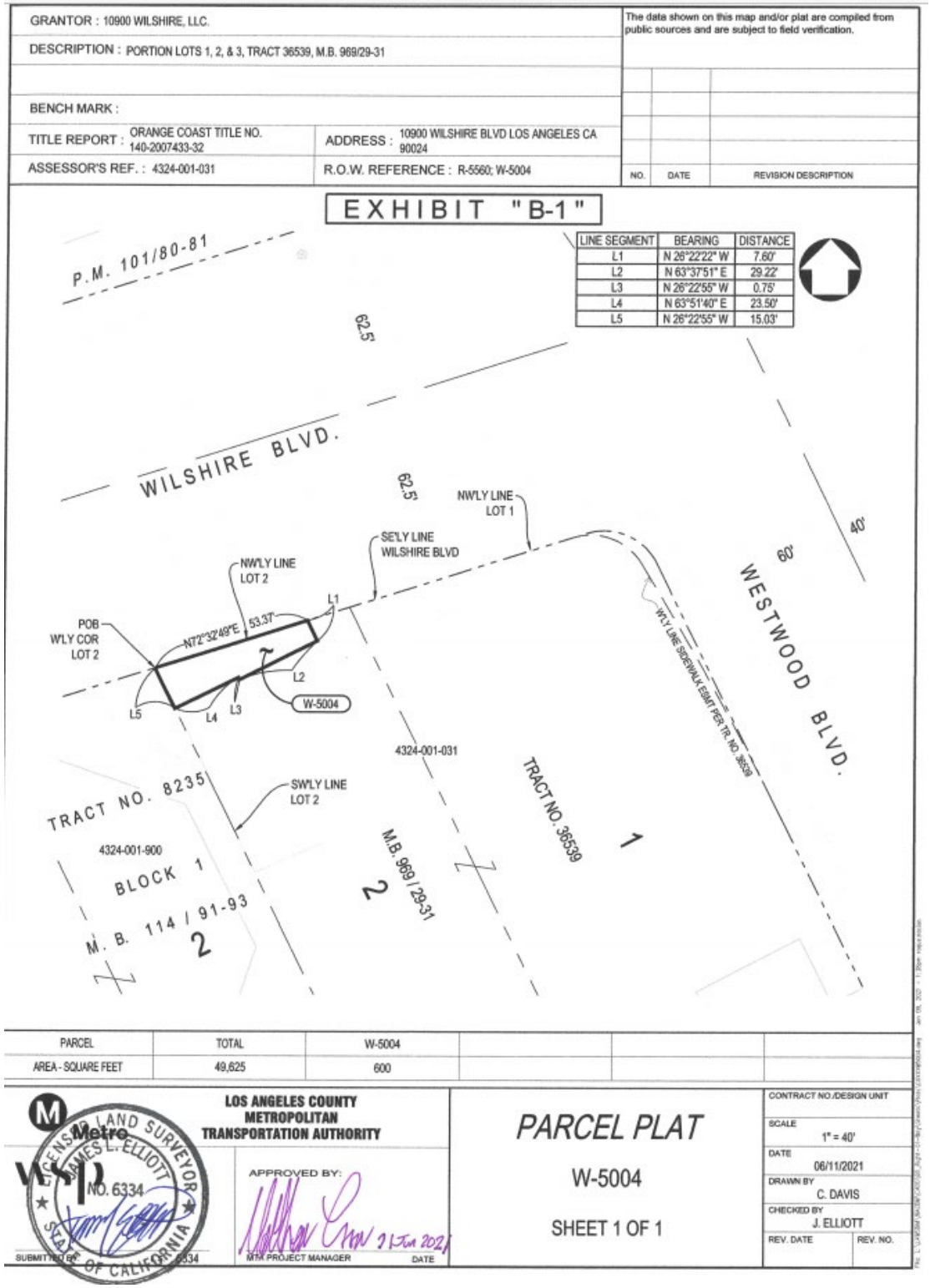


Exhibit D-1

Legal Description of Maintenance Easement Area (W-5004-4)

That portion of Lots 1, 2 and 3 of Tract No. 36539, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 969 of Maps, Pages 29 through 31, inclusive, in the Office of the County Recorder of said County, more particularly described as follows:

COMMENCING at the most westerly corner of said Lot 2, said point also being on the southeasterly line of Wilshire Boulevard (62.5 feet half-width) as shown on the map of said Tract No. 36539; thence along the southwesterly line of said Lot 2, South 26°22'55" East, 15.03 feet; thence leaving said southwesterly line, North 63°51'40" East, 18.50 feet to the **POINT OF BEGINNING**; thence North 63°51'40" East, 5.00 feet; thence South 26°22'55" East, 0.75 feet; thence North 63°37'51" East, 29.22 feet; thence South 26°22'22" East, 5.00 feet; thence South 63°37'51" West, 29.22 feet; thence North 26°22'55" West, 0.75 feet; thence South 63°51'40" West, 5.00 feet; thence North 26°22'55" West, 5.00 feet to the **POINT OF BEGINNING.**

The upper elevation limit of the non-exclusive access easement herein described is a horizontal plane with an elevation of +332.00 feet and the lower elevation limit of the permanent easement herein described is a horizontal plane with an elevation of +304.00 feet, based on the NAVD-88 datum elevation of 285.39 feet for City of Los Angeles Benchmark No. 13-13450. The upper limit of this easement varies approximately 26 to 30 feet above finish grade (existing surface elevation in March of 2018), and the lower limit of this easement is at the owner's plaza finish grade (existing surface elevation in March of 2018). These elevations were determined from the Los Angeles County Metro Westside Purple Line Extension Project – Section 3 Project Definition Drawings.

This description prepared by me or under my direction:

James L. Elliott, P.L.S. 6334

6-9-21

Date

LICENSED LAND SURVEYOR
JAMES L. ELLIOTT
NO. 6334
STATE OF CALIFORNIA

Exhibit D-2

Depiction of Maintenance Easement Area (W-5004-4)

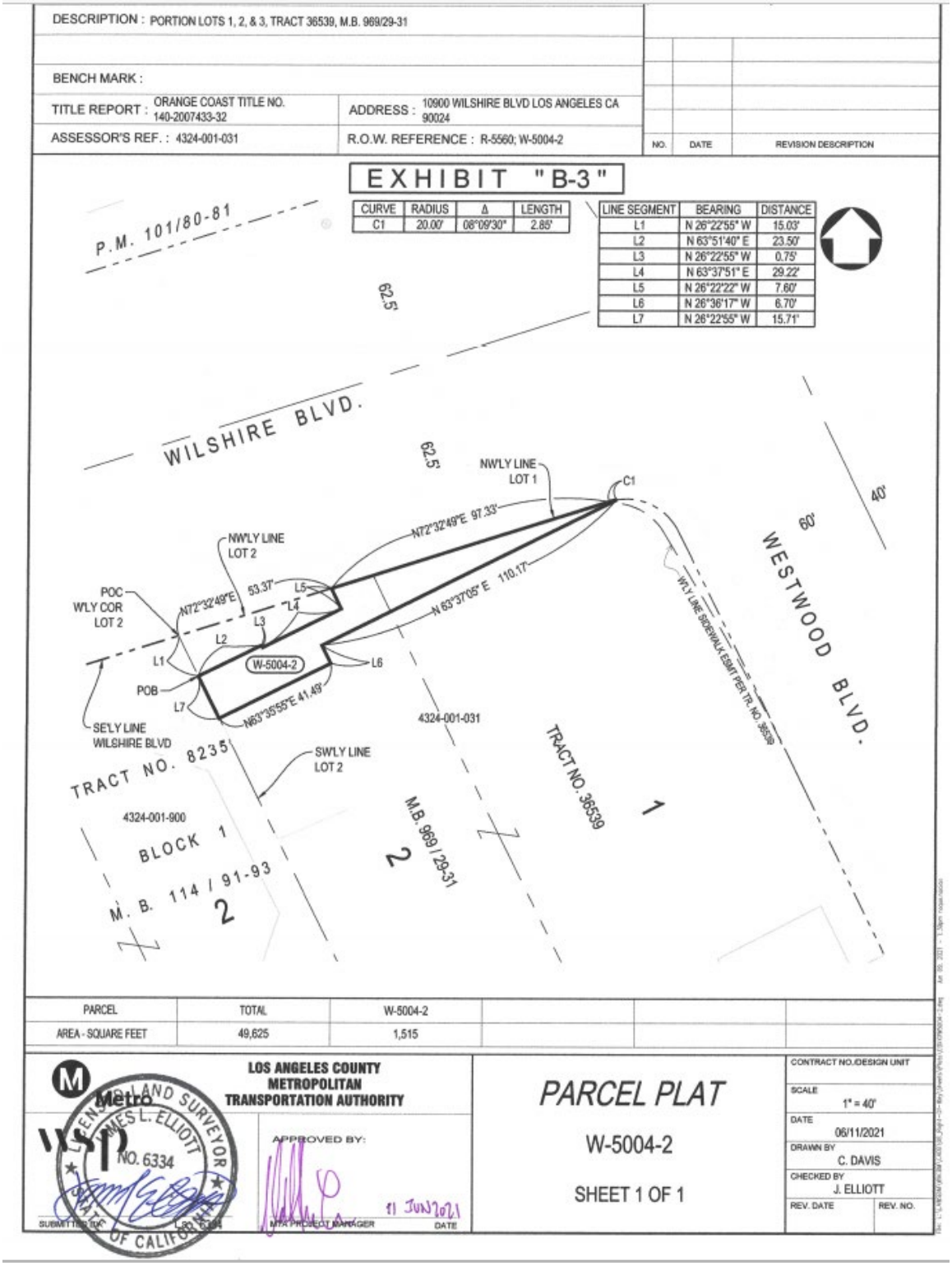


Exhibit B

Temporary Construction Easements

(10900 Wilshire)

This document shall describe the rights, duties and obligations associated with the property rights being acquired by the Los Angeles County Metropolitan Transportation Authority (this "**Agreement**"). 10900 Wilshire L.L.C., a Delaware limited liability company ("**Owner**"), is the current fee owner of the property located at 10900 Wilshire Boulevard, Los Angeles, California.

A. The Los Angeles County Metropolitan Transportation Authority, a California county transportation authority existing under the authority of sections 130050.2 et seq. of the California Public Utilities Code ("**LACMTA**") is acquiring the property rights through this Agreement to support the construction and operation of its Purple Line Westside Extension Project, Section Three (the "**Project**") to extend the Metro Purple Line heavy-rail subway westward from the Westside Purple Line Extension Section Two terminal station in Century City to a new terminal station at the VA Medical Center in Westwood neighborhood of the City of Los Angeles, California.

B. The Westwood/UCLA Station Southeast Entrance in the Project (the "**Station Entrance**") is planned to be located primarily at the southwest corner of Wilshire Boulevard and Westwood Boulevard.

C. Owner owns the fee interest in that certain real property located at 10900 Wilshire Boulevard, Los Angeles, California 90024, Assessor's Parcel Number 4324-001-031, legally described and depicted on Exhibit A attached hereto (the "**Owner's Property**"), which is improved with a 17–story high-rise office building (the "**Office Building**"), a 4-story subsurface parking structure, a plaza along Wilshire Boulevard in front of the Office Building (the "**Plaza**"), and other related improvements (collectively, the "**Existing Structure**").

D. In order to construct the Project, LACMTA requires (1) the TCE (defined in Section 1.1 below) for staging/laydown/construction site purposes in connection with construction of the Station Entrance, (2) the LADWP ROE (defined in Section 1.3) for LACMTA to relocate certain facilities related to the Los Angeles Department of Water and Power's service to the Existing Structure, (3) the Station Property ROE (defined in Section 1.2) to enable LACMTA to construct certain permanent transit improvements in and on the Station Property (defined in Section 1.2), and (4) certain permanent easements (the "**Permanent Easements**") defined in and subject to the terms and conditions contained in Exhibit A to the Resolution of Necessity (the "**Permanent Easement Deed**"). The rights described in (1) through (4) in this paragraph D. are cumulatively referred to as the "**Property Rights**." As curative work for the benefit of Owner, LACMTA shall also utilize the Restoration ROE (defined in Section 1.4) to restore certain areas of the Owner's Property around the time of completion of the Project.

1. Construction Entry Rights.

1.1. Grant of TCE. Subject to the terms and conditions of this Agreement, Owner hereby grants to LACMTA a temporary construction easement (the "**TCE**"), which will commence on the Delivery Date for the purposes of constructing the Station Entrance and appendages, construction staging, and performing the LADWP Work (defined below) in the 1,515 square foot area identified as parcel W-5004-2 on Exhibit B hereto (the "**TCE Property**").

1.2. Grant of Station Property ROE. Subject to the terms and conditions of this Agreement, Owner hereby grants to LACMTA a right of entry (the "**Station Property ROE**"), which will commence on the Delivery Date for the purposes of constructing the Station Entrance and appendages, construction staging, and performing the LADWP Work (defined below) in the areas identified as W-5004 and W-5004-1 in the legal descriptions and depictions attached collectively as Exhibit K hereto, which areas contain 600 square feet and 1,181 square feet, respectively (the "**Station Property**").

1.3. Grant of LADWP ROE. Subject to the terms and conditions of this Agreement, Owner hereby grants to LACMTA (a) an exclusive right of entry (the "**LADWP Work ROE**"), which will commence on the date indicated in Section 2.1.2, in the areas identified as Area 1 and Area 2 on Exhibit C hereto (the "**LADWP ROE Property**" and, together with the TCE Property and the Station Property, the "**Construction Areas**"), which areas contain 180 square feet and 1,621 square feet, respectively, for the purpose of relocating the existing LADWP transformer room ventilation intake and exhaust ductwork and shafts (the "**LADWP Work**"), as more particularly described in the scope of work attached as Exhibit D (the "**LADWP Scope of Work**"), and (b) the non-exclusive right (the "**LADWP Access ROE**" and, together with the LADWP Work ROE, the "**LADWP ROE**") to enter onto and non-exclusively use during the LADWP ROE Term (defined in Section 2.3) those other portions of the Existing Structure described in the LADWP Scope of Work (the "**LADWP Access Property**").

1.4. Grant of Restoration ROE. Owner hereby grants to LACMTA a nonexclusive permit (the "**Restoration ROE**" and, together with the TCE, the Station Property ROE, and the LADWP ROE, the "**Temporary Rights**") commencing on the date determined pursuant to Section 2.1.3 to enter onto the Owner's Property in the location depicted as W-5004-3 on Exhibit F (the "**Restoration Property**") for purposes necessary to repave the sidewalk located in such area around the time of completion of the Project in accordance with the provisions of Section 7.2.

2. Delivery; Term.

2.1. Delivery.

2.1.1. Delivery of TCE Property and Station Property. LACMTA has previously provided written notice stating its need for the TCE Property and Station Property on September 3, 2024 (the "**Delivery Date**"), and Owner will deliver possession to LACMTA of the TCE Property and the Station Property free of debris, obstructions, or

artwork. Prior to the Delivery Date, Owner shall remove the sculpture known as "Icon 2011," the masonry mound on which such sculpture is affixed, and any other fixtures related to such sculpture from the Plaza. Any removal of items or other preparatory work Owner undertakes to prepare the Construction Areas for LACMTA's use shall be at LACMTA's sole expense, subject to the terms and conditions of Section 1.1.5 of the Reimbursement Agreement dated October 15, 2020 and First Amendment thereto (the "**Reimbursement Agreement**") which was separately arranged between LACMTA and Owner.

2.1.2. Delivery of LADWP ROE Property. LACMTA will provide Owner written notice stating its need date for the LADWP ROE no later than sixty (60) days prior to LACMTA's need date and, on such need date, Owner shall deliver the LADWP ROE Property to LACMTA free and clear of any debris or obstructions.

2.1.3. Delivery of Restoration Property. LACMTA will provide Owner written notice stating its need date for the Restoration Property no later than sixty (60) days prior to LACMTA's need date and, on such need date, Owner will deliver to LACMTA possession of the Restoration Property free of debris or obstructions.

2.2. Terms.

2.2.1. TCE Term. The term of the TCE (the "**TCE Term**") shall commence on the Delivery Date and shall last for sixty-seven (67) consecutive months.

2.2.2. Station Property ROE Term. The term of the Station Property ROE (the "**Station Property ROE Term**") shall commence on the Delivery Date and last until the latter of the end of the TCE Term or the date on which the Permanent Easement Deed, or another instrument, including but not limited to a Final Order of Condemnation, granting the Permanent Easements to LACMTA, is recorded.

2.3. LADWP ROE Term. The term of the LADWP ROE (the "**LADWP ROE Term**") shall commence on the date Owner delivers the LADWP ROE Property to LACMTA pursuant to Section 2.1.2 and shall last for sixty (60) consecutive days thereafter.

2.4. Restoration ROE Term. The term of the Restoration ROE (the "**Restoration ROE Term**" and, together with the TCE Term, the Station Property ROE Term, and the LADWP ROE Term, each, a "**Term**" and collectively, the "**Terms**") shall commence on the date Owner delivers possession of the Restoration Property to LACMTA and shall last for thirty (30) consecutive days.

3. Use Rights.

3.1. Construction Rights. LACMTA may use each Construction Area and the Restoration Property for construction of its Project during the applicable Term for the purposes stated below (such purposes, the "**Construction Rights**"):

3.1.1. TCE Use Rights.

3.1.1.1. In conjunction with the use of the TCE Property, LACMTA shall have the right to conduct construction staging, which includes, without limitation, contractor activities required to undertake temporary construction work inclusive but not limited to: site clearing, installation of fencing and sound walls, storage and temporary installation of site equipment including overhead cranes, demolition and relocation of the Owner's ventilation tower, relocation of the Owner's Fire Department and domestic water connections, relocation of Owner's Verizon communications utilities, relocation of the Owner's storm water manhole and piping, demolition of the Plaza and signage, storage of materials, and work activities during construction; construction of the Station Entrance and appendages, which includes, without limitation, activities required to construct the permanent work for the Station Entrance inclusive, but not limited to: installation of support of excavation such as soldier piles and lagging to depths of 10 to 20 feet below the Station Entrance base; decking above the excavation and internal struts; construction of the concrete work for walls, slabs, and roof; backfill; Station Entrance portal and roll-up door enclosure work; permanent ventilation tower construction for Owner; elevator superstructure implementation; internal and external finishes; ventilation appendages; plaza paving for portal access; and LACMTA plaza equipment.

3.1.1.2. LACMTA shall have the right of ingress and egress over, through, across, and under the TCE Property by persons on foot and by vehicles of all kinds, sizes, and weights, together with the storage and parking of vehicles, equipment, and materials of all kinds and natures needed for construction of the Project on or in the immediate vicinity of the TCE Property, excluding known Hazardous Substances (as defined below) other than (i) those typically used in construction work (such as fuel for construction equipment) or (ii) those for which LACMTA has obtained a permit or other authorization from the relevant regulatory authority.

3.1.1.3. LACTMA shall have the right to conduct excavation, drilling, tunneling, and construction, for any purpose reasonably related to the construction of the Project, including, without limitation, construction of temporary structures, temporary stockpiling of excavated materials (stored behind LACMTA's construction fencing), noise barrier fences, the temporary installation and use of overhead cranes, in and upon the TCE Property.

3.1.1.4. LACMTA shall also have the right to remove any trees, shrubs, landscaping, or other vegetation from the TCE Property, together with the right to install temporary pipes, wires, or lines for water, gas, electric, or telephone services, drainage, sewerage, or other utilities on, across, over, under, or through the TCE Property; and all other reasonable uses necessary, incidental, or useful to the construction by the LACMTA Parties, as that term is defined below, of the Project.

3.1.2. Station Property ROE Use Rights.

3.1.2.1. In conjunction with the use of the Station Property, LACTMA shall have the right to conduct construction staging, which includes, without limitation,

contractor activities required to undertake temporary construction work inclusive but not limited to: site clearing, installation of fencing and sound walls, storage and temporary installation of site equipment including overhead cranes, demolition and relocation of the Owner's ventilation tower, relocation of the Owner's Fire Department and domestic water connections, relocation of Owner's Verizon communications utilities, relocation of the Owner's storm water manhole and piping, demolition of the Plaza and signage, storage of materials, and work activities during construction; construction of the Station Entrance and appendages, which includes, without limitation, activities required to construct the permanent work for the Station Entrance inclusive, but not limited to: installation of support of excavation such as soldier piles and lagging to depths of 10 to 20 feet below the Station Entrance base; decking above the excavation and internal struts; construction of the concrete work for walls, slabs, and roof; backfill; Station Entrance portal and roll-up door enclosure work; permanent ventilation tower construction for Owner; elevator superstructure implementation; internal and external finishes; ventilation appendages; plaza paving for portal access; and LACMTA plaza equipment.

3.1.2.2. LACTMA shall have the right of ingress and egress over, through, across, and under the Station Property by persons on foot and by vehicles of all kinds, sizes, and weights, together with the storage and parking of vehicles, equipment, and materials of all kinds and natures needed for construction of the Project on or in the immediate vicinity of the Station Property, excluding known Hazardous Substances (as defined below) other than (i) those typically used in construction work (such as fuel for construction equipment) or (ii) those for which LACMTA has obtained a permit or other authorization from the relevant regulatory authority.

3.1.2.3. LACTMA shall have the right to conduct excavation, drilling, tunneling, and construction, for any purpose reasonably related to the construction of the Project, including, without limitation, construction of the permanent Station Entrance facilities, installation of permanent transit sign structures, construction of temporary structures, temporary stockpiling of excavated materials (stored behind LACMTA's construction fencing), noise barrier fences, the temporary installation and use of overhead cranes, and other temporary and permanent improvements in and upon the Station Property.

3.1.2.4. LACMTA shall also have the right to remove any trees, shrubs, landscaping, or other vegetation from the Station Property, together with the right to install temporary pipes, wires, or lines for water, gas, electric, or telephone services, drainage, sewerage, or other utilities on, across, over, under, or through the Station Property; and all other reasonable uses necessary, incidental, or useful to the construction by the LACMTA Parties, as that term is defined below, of the Project.

3.1.3. <u>LADWP ROE Use Rights</u>.

3.1.3.1. In conjunction with the use of the LADWP ROE Property, LACMTA shall have the right to conduct construction staging, which includes, without limitation, contractor activities required to undertake temporary construction work inclusive but not limited to: site clearing, installation of fencing and sound walls, storage and temporary

installation of site equipment including overhead cranes, demolition and relocation of the Owner's ventilation tower and system, and installation of ventilation system related components.

3.1.3.2. LACMTA shall have the right of ingress and egress over, through, across, and under the LADWP ROE Property by persons on foot and by vehicles of all kinds, sizes, and weights, together with the storage and parking of vehicles, equipment, and materials of all kinds and natures needed for construction of the Project on or in the immediate vicinity of the LADWP ROE Property, excluding known Hazardous Substances (as defined below) other than (i) those typically used in construction work (such as fuel for construction equipment) or (ii) those for which LACMTA has obtained a permit or other authorization from the relevant regulatory authority. LACMTA shall have the right to access and park necessary vehicles in Owner's parking structure in order to access and accomplish the LADWP Work as set forth in Exhibit D.

3.1.3.3. LACMTA shall have the right to conduct excavation, drilling, tunneling, and construction, for any purpose reasonably related to the construction of the Project, including, without limitation, construction of temporary structures, temporary stockpiling of excavated materials (stored behind LACMTA's construction fencing), noise barrier fences, the temporary installation and use of overhead cranes, and other temporary and permanent improvements in and upon the LADWP ROE Property.

3.1.3.4. LACMTA shall also have the right to remove any trees, shrubs, landscaping, or other vegetation from the LADWP ROE Property, together with the right to install temporary and permanent pipes, wires, or lines for water, gas, electric, or telephone services, drainage, sewerage, or other utilities on, across, over, under, or through the LADWP ROE Property; and all other reasonable uses necessary, incidental, or useful to the construction by the LACMTA Parties, as that term is defined below, of the Project.

3.1.4. Restoration ROE Use Rights.

3.1.4.1. In conjunction with the use of the Restoration ROE Property, LACMTA shall have the right to conduct construction staging, which includes, without limitation, contractor activities required to repave the sidewalk in such area inclusive but not limited to: site clearing, installation of fencing and sound walls, demolition and installation of concrete.

3.1.4.2. LACMTA shall have the right of ingress and egress over, through, across, and under the Restoration ROE Property by persons on foot and by vehicles of all kinds, sizes, and weights, together with the storage and parking of vehicles, equipment, and materials of all kinds and natures needed for construction of the Project on or in the immediate vicinity of the Restoration ROE Property, excluding known Hazardous Substances (as defined below) other than (i) those typically used in construction work (such as fuel for construction equipment) or (ii) those for which LACMTA has obtained a permit or other authorization from the relevant regulatory authority.

3.1.4.3. LACMTA shall have the right to conduct minor excavation, drilling, and construction, for any purpose reasonably related to the construction of the matching concrete flatwork in and upon the Restoration ROE Property.

3.1.4.4. LACMTA shall also have the right to remove any trees, shrubs, landscaping, or other vegetation from the Restoration ROE Property, together with the right to install temporary pipes, wires, or lines for water, gas, electric or telephone services, drainage, sewerage, or other utilities on, across, over, under, or through the Restoration ROE Property; and all other reasonable uses necessary, incidental, or useful to the construction by the LACMTA Parties, as that term is defined below, of the Project.

3.2. Station Property Operational Use Rights. In the event that the Permanent Easement Deed has not been recorded on or before the end of the TCE Term, then LACMTA shall have the right to continue to use and possess the Station Property for all purposes necessary or convenient for the operation, maintenance, and repair of the Station Entrance, including rights for ingress and egress of LACMTA, its employees, invitees, and transit riders, subject to the rights and restrictions under this Agreement, throughout the Station Property ROE Term.

3.3. Rights Personal to LACMTA. The use rights and TCE granted to LACMTA herein are personal to LACMTA, its agents, employees, consultants, contractors, and subcontractors (each a "**LACMTA Party**" or collectively, the "**LACMTA Parties**"), and therefore are not assignable. LACMTA shall ensure that the other LACMTA Parties comply with all terms and conditions of this Agreement.

3.4. Advance Compensation. LACMTA completed its appraisal of the Property Rights and made an offer to Owner in the amount of One Million Nine Hundred Five Thousand Dollars ($1,905,000.00), which is the amount of LACMTA's approved appraisal. LACMTA has paid to Owner the amount of the offer ("**Advance Compensation**") by wire transfer on August 3, 2023. The Advance Compensation set by LACMTA's offer, having been paid to Owner on August 3, 2023, is deemed as a deposit of probable compensation under Code of Civil Procedure section 1255.010 and is to be credited against the Final Compensation owed to Owner for the Property Rights. The Advance Compensation shall be deemed a deposit of probable compensation supporting the continued possession and use by LACMTA of the Construction Areas in this Agreement.

3.4.1 The Date of Value to be used in any proceeding for determination of the Just Compensation to be paid to Owner, including but not limited to an eminent domain proceeding, shall be the date that LACMTA paid the Advance Compensation to Owner which was August 3, 2023.

4. Preconstruction Activities.

4.1. LACMTA Preconstruction Surveys. LACMTA has transmitted to Owner that certain pre-construction survey dated November 12, 2020 (the "**Pre-Construction**

Survey"), conducted in locations within the limits of the anticipated zone of excavation influence depicted as the "Settlement Trough" in the vicinity of the Owner's Property.

4.2. Project Permits. Except as otherwise provided herein or in the Reimbursement Agreement, LACMTA shall be responsible for obtaining all applicable permits, easements, licenses, franchises, and authorizations ("**Permissions**") as needed for the Project, including without limitation, those permits and authorizations required by the City of Los Angeles (the "**City**"), the County of Los Angeles, and any other local, state, or federal agencies. Owner shall reasonably cooperate with LACMTA in supporting LACMTA's requests for Permissions, if required.

4.3. Owner Preconstruction Activities Requiring LACMTA Coordination. Pursuant to the Reimbursement Agreement, Owner and LACMTA have committed to undertaking certain advance relocation and modification work on facilities used by the Existing Structure prior to LACMTA's occupation of the Construction Areas and Restoration Property. Owner shall complete all such activities in accordance with the Reimbursement Agreement and prior to the Delivery Date.

5. Construction Activities.

5.1. Construction of the Station Entrance Facilities. During the TCE Term, LACMTA shall have the right to construct and install any and all permanent facilities, utilities, and structures necessary or useful for the Station Entrance, including, without limitation, a staircase, an entrance canopy, and access elevators throughout the Station Property. Any such permanent facilities shall be allowed to remain in and on the Station Property after the termination of this Agreement in accordance with an acquisition agreement or a Final Order of Condemnation, as may be authorized.

5.2. LADWP Work.

5.2.1. Design Plans. LACMTA has submitted to Owner, and Owner has reviewed and approved, the design plans for the LADWP Work. The design plans, after having been reviewed and approved by LADWP, shall be referred to herein as the "**Final Design Plans**." LACMTA, at its cost, shall perform the LADWP Work in accordance with the LADWP Scope of Work identified in Exhibit D, or any approved amendment(s) thereto, and in accordance with the Final Design Plans.

5.2.2. LADWP Sign Off. After LACMTA has completed the LADWP Work, it will coordinate with LADWP to secure LADWP's sign off on the LADWP Work.

5.2.3. Notwithstanding any other provision of this Agreement, and premised upon Owner undertaking no portion of the LADWP Work or obstructing or otherwise interfering with LACMTA's conduct of the LADWP Work, Owner and Owner Parties as defined below shall have no responsibility for any liability or damages arising out of LACMTA's design and construction of the LADWP Work, and LACMTA shall indemnify and defend Owner and Owner Parties from and against any claims actually or allegedly arising from or related to LACMTA's design and construction of the LADWP Work or work performed by others at the direction of LACMTA.

5.3. Construction Fence. Prior to commencing any construction work in any of the Construction Areas or Restoration Property, LACMTA will provide Owner written notice stating its need date for the affected Construction Area or Restoration Property no later than sixty (60) days prior to LACMTA's need date and, on such need date, Owner shall deliver the Construction Area or Restoration Property free and clear of any and all debris or obstructions.

5.3.1. Prior to undertaking any construction in any of the Construction Areas or Restoration Property, LACMTA shall erect a barrier around the affected Construction Area or Restoration Property as is prudent for health and safety purposes (each, a "**Construction Fence**"). The currently proposed Construction Fence materials and locations are indicated on Exhibits H and H.1.

5.3.2. The Construction Fence shall have graphics identifying the Project as a LACMTA project through the use of LACMTA's logo, imagery, artwork, and standard construction fence signs ("**Construction Fence Signage**"). Owner shall have the right to provide reasonable input to LACMTA regarding displays on the Construction Fence Signage and may, according to Owner's design, display logos, messaging, artwork, photos, and graphics, identifying the Owner's Property, and/or Owner's tenants in the Owner's Property, only. Owner shall design the display on the portion for the Construction Fence Signage that faces the Office Building's first floor lobby. LACMTA shall pay for all Construction Fence Signage, with the exception of any seasonal replacement panel(s) provided by Owner as described hereafter. No general or "off site" advertising shall be permitted as part of the Construction Fence Signage. Subject to LACMTA's prior design approval, which LACMTA shall not unreasonably withhold or delay, Owner may present to LACMTA seasonal replacement signage panel(s) for display on the Construction Fence on a periodic schedule mutually agreed to by LACMTA and Owner. The Construction Fence shall otherwise be kept clear of any images, logos, or messaging. Construction Fence Signage shall be displayed only in those areas adjacent to Owner's Property and in the areas designated in Exhibit H.1 ("**Construction Fence Signage Locations**") attached hereto. LACMTA shall cause its contractor to comply with obligations, terms, and conditions concerning Construction Fence Signage, including but not limited to maintenance, as contained in multiple provisions of its construction contract No. C45161C1152 with LACMTA. LACMTA shall cause its contractor to remove, repair, and/or cover any graffiti on the Construction Fence consistent with the requirements of contract No. C45161C1152. Owner may notify LACMTA of any graffiti on the exterior surfaces of the Construction Fence by contacting LACMTA's Customer Relations at 213 922 6235 or 1 800 464 2111 and including a separate email notice to LACMTA's designated representative to be supplied to Owner following execution of this Agreement ("**Graffiti Notice**"). If LACMTA does not cause its contractor to remove, repair, and/or cover the graffiti within 48 hours of receipt of Owner's Graffiti Notice, and after having provided the Graffiti Notice and the requisite time has passed, Owner may then undertake such measures as are reasonably necessary to remedy the condition on the exterior of the Construction Fence, only, provided that Owner (1) acts in good faith; (2) uses its commercially reasonable efforts to remedy the condition; and (3) is solely responsible for all actions and costs associated with this Section 4.3.2. Owner reserves the right to seek compensation from LACMTA for measures undertaken to remedy the condition of the

Construction Fence as, e.g., mitigation of damages. LACMTA shall cause its contractor to refresh and keep in good condition the exterior surfaces of the Construction Fence, and to remove the Construction Fence on expiration of the TCE Term, all so as to be consistent with the requirements of contract No. C45161C1152. The Construction Fence gates shall be closed and locked at the end of shift or when construction work is completed for the day.

Furthermore, in the event the Owner's existing building monument sign and/or permanent tenant signage located on the first floor façade of Owner's building is lost, damaged, removed, or is no longer visible from street level as a result of the Construction Fence or other element of the Project, Owner may elect to take commercially reasonable actions to create visible tenant identification signage along the Wilshire Boulevard first floor façade of its Office Building, as long as such signage is in conformity with City of Los Angeles requirements, for which LACMTA shall reimburse Owner the reasonable cost thereof.

5.4. Stormwater Collection System. The construction of the Project may impact the ability of runoff water at the Owner's Property to flow into Owner's existing stormwater retention manhole in the northwest corner of the Plaza. Accordingly, during the TCE Term, LACMTA shall manage stormwater runoff for all of the Owner's Property.

5.5. Environmental Documents. LACMTA represents it has prepared all of the environmental documents required by the various federal, state, and local agencies having jurisdiction over the Project with respect to such matters (the "**Environmental Documents**"), including, but not limited to, the final Environmental Impact Study/Environmental Impact Report ("**FEIS/FEIR**"), which considers the construction of the Project, among other things, as required by and in accordance with all federal, state, and local laws, regulations, ordinances, statutes, judgments, and rules applicable to LACMTA, the Project, Construction Areas, or the Restoration Property ("**Applicable Law**").

5.6. Construction Performance and Monitoring. All construction required of LACMTA shall be conducted in a good and workmanlike manner and shall be completed with diligence and compliance with the Mitigation Monitoring and Reporting Plan ("**MMRP**"), and identified in the FEIS/FEIR.

5.7. Construction Air Quality. In addition to complying with the MMRP, LACMTA shall use its commercially reasonable good faith efforts to control fugitive dust, track-out, or nuisance fumes from the Project-related construction to neighboring properties and the Owner's Property by complying with the air quality measures attached hereto as Exhibit G (the "**Temporary Environmental Controls**").

5.8. Monitoring. LACMTA shall require and ensure its contractor monitors building settlement on the Existing Structure, vibration on the Owner's Property, and noise in the vicinity of the Owner's Property during the Terms of the Temporary Rights.

5.9. Traffic. LACMTA and its agents, employees, and/or contractors will develop plans to manage traffic during construction of the Project as may be required by the City.

5.10. Lighting/Illumination. LACMTA shall maintain temporary construction lighting designed to ensure adequate lighting and safe operations for the Project. The temporary lighting will be designed so as to reasonably limit glare to the Owner's Property in accordance with the MMRP.

5.11. Emergency Access and Response.

5.11.1. LACMTA, or its contractor, has consulted with the Los Angeles City Fire Department (the "**LAFD**") and will develop an emergency plan for the Project to set forth emergency response procedures in the event of a chemical spill, explosion, fire, or other emergency event on the Construction Areas or Restoration Property (the "**Emergency Plan**").

5.11.2. LACMTA shall comply with the Emergency Plan at all times during the Term of the Temporary Rights.

5.11.3. LACMTA agrees to respond immediately to any emergency situation related to the Project, regardless of fault. Fault will be determined after the emergency situation has stabilized, if appropriate.

5.12. Removal of Items Belonging to Owner. Any items belonging to Owner on the Construction Areas or Restoration Property that must be removed as a result of any construction or other work related to the Project and that are not removed by Owner shall be removed consistent with LACMTA's final design plans for the Construction Areas or Restoration Property, at LACMTA's sole expense, subject to the terms and conditions of Section 1.1.5 of the Reimbursement Agreement. In the event any item belonging to Owner not previously identified in LACMTA's final design plans must be removed, including but not limited to signs and street lights, LACMTA shall provide written notice to Owner of the need to remove any such item, and, if such item is not removed within seven (7) days from Owner's receipt of written notice, it shall be deemed abandoned.

5.13. Hours of Operation. LACMTA's construction work week is seven (7) days per week, 24 hours per day.

6. End of Construction Obligations.

6.1. Restoration. Upon termination or expiration of this Agreement, unless otherwise agreed to by the Parties in writing or the requirements of Applicable Law, LACMTA shall restore the portions of the TCE Property to the condition they were in immediately prior to the TCE Term in accordance with plans approved by Owner in its reasonable discretion.

6.2. Sidewalk Repaving. At or around the end of construction of the Project, LACMTA shall enter onto the Restoration Property to repave the sidewalk in such area in accordance with plans approved by Owner, in its reasonable discretion. The entry rights

encompassed in the Restoration ROE include egress and ingress by construction personnel and consultants, pouring of concrete and associated tasks, inspections of work performed, and clean-up of the site after completion of such work. LACMTA shall perform the work under the Restoration ROE within a commercially reasonable time and in a workmanlike fashion.

7. **Force Majeure**. LACMTA shall be excused from strict compliance with the dates for performance under this Agreement during the occurrence of a Force Majeure Event (as defined below). If a Force Majeure Event occurs, the Terms in effect at the time of such event shall be extended by (i) the number of days a Force Majeure Event delays performance under this Agreement during such period, and (ii) to the extent a Force Majeure Event causes damage to the Construction Areas, Restoration Property, or the Project, the number of days it will take LACMTA to repair such damage and bring the Construction Areas, Restoration Property, or the Project to the condition that existed immediately prior to the Force Majeure Event.

7.1. For purposes of this Agreement, a "**Force Majeure Event**" is defined as any of the following events (provided such events are beyond the control of the LACMTA Parties and are not due to an act or omission of LACMTA), to the extent such events materially and adversely affect LACMTA's ability to perform its obligations hereunder and which event (or the effects of which event) could not have been avoided by due diligence and use of LACMTA's reasonable efforts:

7.1.1. Any earthquake exceeding 3.5 on the Richter scale epicentered within twenty five (25) miles of the Owner's Property, any earthquake exceeding 5.0 on the Richter scale epicentered within fifty (50) miles of the Owner's Property, or any earthquake exceeding 6.5 on the Richter scale epicentered within seventy five (75) miles of the Owner's Property, based on the final determination regarding the location and magnitude of the earthquake published by the National Earthquake Information Center in Golden, Colorado;

7.1.2. Any epidemic, pandemic, other health emergency (including relating to COVID-19), quarantine restrictions, blockade, rebellion, war, riot, civil disorder, act of a public enemy, or act of sabotage, or any malicious or other acts intended to cause loss or damage;

7.1.3. The discovery at, near, or on the Owner's Property of any archaeological, paleontological, or cultural resources or Hazardous Substances; provided that the existence of such resources or substances would not have become known to LACMTA by undertaking reasonable investigation;

7.1.4. The discovery at, near, or on the Owner's Property of any species listed as threatened or endangered under federal or state endangered species laws, except to the extent that the environmental documents related to the Project provide for mitigation measures to be undertaken with respect thereto, regardless of whether the species is listed as threatened or endangered;

7.1.5. Any fire or other physical destruction or damage, including lighting, explosion, drought, rain, flood, hurricane, storm, or action of the elements, or other acts of God.

7.1.6. The suspension, termination, interruption, denial, or failure to obtain, non-renewal or amendment by a governmental entity or Owner of any permit or approval required to be obtained and maintained in force by LACMTA;

7.1.7. Any change in a federal, state, or local law or change in the judicial or administrative interpretation or adoption of any new federal, state, or local law which is materially inconsistent with laws in effect on the date this Agreement is executed;

7.1.8. Any court-issued injunction or order halting construction of the Project pursuant to any lawsuit challenging the Project and/or environmental review for the Project under the National Environmental Policy Act or California Environmental Quality Act;

7.1.9. Any strike, labor dispute, freight embargoes, work slowdown, work stoppage, secondary boycott, walkout, or other similar occurrence, provided such matter impacts work on the Project; or

7.1.10. Any delays or work stoppage caused by the negligent or intentionally tortious acts of Owner and/or a breach by Owner of its obligations under this Agreement.

8. **Indemnity**. LACMTA will defend, indemnify, protect, and hold harmless the Owner and its officers, directors, agents, employees, lenders, successors, and assigns (the "**Owner Parties**") from all claims, losses, damages, liabilities, and expenses, including reasonable attorneys' fees and costs (collectively, "**Claims**"), which may arise or be claimed against the Owner Parties or any of them, for any injuries to, death of, or damages to the person or the property of any persons, firms, or corporations, arising from the negligence or willful misconduct of LACMTA or the LACMTA Parties during its use of the Construction Areas and Restoration Property during the TCE Term, or arising from any negligent or intentionally wrongful acts or omissions of LACMTA or the LACMTA Parties with respect to the terms of this Agreement, or arising from LACMTA's failure to comply with any laws, statutes, ordinances, codes, or regulations as herein provided. The Owner Parties shall not be liable to LACMTA for any damages, losses, or injuries to the persons or property of LACMTA which may be caused by or alleged to have been caused by the acts, negligence, omissions, or faults of any persons, firms, or corporations, except to the extent such damages, losses, or injures are caused by the negligence or willful misconduct of the Owner Parties. All personal property placed on the Property as part of the exercise of the Construction Rights shall be at the risk of LACMTA or the owner of such personal property, and the Owner Parties shall not be liable to LACMTA or any third party owner for any damage to said personal property. LACMTA shall obtain an insurance policy or policies insuring LACMTA's indemnity obligations hereunder, and such other insurance as the Owner may reasonably require. Certificates of Insurance setting forth the aforesaid insurance shall name Owner as an additional insured on the liability policies

on a primary and non-contributory basis, and shall be provided to Owner prior to LACMTA's equipment or personnel being on the Property. If any or all of the Owner Parties are made a party to any litigation commenced against LACMTA, then LACMTA shall protect and hold harmless the Owner Parties from and against, and shall pay, all costs, expenses, and reasonable attorneys' fees incurred or paid by such parties in connection with such litigation, with the exception of any fees, expenses, or costs incurred in connection with causes of action arising from the gross negligence or willful misconduct of the relevant Owner Parties, as determined in a final, unappealable order or judgment of a court of competent jurisdiction. Notwithstanding the foregoing, LACMTA's obligations to any mortgage lender arising from this Section 7 shall only apply to a lender who holds a beneficial interest in the Owner's Property at the time the Claim arose.

9. Insurance. LACMTA or its contractor(s) shall, at their sole cost and expense, obtain and maintain policies of insurance to provide the coverages specified in Exhibit I. Such policies of insurance shall be placed with insurance carriers with A.M. Best ratings of no less than A-VII and licensed to do business in the state of California, and shall specify that the insurer must provide Owner with not less than thirty (30) days prior written notice of the cancellation, termination, non-renewal, or reduction in coverage of any policy. The Commercial General Liability and contractor's pollution liability insurance policies shall be endorsed to include the Owner Parties as additional insureds for the acts and omissions of LACMTA or any LACMTA Party, and such policies shall be primary, not contributing with any insurance maintained by Owner Parties. All insurance policies specified in Exhibit I shall be endorsed to waive any right of subrogation or recovery against Owner Parties. LACMTA or its contractor(s) shall submit certificates of insurance including additional insured and waiver of subrogation endorsements to Owner not less than thirty (30) days prior to the commencement of any work of construction or the entry of LACMTA, its agents, employees, or contractors on the Owner's Property for pre-construction activities, and upon renewal of each insurance policy. The minimum limits of required insurance will in no event limit the liability or indemnification obligations of LACMTA or its contractors under this Agreement. Required limits may be met through a combination of primary insurance and follow-form Excess/Umbrella Liability insurance.

9.1. Self-Insurance Permitted. The insurance requirements of this Agreement may be satisfied by providing evidence that LACMTA is legally self-insured. LACMTA agrees that any program of self-insurance shall protect the interests of the Owner in the same manner as those interests would have been protected had a policy of commercial insurance been in effect.

9.2. Single Program Insurance Permitted. In the event that LACMTA has entered into an agreement with its contractor where such contractor will provide coverage for itself and its subcontractors under one overarching contractor-controlled insurance program, such program shall meet the requirements of this Section.

10. Hazardous Substances. LACMTA shall be permitted to bring onto, and use on, the Construction Areas or Restoration Property Hazardous Substances (as defined below) normally and customarily used in a public works construction project similar in size and scope to the Project. Notwithstanding the foregoing, LACMTA shall not permit to be

disposed, stored, or placed upon the Construction Areas or Restoration Property any Hazardous Substance, except for usual and necessary construction related petroleum materials, such as fuel and lubricants, provided such materials are stored in South Coast Air Quality Management District ("**SCAQMD**") approved containers and used in compliance with SCAQMD mandates and all Environmental Laws.

10.1. "**Hazardous Substances**" means any pollutant, contaminant, waste and any toxic, carcinogenic, reactive, corrosive, ignitable, flammable, or infectious chemical, chemical compound, or substance or otherwise hazardous wastes, toxic or contaminated substances or similar materials, including, without limitation, any quantity of asbestos, urea formaldehyde, PCBs, radon gas, crude oil or any fraction thereof, all forms of natural gas, petroleum products, by-products or derivatives, radioactive substances, methane, hydrogen sulfide or materials, pesticides, waste waters, or sludges, any of the above of which are subject to regulation, control, or remediation under any Environmental Laws (as defined below).

10.2. "**Environmental Laws**" means all applicable federal, state, and local laws, statutes, ordinances, rules, regulations, orders, and judgments relating to the protection or clean-up of the environment, the use, treatment, storage, transportation, generation, manufacture, processing, distribution, handling or disposal of, or emission, discharge or other release or threatened release of hazardous or toxic substances, the preservation or protection of waterways, groundwater, drinking water, air, wildlife, plants, or other natural resources, the health and safety of persons or property, or the protection of the health and safety of employees, as the same may be amended, modified, or supplemented from time to time, including, without limitation: the Clean Air Act, as amended, 42 U.S.C. section 7401 et seq.; the Federal Water Pollution Control Act, as amended, 33 U.S.C. section 1251 et seq.; the Resource Conservation and Recovery Act of 1976, as amended, 42 U.S.C. section 6901 et seq.; the Comprehensive Environment Response, Compensation and Liability Act of 1980, as amended (including the Superfund Amendments and Reauthorization Act of 1986), 42 U.S.C. section 9601 et seq.; the Toxic Substances Control Act, as amended, 15 U.S.C. section 2601 et seq.; the Occupational Safety and Health Act, as amended, 29 U.S.C. section 651; the Emergency Planning and Community Right-to-Know Act of 1986, 42 U.S.C. section 11001 et seq.; the Safe Drinking Water Act, as amended, 42 U.S.C. section 300 et seq.; the California Health and Safety Code (§ 25100 et seq.,§ 25249.5 et seq., § 39000 et seq.), the California Water Code (§ 13000 et seq.); all comparable state and local laws, laws of other jurisdictions or orders and regulations; and any and all common law requirements, rules, and bases of liability regulating, relating to or imposing liability or standards of conduct concerning pollution or protection of human health or the environment, as now or may at any time hereafter be in effect.

10.3. LACMTA forever holds harmless, indemnifies, releases, and discharges Owner Parties from any and all Claims of any nature or kind whatsoever related to Hazardous Substances under or around the Construction Areas or Restoration Property that are generated, removed, treated, placed, or disposed of by any LACMTA Party during the performance of activities pursuant to this Agreement (the "**Actionable Hazardous Substances**"). Notwithstanding the foregoing, LACMTA shall not indemnify Owner

Parties for any Claims arising or resulting from Hazardous Substances or existing contamination in, under, or around the Construction Areas or Restoration Property that are not Actionable Hazardous Substances or that pre-date LACMTA's access to portions of the Owner's Property provided by this Agreement.

10.4. Discovery Protocol. Should LACMTA discover or become aware of the presence of Hazardous Substances or contamination within, on, or around the Construction Areas or Restoration Property in violation of Environmental Laws, it shall do the following (without waiving any rights for contribution by Owner or other third parties):

10.4.1. Notify Owner in writing within 48 hours after the Hazardous Substance or contamination is discovered. The notice shall describe the nature and quantity of the Hazardous Substances or contamination discovered and assess, if then known, the immediate potential risks posed to the public, the employees of LACMTA, its contractors, Owner, and the environment.

10.4.2. If the Hazardous Substance is an Actionable Hazardous Substance, notify the applicable governmental agency of such Hazardous Substance in accordance with Applicable Law. LACMTA shall deliver to Owner copies of any notice and correspondence to and from the applicable regulatory agency undertaken by LACMTA pursuant to this Section. If the Hazardous Substance discovered is not an Actionable Hazardous Substance, LACMTA shall reasonably cooperate with Owner as it undertakes its legal obligations with respect to such Hazardous Substance.

10.4.3. If the Hazardous Substance is an Actionable Hazardous Substance, promptly do whatever is prudent, and whatever is required (to the extent that such work is required of LACMTA in its capacity under this Agreement) by any competent regulatory agency or Applicable Law, to protect the public, the LACMTA Parties, Owner, Owner's tenants, and the environment from any likely human health risks posed by the Hazardous Substance.

10.4.4. LACMTA shall be responsible for managing and disposing of, in accordance with Environmental Laws, any debris, solid waste, Actionable Hazardous Substances, or any other material, including soils or groundwater, in, under or around the Construction Areas or Restoration Property that is generated or removed by any LACMTA Party during the performance of construction activities pursuant to this Agreement. LACMTA shall list itself as the generator of waste on the manifest for Actionable Hazardous Substances removed from the Owner's Property by the LACMTA Parties in accordance with the activities conducted pursuant to this Agreement. The LACMTA Parties shall properly dispose of Actionable Hazardous Substances, at locations off the Construction Areas and Restoration Property, in accordance with Applicable Law.

11. Health and Safety. Owner shall have no obligation to provide security for the LACMTA activities or for ensuring that LACMTA complies with Applicable Law including health and safety laws. LACMTA shall take all legally required safety and security precautions in connection with its activities on the Construction Areas and Restoration Property. LACMTA shall monitor the Project, the Construction Areas, and the Restoration

Property in accordance with the procedures set forth in the work plan for monitoring the safe implementation of the Project. In the event that LACMTA detects a condition arising from the Project that would be reasonably likely to adversely affect the health or safety of persons or property, including the public, the employees of LACMTA, its agents, employees, or contractors, Owner Parties, visitors, and the environment within, on, or around the Project, the Construction Areas, or the Restoration Property, LACMTA shall take action to remedy such condition as set forth in the work plan.

12. Periodic Meetings. During construction, LACMTA and Owner will meet periodically, as requested by either Party. LACMTA has a community relations department to inform stakeholders about progress on the Project and specific items of concern to the area. LACMTA's primary contact for these matters is Kasey Shuda, Senior Construction Relations Manager, Tel: (323) 900-2124 and Owner's primary contact is David O'Brien, Cresa, Tel.: (310) 943-5134.

13. Default, Remedies, and Termination.

13.1. If either Party fails to perform any material term, covenant, or condition of this Agreement, the other Party shall provide the non-performing Party with written notice of such Party's failure to perform. Upon receipt of such notice, the non-performing Party shall have thirty (30) calendar days to cure a failure to perform, unless a shorter cure period applies as set forth elsewhere in this Agreement. If the non-performing Party has not cured within the foregoing time frames or if the cure takes longer than the time frames provided and the non-performing Party has not commenced the cure and is not diligently prosecuting the cure to completion, then the non-performing Party shall be considered in default under this Agreement.

13.2. In the event of any default of this Agreement as provided in Section 12.1, the non-defaulting Party shall have the right to pursue all rights and remedies available to such Party at law or in equity, subject to the terms and provisions of this Section below.

13.3. The failure of an aggrieved Party to enforce any covenant, condition, restriction, or provision herein contained shall in no event be deemed a waiver of the right thereafter to do so, nor of the right to enforce any other covenant, condition, restriction, or provision set forth in this Agreement. A Party shall be considered to have waived any rights hereunder only if such waiver is in writing.

13.4. Notwithstanding anything contained or implied in this Agreement to the contrary, in no event shall the remedies available hereunder for a default of this Agreement include termination of this Agreement. Each Party waives any right under law, equity, or otherwise to terminate this Agreement as a remedy following default hereunder.

14. LACMTA Responsibility. LACMTA acknowledges its obligation to ensure that all of its covenants, guarantees, and requirements under this Agreement are completely fulfilled. To the extent LACMTA contracts with or otherwise allows any LACMTA Party to be present on the Construction Areas or the Restoration Property during the prosecution

of the Project, to perform any work related to the Project or to fulfill any requirement or covenant under this Agreement, LACMTA agrees that as between Owner and LACMTA, LACMTA is fully responsible for ensuring that each such LACMTA Party complies with the terms of this Agreement. Nothing in this Agreement shall be construed to affect or impact LACMTA's ability to concurrently pursue claims for indemnity or otherwise against a LACMTA Party.

15. General Terms.

15.1. Owner's Limitation on Liability. Notwithstanding anything to the contrary contained in this Agreement, LACMTA agrees that no direct or indirect partner, shareholder, member, manager, owner, director, trustee, agent, affiliate, or employee in or of Owner shall be personally liable in any manner or to any extent under or in connection with any obligation of Owner under this Agreement.

15.2. Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective successors, successors-in-interest, representatives, heirs, and permitted assigns, including but not limited to any Owner successor entities. To that end, Owner shall be permitted to assign this Agreement to any successor entity that maintains an ownership interest in the Owner's Property. Should such an assignment occur, Owner shall provide written notice of the assignment to LACMTA, and LACMTA shall take all actions necessary to ensure compliance with the insurance provisions of this Agreement as to the successor entity, including making corrections to the additional insureds.

15.3. Severability. In the event any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provisions hereof unless any of the stated purposes of the Agreement would be defeated.

15.4. Amendments. No amendments or modifications to this Agreement shall be of any force, value, or effect unless the amendment or modification is in writing and signed by the Parties hereto. All amendments, changes, revisions, and discharges of this Agreement in whole or in part, and from time to time, shall be binding upon the Parties despite any lack of legal consideration, so long as the same shall be in writing and executed by the Parties hereto.

15.5. No Joint Venture. Nothing contained in this Agreement shall be deemed or construed by any person to create the relationship of partnership, joint venture, co-ownership, or principal and agent between the Parties.

15.6. Construction. The language in all parts of this Agreement shall in all cases be construed as a whole and in accordance with its fair meaning and shall not be construed strictly for or against any of the Parties.

15.7. No Third-Party Beneficiaries. Except as otherwise expressly set forth herein, this Agreement is not intended to benefit any third party. Without limitation of the

foregoing, no individual of the public shall be a third-party beneficiary of this Agreement or have any rights or remedies under this Agreement.

15.8. Captions. Any captions or headings to the sections and subsections in this Agreement are solely for the convenience of the Parties hereto, are not a part of this Agreement, and shall not be used for the interpretation or determination of validity of this Agreement or any provision hereof, and in no way define, limit, or prescribe the scope or intent of this Agreement or any provisions thereof.

15.9. No Waiver. Any waiver, consent, or approval by either Party of any breach, default, or event of default of any provision, condition, or covenant of this Agreement must be in writing and shall be effective only to the extent set forth in writing. No waiver of any breach, default, or event of default shall be deemed a waiver of any later breach, default, or event of default of the same or any other provision of this Agreement. Any failure or delay on the part of either Party in exercising any power, right, or privilege under this Agreement shall not operate as a waiver thereof, nor shall any single or partial exercise of any such power, right, or privilege preclude any further exercise thereof.

15.10. Governing Law/Venue/Jurisdiction. This Agreement shall be governed by and construed in accordance with the laws of the State of California, without regard to its conflicts of laws principles. The Parties acknowledge and agree that any legal suit, action, or proceeding against the other arising out of or relating to this Agreement may be instituted only in a federal or state court in the State of California, Los Angeles County, and the Parties waive any objections that they may now or hereafter have based on venue and/or forum non conveniens of any such suit, action, or proceeding. The Parties will hereby irrevocably submit to the exclusive jurisdiction of any such court in any suit, action, or proceeding.

15.11. Notice. Any notice pursuant to this Agreement shall be given in writing by: (i) personal delivery; (ii) reputable overnight delivery service with proof of delivery; or (iii) United States Mail, postage prepaid, registered or certified mail, return receipt requested, sent to the intended addressee at the address set forth below, or to such other address or to the attention of such other person as the addressee shall have designated by written notice sent in accordance herewith. Any notice so given shall be deemed to have been given on the day the addressee receives it or refuses to receive it, so long as (a) that day is a Business Day, and (b) the notice is received prior to 5:00 p.m. local time of the recipient. ("**Business Day**" means any day other than a Saturday or Sunday or a day on which banking institutions in the State of California are authorized or obligated by law to be closed.) Notice received on a day that is not a Business Day, or on a Business Day after 5:00 p.m. local time of the recipient, shall be deemed to have been given the next Business Day. Unless changed in accordance with this Section 14.11, the addresses for notices given pursuant to this Agreement shall be as follows:

If to Owner: 10900 Wilshire, L.L.C.
45 Rockefeller Plaza, 7th Floor
New York, New York 10111
Attn: General Counsel

Tel: (212) 715-0300
Email: generalcounsel@tishmanspeyer.com

With a copy thereof to: Allen Matkins Leck Gamble Mallory & Natsis LLP
2010 Main Street, Eighth Floor
Irvine, California 92614
Attn: K. Erik Friess, Esq.
Tel: (949) 553-1313
Email: rfriess@allenmatkins.com

And if to LACMTA: Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza – Mail Stop 99-16-10
Los Angeles, California 90012-2952
Attn: Kimberly Ong
Executive Officer, Projects Engineering
Tel: (213) 312-3143
Email: ongk@metro.net

With a copy thereof to: Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza FL - Mail Stop 99-16-1
Los Angeles, California 90012-2952
Attn: Matthew Crow
Deputy Executive Officer, Projects Engineering
Tel: (213) 312-3144
Email: crowm@metro.net

With a copy thereof to: Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza - Mail Stop 99-22-8
Los Angeles, California 90012-2952
Attn: Craig Justesen
Deputy Executive Officer, Real Estate
Email: justesenc@metro.net

With a copy thereof to: Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza – Mail Stop 99-24-42
Los Angeles, California 90012-2952
Attn: Quinn Tang
Email: TangQ@metro.net

16. **Exhibits**. The following exhibits are attached to this Agreement:

Exhibit A	Owner's Property
Exhibit B	TCE Property
Exhibit C	LADWP ROE Property
Exhibit D	LADWP Scope of Work
Exhibit E	(intentionally blank)
Exhibit F	Restoration Property

Exhibit G	Temporary Environmental Controls
Exhibit H	Construction Fence
Exhibit H.1	Construction Fence Signage Locations
Exhibit I	Insurance Coverage
Exhibit J	(intentionally blank)
Exhibit K	Station Property

All exhibits attached to this Agreement are hereby incorporated by this reference into the body of this Agreement.

17. Binding Covenants. The terms, provisions, agreements, covenants, conditions, and restrictions set forth in this Agreement shall be equitable servitudes, and shall run in favor and be enforceable for the benefit of, and shall be binding upon and enforceable against, each Party's property and their respective successors, successors-in-interest, and assigns as fee owner of such property for the duration of this Agreement.

Exhibit A

Owner's Property

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOTS 1, 2 AND 3 OF TRACT NO. 36539, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 969 PAGES 29 TO 31 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT FROM SAID LOT 2, ALL OIL AND MINERAL RIGHTS UNDER 500 FEET BELOW THE SURFACE OF SAID LAND, HOWEVER THE LESSOR SHALL HAVE NO RIGHT OF SURFACE ENTRY, AS RESERVED BY DEAN M. HULL AND KATHRYN O. HULL AND WILLIAM A. HUBBARD AND PHYLLIS H. HUBBARD, IN LEASE, DATED FEBRUARY 27, 1978, A MEMORANDUM OF WHICH WAS RECORDED MARCH 17, 1978 AS INSTRUMENT NO. 78-280790, OFFICIAL RECORDS.

EXCEPT FROM SAID LOT I, ALL OIL AND MINERAL RIGHTS UNDER 500 FEET BELOW THE SURFACE OF SAID LAND, HOWEVER, LESSOR SHALL HAVE NO RIGHT OF SURFACE ENTRY, AS RESERVED BY JOSEPH K. HORTON AND WILLIAM L. HORTON, JR., AS TRUSTEES UTA MILLIE KURTZ HORTON, MAY 1, 1954, IN LEASE DATED JANUARY 27, 1978, A MEMORANDUM OF WHICH WAS RECORDED MARCH 17, 1978 AS INSTRUMENT NO. 78-280791, OFFICIAL RECORDS.

EXCEPT FROM SAID LOT 3, ALL OIL, GAS, HYDROCARBON SUBSTANCES AND MINERALS NOW OR HEREAFTER COMMERCIALLY EXPLOITABLE AND LYING 500 FEET BENEATH THE SURFACE OF SAID LAND, TOGETHER WITH THE EXCLUSIVE AND PERPETUAL RIGHT OF INGRESS AND EGRESS BELOW A DEPTH OF 500 FEET MEASURED VERTICALLY FROM THE SURFACE OF SAID LAND TO EXPLORE, DRILL, MINE, PRODUCE, EXTRACT, MARKET, AND SELL SUCH OIL, GAS, HYDROCARBON SUBSTANCES AND MINERALS; PROVIDED, HOWEVER, THAT THE GRANTORS, THEIR SUCCESSORS OR ASSIGNS, SHALL NOT USE THE SURFACE OF SAID LAND IN THE EXERCISE OF ANY OF SAID RIGHTS AND SHALL NOT DISTURB THE SURFACE OF SAID LAND OR ANY IMPROVEMENTS THEREON OR REMOVE OR IMPAIR THE LATERAL OR SUBJACENT SUPPORT OF SAID LAND OR ANY IMPROVEMENTS THEREON AND SHALL CONDUCT NO OPERATIONS WITHIN NOR HAVE ANY ACCESS WITHIN 500 FEET OF THE SURFACE OF SAID LAND, AS RESERVED BY MARSHALL K. GRAHAM AND VIRGINIA D. GRAHAM, IN DEED RECORDED JULY 2, 1979, AS INSTRUMENT NO. 79-717959, OFFICIAL RECORDS.

APN: 4324-001-031

Depiction:

Lots 1, 2, and 3 of Tract No. 36539, as depicted below:

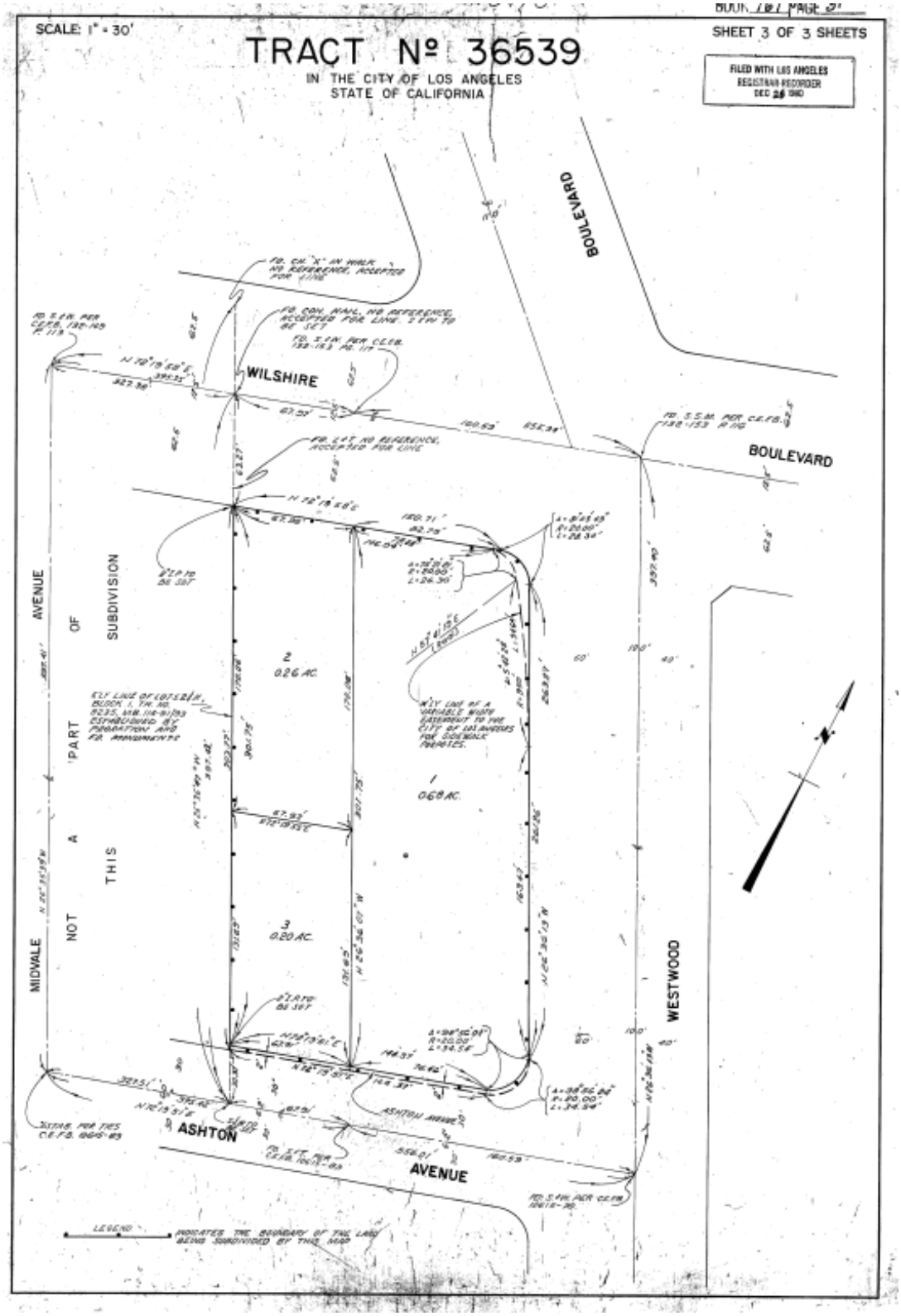


Exhibit B

TCE Property

Legal Description of Temporary Easement W-5004-2

That portion of Lots 1, 2 and 3 of Tract No. 36539, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 969 of Maps, Pages 29 through 31, inclusive, in the Office of the County Recorder of said County, more particularly described as follows:

COMMENCING at the most westerly corner of said Lot 2, said point also being on the southeasterly line of Wilshire Boulevard (62.5 feet half-width) as shown on the map of said Tract No. 36539; thence along the southwesterly line of said Lot 2, South 26°22'55" East, 15.03 feet to the **POINT OF BEGINNING**; thence leaving said southwesterly line, North 63°51'40" East, 23.50 feet; thence South 26°22'55" East, 0.75 feet; thence North 63°37'51" East, 29.22 feet; thence North 26°22'22" West, 7.60 feet to the northwesterly line of said Lot 2; thence along said northwesterly line, North 72°32'49" East, 97.33 feet to the beginning of a tangent curve, concave southeasterly and having a radius of 20.00 feet; thence continuing along said northwesterly line, northeasterly 2.85 feet along said curve, through a central angle of 08°09'30"; thence leaving said northwesterly line, South 63°37'05" West, 110.17 feet; thence South 26°36'17" East, 6.70 feet; thence South 63°35'55" West, 41.49 feet to said southwesterly line of Lot 2; thence along said southwesterly line, North 26°22'55" West, 15.71 feet to the **POINT OF BEGINNING.**

This description prepared by me or under my direction:

James L. Elliott, P.L.S. 6334

6-9-21

Date

LICENSED LAND SURVEYOR
JAMES L. ELLIOTT
NO. 6334
STATE OF CALIFORNIA

Depiction of Temporary Easement W-5004-2

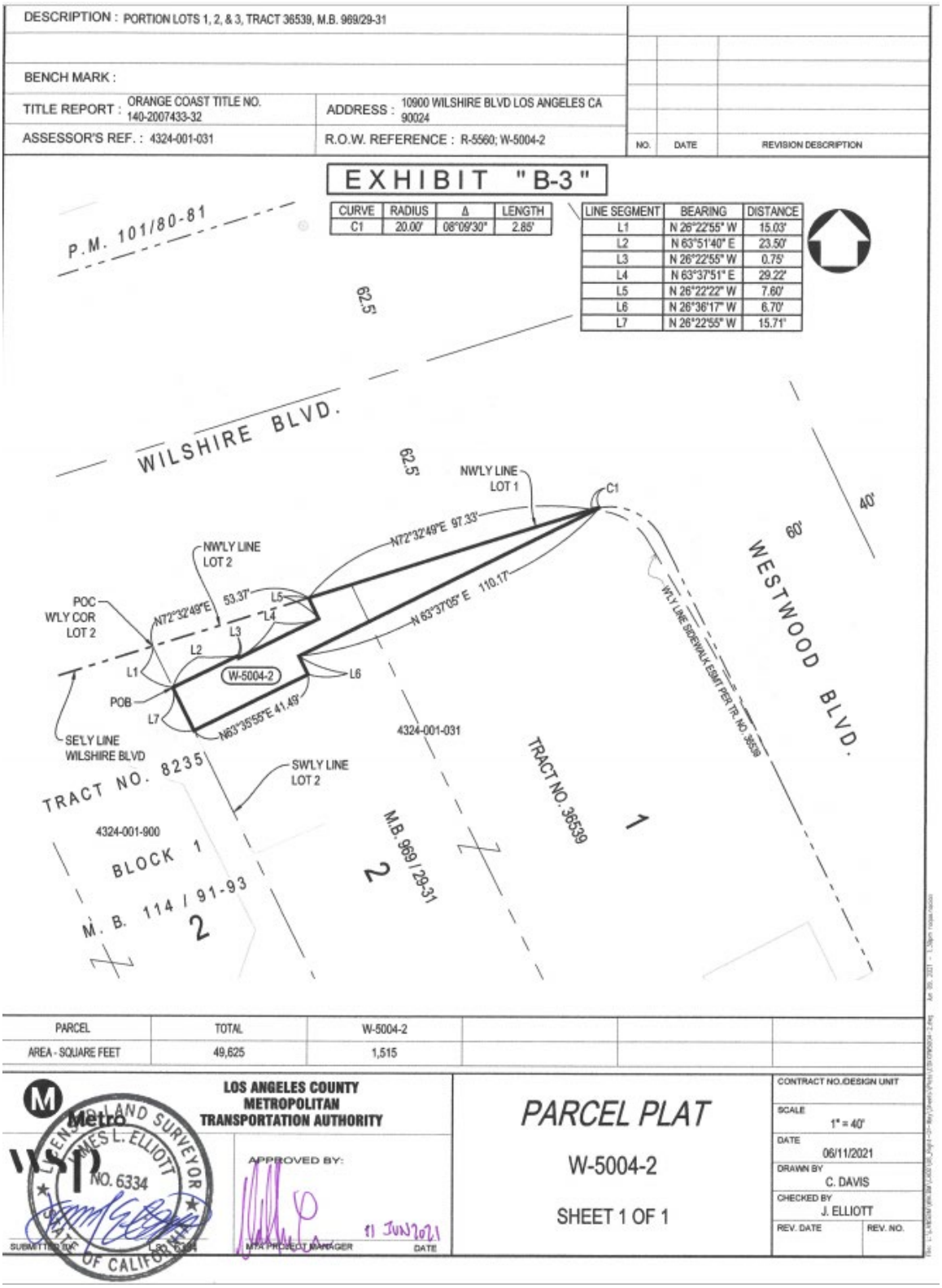
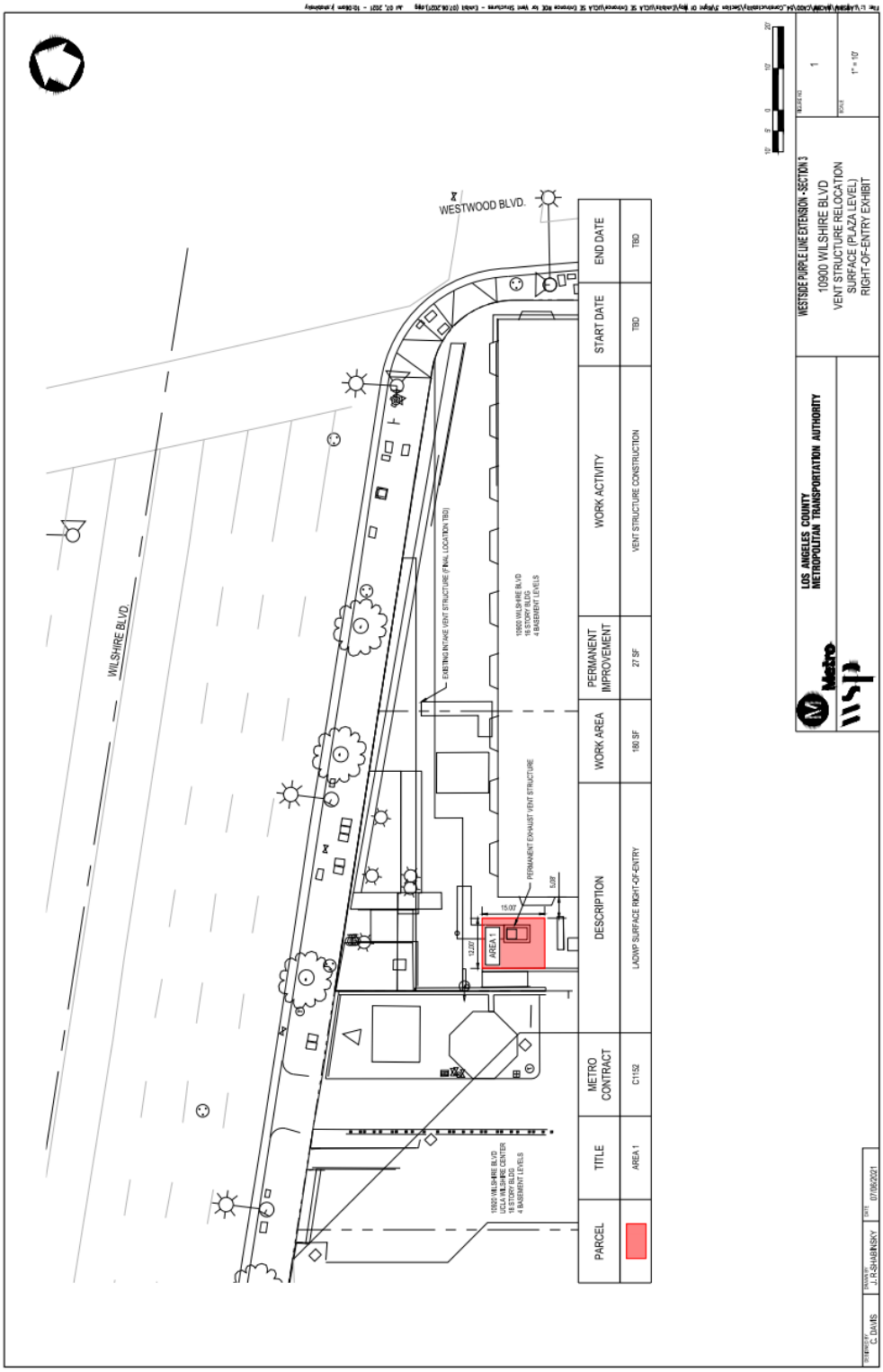


Exhibit C

LADWP ROE PROPERTY



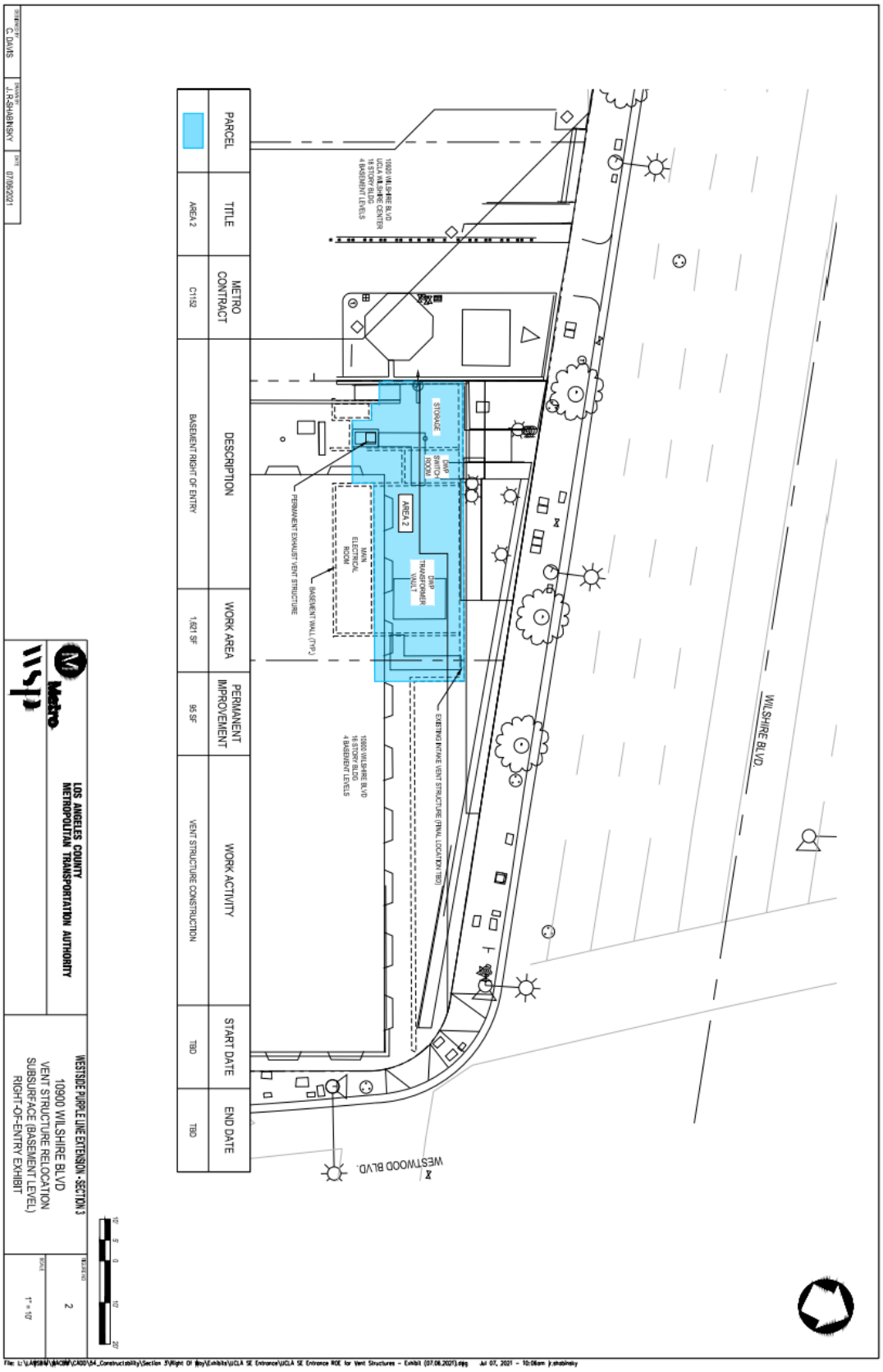

WILSHIRE BLVD
WESTWOOD BLVD.
10900 WILSHIRE BLVD
16 STORY BLDG
4 BASEMENT LEVELS
10900 WILSHIRE BLVD
LOS ANGELES CENTER
16 STORY BLDG
4 BASEMENT LEVELS
STORAGE
DWP SWITCH ROOM
AREA 2
DWP TRANSFORMER VAULT
MAIN ELECTRICAL ROOM
PERMANENT EXHAUST VENT STRUCTURE
BASEMENT WALL (TYP.)
EXISTING INTAKE VENT STRUCTURE (FINAL LOCATION TBD)
N
PARCEL
TITLE
METRO CONTRACT
DESCRIPTION
WORK AREA
PERMANENT IMPROVEMENT
WORK ACTIVITY
START DATE
END DATE
AREA 2
C1152
BASEMENT RIGHT OF ENTRY
1,621 SF
95 SF
VENT STRUCTURE CONSTRUCTION
TBD
TBD
DESIGNED BY C. DAVIS
DRAWN BY J.R.SHABINSKY
DATE 07/06/2021
Metro
wsp
LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
WESTSIDE PURPLE LINE EXTENSION - SECTION 3
10900 WILSHIRE BLVD
VENT STRUCTURE RELOCATION
SUBSURFACE (BASEMENT LEVEL)
RIGHT-OF-ENTRY EXHIBIT
SHEET NO. 2
SCALE 1" = 10'
10' 5' 0' 10' 20'

Exhibit D

LADWP Scope of Work

Right of Entry Scope of Work/Access Requirements

Area 1&2: Surface Right of Entry:

Area 1:

- After demo is complete by others, field survey to ensure proper materials are available for install. (1 Day)
- Install/Connect ductwork to duct riser off new EF serving the LADWP vault. (2 day)
- Inspect area once shaft enclosure is complete to ensure no issues prior to fan start-up. (1 day)

Area 2:

- Current design does not require ROE access to Area 2 for temporary or permanent intake vent structure.

Notes:

- Scope of work, sequencing and durations shown above are subject to change based on the final design and field conditions.
- Durations shown are for general access purposes only, workdays shown may not reflect full 8-hour shifts or may not occur consecutively.
- Current scope of work is planned during normal business hours (6 a.m. – 3 p.m. M-F), no other off hour access is currently requested.
- Minimum 2 Parking spots and adequate work areas are requested for all activities shown above.

Area 3: Basement Right of Entry:

Supply Fan Side:

- Air Balance Subcontractor to take readings of Existing Supply Fan serving LADWP Vault CFM output prior to demo of system components. (1 Day)
- Shutdown system for tie over to temporary intake ductwork. (1 day)
- Re-Energize Fan and perform system checkout. (1 day)
- Shutdown system for tie over to permanent intake ductwork. (1 day)
- Re-Energize Fan and perform system checkout. (1 day)
- Air Balance Subcontractor to take final readings once system is back online. (1 Day)

Exhaust Fan Side:

- Saw cut new exhaust duct penetrations for storage room and LADWP vault walls. (2 days)
- Install Fan, Ductwork, fire dampers and other system related components. (10 days)
- Install new line voltage thermostat and local audible alarm for new exhaust fan. (3 days)
- Test and Commission New Exhaust Fan. (2 days)
- Air Balance Subcontractor to take final readings once system is complete. (1 Day)

Notes:

- Scope of work, sequencing and durations shown above are subject to change based on the final design and field conditions.
- Durations shown are for general access purposes only, workdays shown may not reflect full 8-hour shifts or may not occur consecutively.
- Current scope of work, besides work required within the LADWP vault, is planned during normal business hours (6 a.m. – 3 p.m. M-F), no other off hour access is currently requested.
- Minimum 2 Parking spots and adequate work areas are requested for all activities shown above.

Exhibit F

Restoration Property

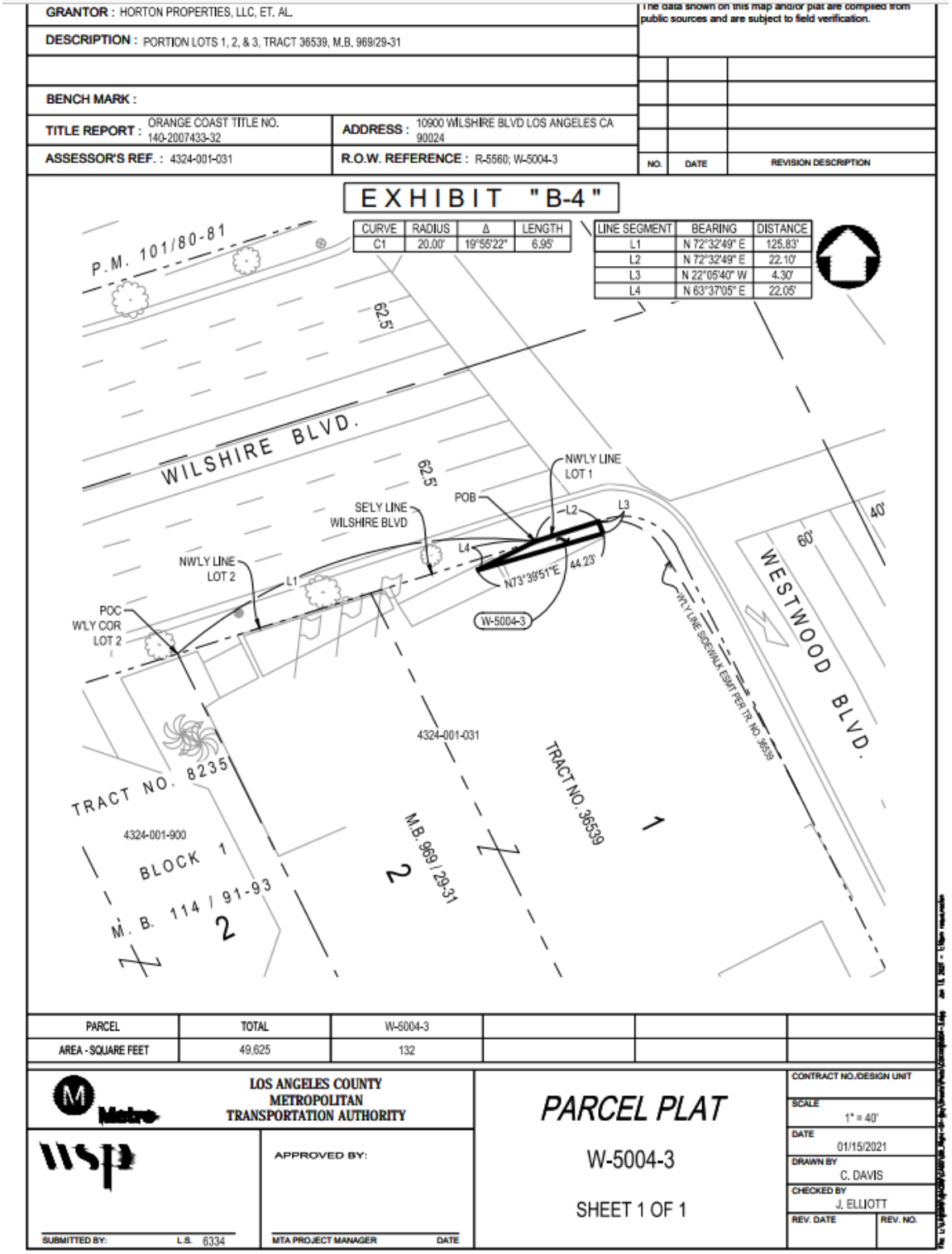


Exhibit G
Temporary Environmental Controls

SECTION 01 57 19

TEMPORARY ENVIRONMENTAL CONTROLS

PART 1 - GENERAL

1.01 SECTION INCLUDES

A. Eliminating or minimizing air, soil and water pollution generated by construction activities.

B. Complying with legal requirements applicable to Contractor Generated Hazardous Wastes, including preparation and implementation of Contractor Generated Hazardous Waste Management Plan.

C. Designating a qualified staff member as Pollution Control Representative.

1.02 RELATED SECTIONS

A.	Section 01 33 00	Submittal Procedures
B.	Section 01 35 35	Water Pollution Control (Construction SWPPP)
C.	Section 01 43 10	Project Quality Program Requirements - Design/Build
D.	Section 01 50 00	Temporary Facilities and Controls
E.	Section 01 51 23	Temporary Construction Ventilation

1.03 REFERENCES

A. Standard Specifications for Public Works Construction (SSPWC)

1. Green Book — Standard Specifications for Public Works Construction, Latest Edition adopted by City of Los Angeles Board of Public Works (LABPW).

B. City of Los Angeles, Department of Public Works

1. Brown Book — Latest Additions and Amendments to the Green Book.

C. County of Los Angeles, Department of Public Works

1. Green Book

D. Metro has prepared an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) in compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Mitigation measures from these documents are incorporated into these specifications where applicable.

E. South Coast Air Quality Management District (SCAQMD) rules and regulations.

1.04 QUALITY ASSURANCE

A. Comply with requirements of Section 01 43 10, Project Quality Program Requirements – Design/Build.

1.05 SUBMITTALS

A. Refer to Section 01 33 00, Submittal Procedures.

B. Pre-Construction

1. Contractor-Generated Hazardous Waste (CGHW) Management Plan: Required 30 days prior to commencement of field activities.

2. Fugitive Dust Emissions Control Plan: Required 30 days prior to commencement of field activities. Submittal of the Fugitive Dust Emissions Control Plan for Metro is independent of any SCAQMD requirement for a Fugitive Dust Emissions Control Plan under SCAQMD Rule 403 or other applicable Rule.

3. Rule 1166 Plan for VOC impacted soils to be submitted and approved by SCAQMD prior to earth moving activities in known impacted areas.

4. Air Scrubber product and operational data.

C. Construction

1. Fugitive dust emissions and control measures monthly reports.

1.06 DEFINITIONS

A. Contractor-Generated Hazardous Waste: Hazardous Waste and Solid Waste generated, released or discharged by the Contractor or the Contractor's agents, Subcontractors, or Suppliers, or by their respective employees not related to Hazardous Waste and Hazardous Materials scope that is defined as part of the Project.

B. Contractor-Generated Hazardous Waste (CGHW) Management Plan: A written waste management plan properly governing CGHW prepared and implemented in accordance with Title 22, Division 4.5, California Code of Regulations, and other applicable laws and regulations.

1.07 WORKSITE CONDITIONS

A. Contractor shall delegate environmental control, pollution monitoring and record keeping requirements to Contractor's Safety Engineer, Contractor's Environmental Manager, or most appropriate personnel.

PART 2 - PRODUCTS

2.01 POLLUTION CONTROL

A. Provide products required for Work in accordance with Standard Specifications for Public Works Construction (SSPWC) and as specified herein.

B. Scrubbers: Comply with Section 01 51 23, Temporary Construction Ventilation.

PART 3 - EXECUTION

3.01 AIR POLLUTION CONTROLS

A. Comply with the SSPWC Greenbook, Section 7-8.2, Air Pollution Control.

B. Criteria for Fugitive Dust: Detailed descriptions and explanations of specific fugitive dust control measures are contained in South Coast Air Quality Management District (SCAQMD) Rules and Regulations (Rule 403, Fugitive Dust; Rule 1186, PM_{10} Emissions from Paved and Unpaved Roads). Key features of Rule 403 are described below. The language of the most current version of Rule 403 and its Implementation Handbook governs unless indicated. Obtain permits or plans as required by the SCAQMD for air pollution controls. Prepare a Dust Control Monitoring Plan that includes the following:

1. Designate a staff member knowledgeable in environmental matters as the Air Pollution Control representative.. The representative shall be responsible for ensuring compliance with the Fugitive Dust Emissions Control Plan, its preparation, submittal, implementation, monitoring, and record keeping.

2. Do not cause or allow emissions of fugitive dust from transport, handling, construction or storage activity to remain visible in atmosphere beyond property line of the emission source.

3. Take precautions to minimize fugitive dust emissions from operations involving demolition, excavation, grading, and clearing of land and disposal of solid waste. Utilize one or more of the applicable Best Available Control Measures (BACM) for each potential source of fugitive dust listed in Table 1 of Rule 403.

4. Do not cause or allow particulate matter to exceed 50 µg/m3 when determined as the difference between simultaneous upwind and downwind samples, collected on high volume particulate matter samplers or other EPA approved equivalent method, for PM-10 monitoring at the property line for a five hour period during the time of active operations. The decision to conduct sampling will be made and performed by the SCAQMD. Contractor is responsible for payment of the Ambient Air Analysis fees, at no additional cost to Metro, imposed by SCAQMD under Rule 304.1.

5. Prevent, or remove within one hour, the track-out of bulk material onto public paved roadways, as a result of Contractor's operation, or utilize at least one of the control measures listed in Table 3 of Rule 403 and prevent the track-out of bulk material onto public paved roadways, and remove such material at any time track-out extends for more than 50 feet onto any paved public road, and

remove all visible roadway dust tracked-out upon public paved roadways at the end of each Work day when active operations cease.

C. Use the following procedures and techniques at a minimum:

1. Trucks transporting soil, sand, other excavated, or backfill materials to or from the sites shall be covered with a tarpaulin from the point of origin to the point of unloading. Secure firmly or remove loose tarpaulin material from such loads before leaving Worksite.

   a. For trucks hauling wet materials, use only dump bodies that do not allow wet material to leak out during travel (e.g. no bottom dump haulers). Use end dump bodies with tail gates that seal.

2. Remove visible roadway dust tracked-out upon public sidewalks at the conclusion of each shift. If necessary, water down and sweep streets around and near to the site that have heavy volumes of construction vehicles carrying debris and excavated materials, and adjacent sidewalks.

3. If conveyors are used, enclose conveyors and cover transfer points along conveyor system. Minimize drop height to the stockpile. Provide a sprinkler system at stockpiles and apply water to soils to retard dust development as required. This process does not include the slurry separation system (if used).

4. Install wheel/undercarriage-washing equipment, or a functional equivalent, at tunnel excavations as the first method by which to ensure that haul trucks have clean wheels and undercarriages before entering public roadways.

5. Incorporate adapted measures developed by SCAQMD on Best Available Control Measures (BACM) for Fugitive Dust and Rule 403 into the site operations for Fugitive Dust Control.

6. Water down construction sites according to SCAQMD Rule 403, as required to suppress dust, during grading, handling of excavation soil or debris, or during demolition.

7. Establish regular cycles and locations for cleaning trucks that haul soil from site.

D. Burning of wastes is prohibited. Remove scrap and waste material and dispose of in accordance with laws, codes, regulations, ordinances and permits.

E. Use construction equipment designed and equipped to prevent or control air pollution in conformance with most restrictive regulations of EPA, State and local authorities. Maintain evidence of such design and equipment and make available for inspection by Metro.

F. Establish and maintain records of a routine maintenance program for internal combustion engine powered vehicles and equipment used on Project. Keep records available for inspection by Metro.

G. Implement Fugitive Dust Measures listed in tables 1 and 2 of SCAQMD Rule 403 and perform record keeping in accordance with Sections (e)(1) of said rule. Make records available to Metro for inspection.

H. Apply Best Available Control Technology (BACT) method or use alternative forms of bentonite such as pellets, granules, or biodegradable gel. If bentonite is used in a powder form, implement measures to ensure that PM10 emissions do not exceed permissible levels. Additional measures may include:

1. Bulk Transport: transport bentonite by pneumatic means or enclosed trucks;

2. Enclosed Handling and Storage: unload bentonite pneumatically or by enclosed conveyors and chutes. Store bentonite in enclosed containers or silos with fabric filters.

3. Enclosed Slurry Batch Mixing: Use a mixer that is equipped with a pneumatic loader and a fabric filter or a mixer in an enclosed structure equipped with fabric filters at ventilation openings.

I. Criteria for VOC Contaminated Excavated Soils: Detailed descriptions and explanations of control measures are contained in SCAQMD Rule 1166. Contractor shall follow procedures outlined in Rule 1166, for Project specific permit application.

J. Perform Odor Control. Use odor suppressants on stockpiles or other approved methods.

3.02 WATER POLLUTION CONTROLS

A. Refer to Section 01 35 35, Water Pollution Control.

3.03 STORMWATER POLLUTION PREVENTION PLAN

A. Refer to Section 01 35 35, Water Pollution Control.

3.04 HAZARDOUS WASTE CONTROLS

A. This Section applies to Contractor-Generated Hazardous Waste (CGHW).

B. Contractor-Generated Hazardous Waste Management Plan: Prepare and implement a CGHW Plan in accordance with Title 22, Division 4.5, CCR, and applicable laws and regulations. Metro has the right to enforce Quality Assurance/Quality Control monitoring on Contractor's implementation of CGHW Plan.

C. Waste Classification: In the event that Contractor or Metro reasonably suspects that Contractor has generated, released or discharged Contractor-Generated Hazardous Waste, bear costs of sampling and monitoring tests and other investigations to determine whether said waste is Solid Waste or Hazardous Waste in accordance with federal, state and local requirements, including without limitation, RCRA and Title 22, CCR Chapter 30, Article II (as amended, modified or replaced from time to time). Metro reserves the right (but not the obligation) to perform its own physical and chemical analyses and tests on suspected CGHW. Furnish samples and test results, at Contractor's cost, as directed by Metro.

D. Disposal Regulations: Be responsible for the management, abatement, removal, remediation, clean up, loading, transport, unloading, reuse, recycling, storage and disposal of CGHW in accordance with laws, rules, regulations and orders, including without limitation, Title 22, Chapter 30 et seq California Code of Regulations, California Health and Safety Code Section 25100 et. seq, Titles 23 and 26, California Code of Regulations, and regulations of the waste disposal facility to be used.

E. Haul Routes: Haul routes for transporting solid or Hazardous Wastes are subject to the approval of County of Los Angeles, City of Los Angeles, Caltrans, or other agency having jurisdiction over the transportation of such materials. Post copy of haul route permit at Worksite. Sweep access points and surrounding areas as needed, no less than 3 times daily.

F. Street Sweeping: Have available, on site, at all times an operable standard size street sweeper capable of operating efficiently within the traffic conditions, and that complies with all applicable environmental standards. All public streets, including but not limited to private driveways and parking areas, impacted by construction vehicle traffic and construction activities, shall be kept clean of all track-out debris and dust build up at all times. Contractor shall monitor all areas, on a continuous basis, that are affected by the work or haul activities and take immediate action to correct any deficiencies. This shall include but not be limited to monitoring and cleaning, as required by Metro, County of Los Angeles, City of Los Angeles, Caltrans, and any other agencies having jurisdiction, in and around all staging sites, work areas, and haul routes.

END OF SECTION 01 57 19

Exhibit H

Construction Fence

1. Construction Fence for LADWP ROE Property: Area 1 of the LADWP ROE Property will be separated from the Plaza of the Owner's Property during the Construction Activities with an 8 foot chain link temporary fence and is depicted in the Image 2 below.

2. Construction Fence for Station Property and TCE: At the time of this Agreement, the proposed design and placement for the Construction Fencing for the Station Property and the TCE is depicted in the Image 2 below. Such design and placement may be modified from time to time as deemed appropriate by LACMTA and Owner.

3. Construction Fence for Restoration ROE: At the time of this Agreement, the proposed placement for the Construction Fencing for the Restoration ROE is not fully known and will depend upon the Owner's final restoration of the plaza. The approximate location is depicted in Image 3 below and will not impede the Owner's access to the Property.

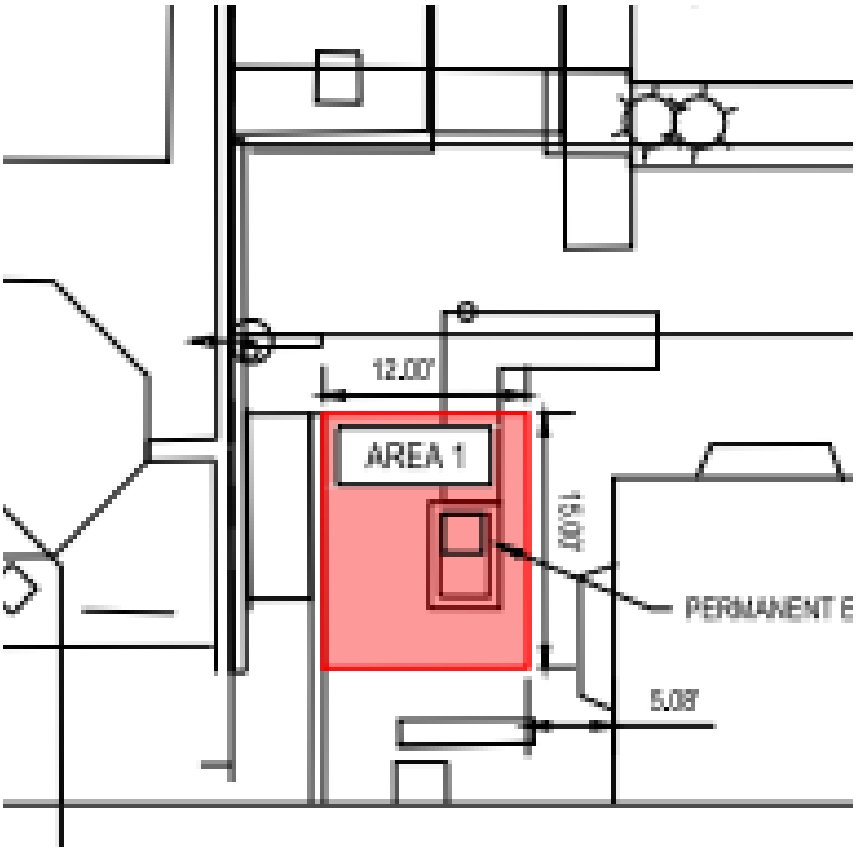


Image 1: Construction Fence for LADWP ROE

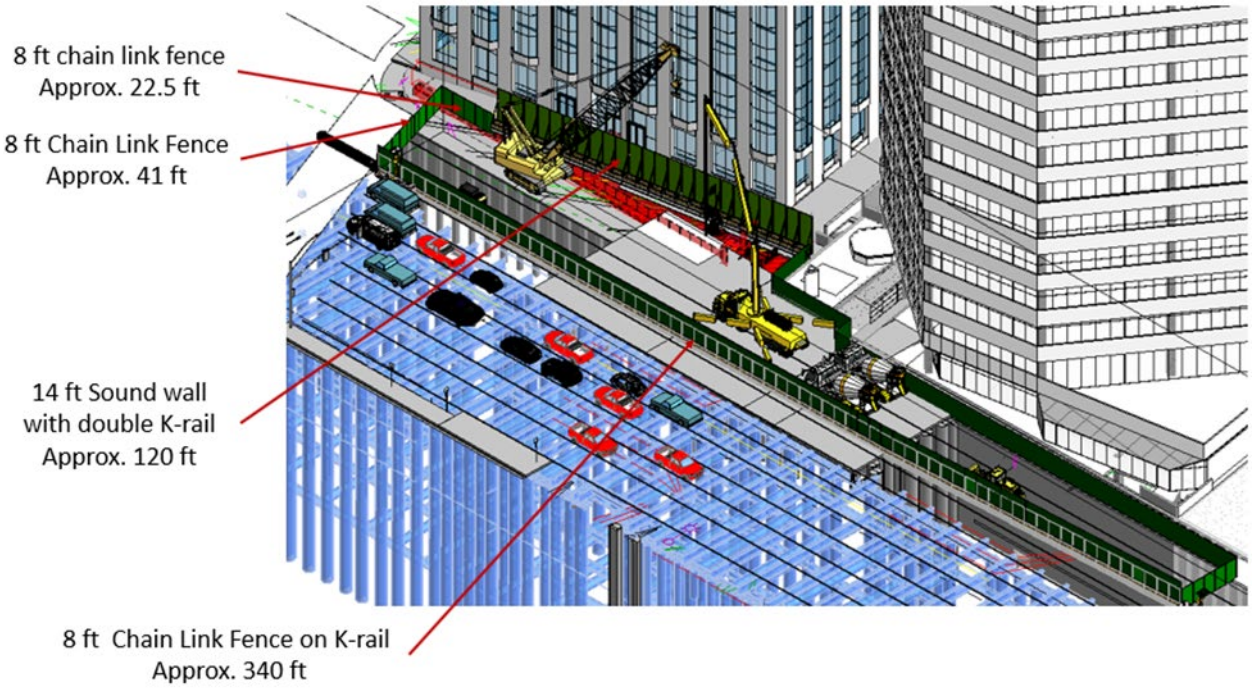


Image 2: Construction Fence for Station Property and TCE

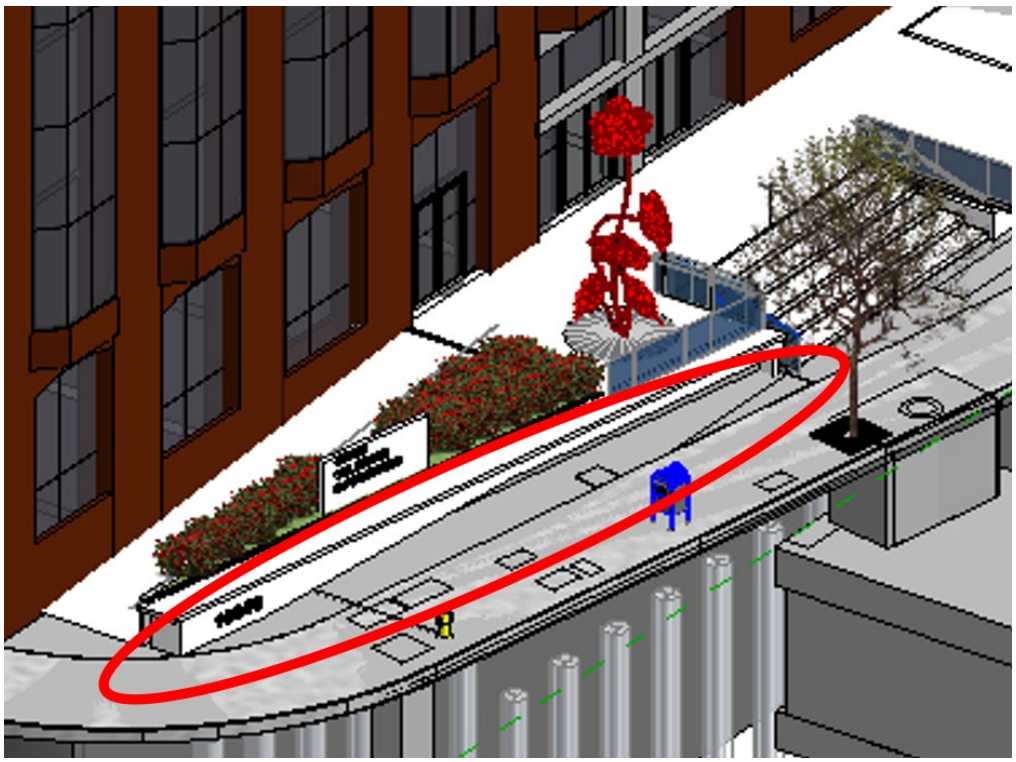
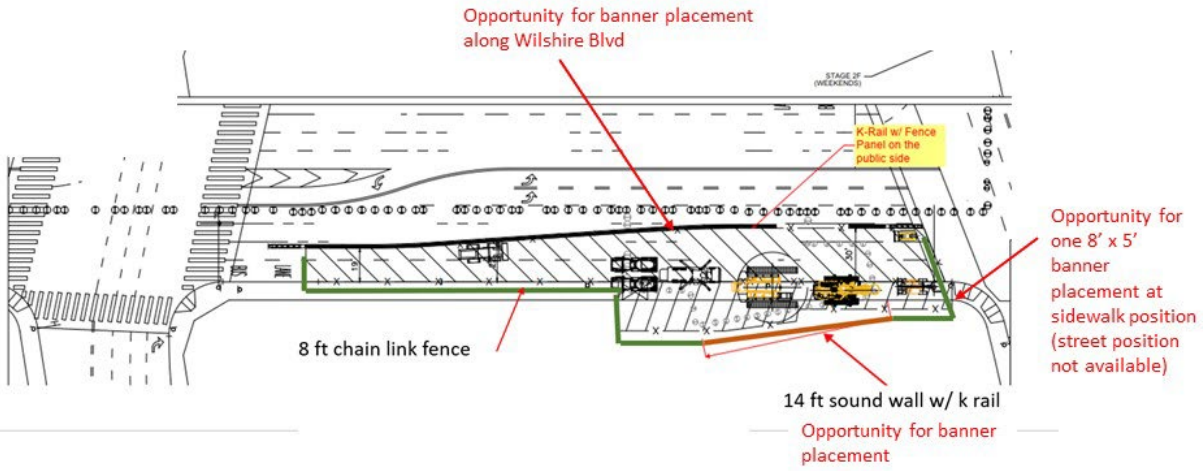


Image 3: Approximate Location of Fencing for Restoration ROE

Exhibit H.1

10900 Wilshire Blvd Building
Temporary Construction Fencing – Banner Locations



10900 Wilshire Blvd Building
Temporary Construction Fencing – Banner Locations

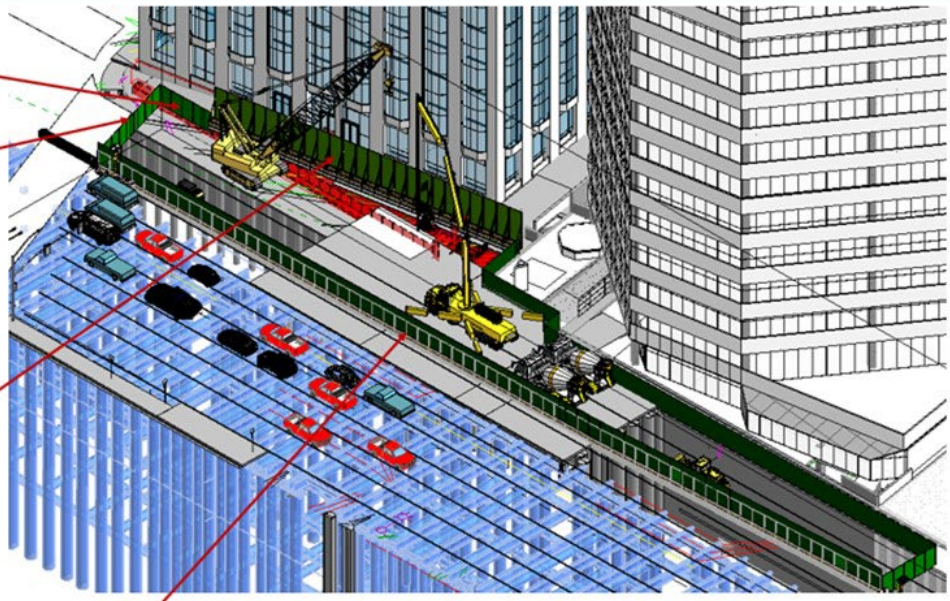


Exhibit I

Insurance Coverage

1. **Commercial General Liability Insurance**

The Contractor Controlled Insurance Program ("**CCIP**") shall include Commercial General Liability (CGL) coverage for LACMTA's contractor ("Contractor") and all contractor related entities and the Owner and the Owner Parties ("Indemnified Parties"), except for subcontractors not approved at LACMTA's sole discretion. The CCIP shall include a policy or policies of commercial general liability insurance for bodily injury, property damage, personal injury, and advertising injury specifically and exclusively for the Project written on an occurrence form that shall be no less comprehensive and no more restrictive than the coverage provided by Insurance Services Office (ISO) form CG 00 01 04 13, or equivalent with exclusions only as are typical for a construction project of this magnitude. Such insurance shall include, by its terms or appropriate endorsements, coverage for bodily injury, property damage, fire legal liability, personal injury, blanket contractual liability, independent contractors, premises operations, products and completed operations, broad form property damage and hazards commonly referred to as "x" (explosion), "c" (collapse), and "u" (underground) exposures, cross liability, separation of insureds, or severability of interests. The policy shall include an ISO CG 22 80 endorsement or equivalent. The policy or policies shall be endorsed to state that any and all exclusion related to railroads (including but not limited to premises, operations, contractual obligations, etc.) shall be removed.

The commercial general liability insurance coverage shall have a minimum limit of $2 million combined single limit of liability for bodily injury, property damage, and personal injury per occurrence, $4 million general annual aggregate, and $4 million products/completed operations aggregate. Contractor shall maintain such insurance for 90 days beyond the Revenue Operations Date (ROD). Contractor shall be the named insured and each of the Indemnified Parties shall also be named insureds at policy inception as to any insured loss or liability arising out of or in any way related to the Project, including with respect to liability arising out of the acts or omissions of any contractor related entity. The required limits can be satisfied by a combination of a primary policy and excess policies. The products and completed operations coverage, only, shall be in effect for a minimum of 10 years following ROD.

2. **Workers' Compensation And Employer's Liability Insurance**

The CCIP shall include, for Contractor and all subcontractors (except for subcontractors not approved at LACMTA's sole discretion), workers' compensation statutory limits policy in conformance with the laws of the State, and employer's liability insurance (for bodily injury or disease) with minimum limits of $1 million per accident for bodily injury by accident, $1 million per employee for bodily injury by disease, and $1 million policy limit for bodily injury by disease. LACMTA's approval of subcontract exclusions from the workers' compensation coverage shall not be unreasonably

withheld. Contractor shall maintain such insurance for one year following ROD. Contractor and enrolled subcontractors shall be named insureds on these policies. The workers' compensation policy shall contain the following endorsements:

(a) A voluntary compensation endorsement.

(b) An alternative employer endorsement.

(c) An endorsement extending coverage to all states operations on an "if any" basis.

The required limits can be satisfied by a combination of a primary policy and an excess or umbrella policies.

3. **Automobile Liability Insurance**

Contractor shall provide commercial automobile liability insurance covering the ownership, maintenance, or use of all owned/leased, non-owned, and hired vehicles used in the performance of the Work; including loading and unloading, with limits of $10 million combined single limit for bodily injury and property damage liability. Contractor shall maintain such insurance through the end of the warranty period; provided, however, that such coverage shall be maintained for vehicles used in the performance of any work related to the Project until the expiration of the Warranty period. Coverage shall be provided on ISO form number CA 00 01 (Ed. 03/10) or equivalent. The required limits can be satisfied by a combination of a primary policy and excess policies. The automobile liability insurance policy shall be endorsed to include Motor Carrier Act Endorsement-Hazardous materials clean up (MCS-90 and CA 99 48). Contractor shall ensure that all subcontractors shall maintain at least $1 million of automobile liability insurance with all applicable terms as required herein.

4. **Contractor's Pollution Liability Insurance**

The CCIP shall include contractor's pollution liability (CPL) insurance with a total combined limit of liability of no less than $40 million per occurrence and $50 million in the aggregate dedicated to this Project for the Contractor, all contractor related entities and Indemnified Parties (except for subcontractors not approved at LACMTA's sole discretion). The CPL shall be obtained on an occurrence basis for a policy term inclusive of the entire period of construction. The policy shall have a total term of not less than 15-years including products and completed operations coverage unless a shorter period is approved at LACMTA's sole discretion. The CPL policy shall include coverage for cleanup costs, third-party bodily injury, and property damage resulting from pollution conditions caused by contracting operations. The CPL shall also provide coverage for transportation and off-site disposal of materials. The Indemnified Parties shall also be named insureds on the CPL policy.

5. **Environmental Impairment Liability Site Coverage Insurance**

Upon LACMTA's completion of appropriate environmental documents and within 60 days of LACMTA issuing a Change Order to the contract, Contractor shall bind an Environmental Impairment Liability Site Coverage insurance policy covering environmental risks; including the clean-up and remediation of unexpected Hazardous Substances from the Project, with a coverage limit of not less than $50 million on a claims made or reported basis policy form. The intent of this policy is to cover any and all required remediation actions not otherwise contemplated as of the date of the Proposal Date as well as bodily injury and third party environmental damage. Specifically, the policy shall include coverage for remediation of known conditions in concentrations not currently known to require remediation as well as unknown conditions. Remediation required as a result of future legal or regulatory changes shall also be covered. The term of the policy shall be no less than a 15-year period from the inception of insurance coverage. Coverage shall be endorsed to include Non-Owned Disposal Site Coverage and Transporter Coverage. Contractor and contractor related entities shall be named insureds on this policy. The Indemnified Parties shall also be named insureds on this policy. The Change Order for the purchase of this policy shall ONLY reimburse Contractor for insurance premiums and no other costs. Contractor's obligation to purchase this coverage does NOT expand Contractor's legal liability for remediation of pre-existing environmental contaminants, which is significantly limited as described in GC 43.4.3.

6. **Umbrella Or Excess Liability Insurance**

The CCIP shall include an umbrella or excess liability insurance policy ("Excess Policy") with limits of not less than $350 million, which will provide bodily injury, personal injury, and property damage liability coverage at least as broad as the primary coverages set forth above, including Employer's Liability, Commercial General Liability, and Comprehensive Automobile Liability insurance, in excess of the amounts set forth in SP-06.A.1, SP-06.A.2 and SP-06.A.3. Such policy or policies shall include the following terms and conditions: (a) pay on behalf of wording as opposed to reimbursement; and (b) concurrency of effective dates with primaries. The Indemnified Parties shall be named insureds on the Excess Policy.

7. **Professional Liability Insurance**

The CCIP shall include project-specific professional liability coverage with limits not less than $75 million per claim and aggregate. The professional liability coverage shall be provided on a primary basis and shall protect against any negligent act, error, or omission arising out of design, engineering, project/construction management, or oversight activities with respect to the Project, including coverage for the negligent acts or omissions of Contractor or any contractor related entity. The policy shall have a retroactive date consistent with the inception of design and/or project/construction management activities, and no later than issuance of the Notice to Proceed (NTP). The policy shall have a 10-year extended reporting period (ERP) from the date of substantial completion with respect to events which occurred but were not reported

during the term of the policy, if available, but the total term of the policy (policy term plus ERP) shall be no less than 10 years. The named insureds shall include all contractor related entities performing professional services for the project, including Work provided via a separate contract if such contract is with Contractor or an extant contractor related entity. This policy shall also include an indemnified party endorsement, or vicarious liability endorsement for the Indemnified Parties which shall not limit the rights of any indemnified party to file a claim against and to recover under the professional liability policy.

8. **Builder's Risk Insurance**

The CCIP shall include a policy of builder's risk insurance for the Project as specified below. The insureds shall be Contractor, contractor related entities, and Indemnified Parties, as their interests may appear. The insurance shall be maintained until the ROD. Indemnified Parties shall be named insureds on this policy along with Contractor.

(a) Minimum Scope

A blanket builder's risk insurance policy on an "all risk" and flood basis for the Project including: (1) London Engineering Group (LEG) type 2 coverage for faulty workmanship; (2) coverage against damage or loss caused by any type of earth movement (except a bona fide earthquake), subsidence, sinkhole, flood, fire, theft, collapse, explosion, vandalism and malicious mischief, machinery accidents and operational testing; (3) coverage for removal of debris (with a sublimit not less than $5,000,000 for debris removal), and insuring the buildings, structures, machinery, equipment, materials, facilities, fixtures, and all other properties constituting a part of the Project; (4) transit coverage with sub-limits sufficient to insure the full replacement value of any key equipment item; and (5) coverage with sub-limits sufficient to insure the full replacement value of any property or equipment stored either on or off of the site. For tunneling exposures, the policy shall be endorsed (e.g., Munich Re 101, or equivalent) to provide 120% of the replacement cost of the insured unit in the event of collapse.

(b) Minimum Coverage

Coverage shall be for the replacement value thereof for "all risks" of direct physical loss or damage, including earth movement (but not a bona fide earthquake), subsidence, sinkhole and flood coverage, with a minimum limit of liability equal to $350 million, plus "soft cost expense cover" (including attorneys' fees and fees and other costs associated with such damage or loss and with any Governmental Approvals). Coverage shall include a minimum sub-limit on such soft cost/delay expenses of $50 million, with a maximum delay deductible of 30 days. Landscaping shall have a minimum sub-limit of $2 million. The soft cost/delay sub-limits shall not include any coverage for loss of rental income or loss of gross earnings. Deductibles or self-insured retentions for all other perils shall not exceed $250,000 per insured unit. Flood coverage deductibles shall not exceed 5% of the

value of the insured unit or $250,000, whichever is greater. The coverage shall be written without risk of liability of Indemnified Parties for payment and without deduction for depreciation. There shall be no coinsurance penalty provision in any such policy.

(c) Earthquake Coverage

At its option, LACMTA may elect bona fide earthquake coverage in addition to the earth movement coverage to be provided above. A quote for earthquake coverage shall be provided to LACMTA within seven (7) days of issuance of a NTP, and the quote shall be valid for at least 60 days. This quote shall include earthquake insurance with limits not less than $50 million per occurrence. Deductibles or self-insured retentions for earthquake shall be no greater than 5% of the total value of each insured unit or $250,000, whichever is greater, at the time of loss. Should LACMTA elect to purchase earthquake coverage, a change order will be issued to reflect the addition of this coverage to the basic contract price. If LACMTA elects earthquake coverage, LACMTA shall be fully responsible for payment of the premium and any earthquake related deductibles. The estimated cost of this earthquake premium shall not be included in the proposal. Whether LACMTA elects this optional coverage, shall not affect the legal liability of Contractor to repair earthquake damage. Contractor's legal liability to repair earthquake damage is significantly limited as described in GC 26.2

Exhibit K

Station Property

LEGAL DESCRIPTION

EXHIBIT "A-1"

That portion of Lots 1, 2 and 3 of Tract No. 36539, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 969 of Maps, Pages 29 through 31, inclusive, in the Office of the County Recorder of said County, more particularly described as follows:

BEGINNING at the most westerly corner of said Lot 2, said point also being on the southeasterly line of Wilshire Boulevard (62.5 feet half-width) as shown on the map of said Tract No. 36539; thence along the northwesterly line of said Lot 2, North 72°32'49" East, 53.37 feet; thence leaving said northwesterly line, South 26°22'22" East, 7.60 feet; thence South 63°37'51" West, 29.22 feet; thence North 26°22'55" West, 0.75 feet; thence South 63°51'40" West, 23.50 feet to the southwesterly line of said Lot 2; thence along said southwesterly line, North 26°22'55" West, 15.03 feet to the **POINT OF BEGINNING.**

The upper elevation limit of the permanent easement herein described is a horizontal plane with an elevation of +332.00 feet and the lower elevation limit of the permanent easement herein described is a horizontal plane with an elevation of +301.00 feet, based on the NAVD-88 datum elevation of 285.39 feet for City of Los Angeles Benchmark No. 13-13450. The upper limit of this easement varies approximately 26 to 30 feet above finish grade (existing surface elevation in March of 2018), and the lower limit of this easement varies approximately 0 to 4 feet below finish grade (existing surface elevation in March of 2018). These elevations were determined from the Los Angeles County Metro Westside Purple Line Extension Project – Section 3 Project Definition Drawings.

This description prepared by me or under my direction:

James L. Elliott, P.L.S. 6334

6-9-21
Date

LICENSED LAND SURVEYOR
JAMES L. ELLIOTT
NO. 6334
STATE OF CALIFORNIA

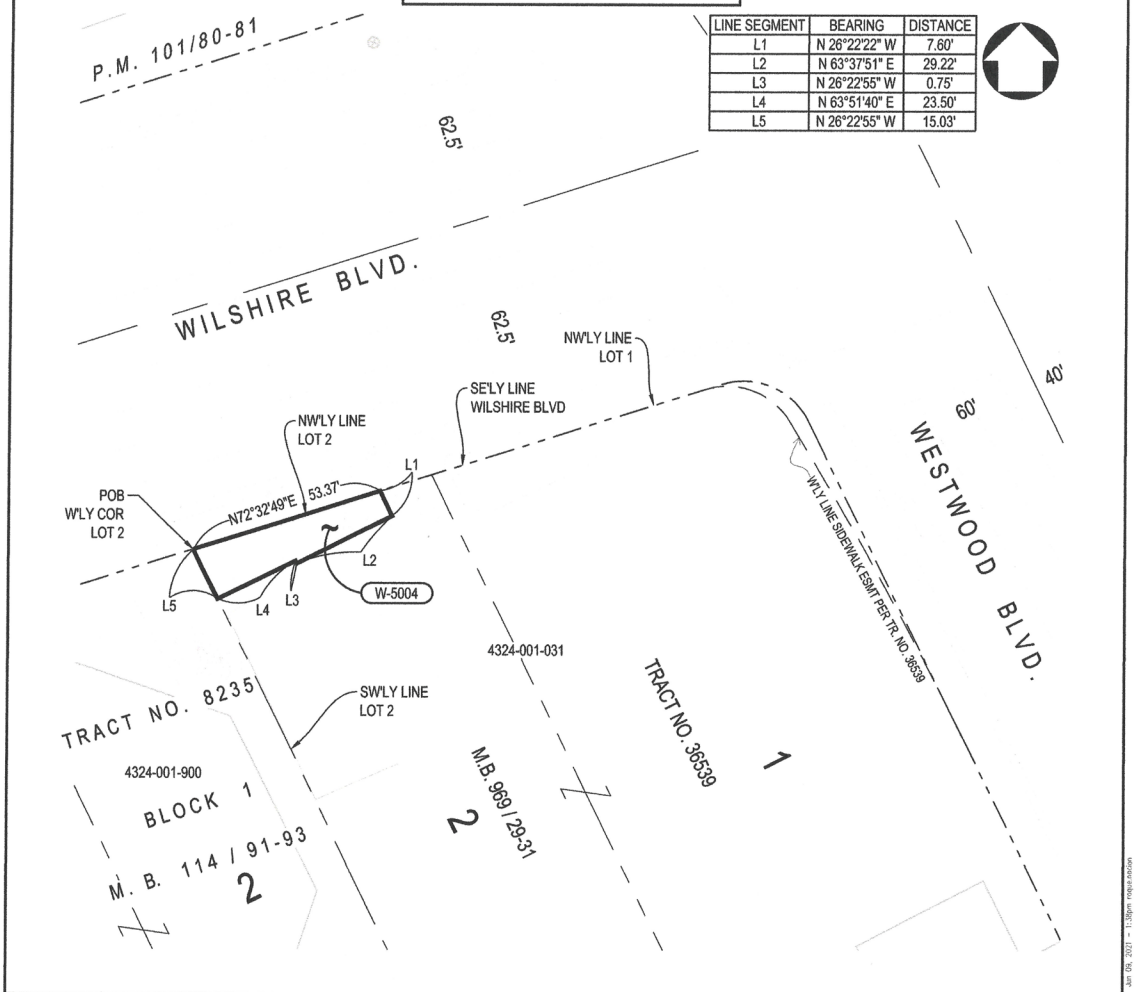
AFFECTS APN: 4324-001-031

W-5004

GRANTOR : 10900 WILSHIRE, LLC.	The data shown on this map and/or plat are compiled from public sources and are subject to field verification.
DESCRIPTION : PORTION LOTS 1, 2, & 3, TRACT 36539, M.B. 969/29-31	
BENCH MARK :	
TITLE REPORT : ORANGE COAST TITLE NO. 140-2007433-32 / ADDRESS : 10900 WILSHIRE BLVD LOS ANGELES CA 90024	
ASSESSOR'S REF. : 4324-001-031 / R.O.W. REFERENCE : R-5560; W-5004	NO. / DATE / REVISION DESCRIPTION

EXHIBIT "B-1"

LINE SEGMENT	BEARING	DISTANCE
L1	N 26°22'22" W	7.60'
L2	N 63°37'51" E	29.22'
L3	N 26°22'55" W	0.75'
L4	N 63°51'40" E	23.50'
L5	N 26°22'55" W	15.03'



PARCEL	TOTAL	W-5004			
AREA - SQUARE FEET	49,625	600			

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Metro

WSP

LICENSED LAND SURVEYOR JAMES L. ELLIOTT NO. 6334 STATE OF CALIFORNIA

SUBMITTED BY: 6334

APPROVED BY:

MTA PROJECT MANAGER — DATE 21 Jun 2021

PARCEL PLAT

W-5004

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT	
SCALE	1" = 40'
DATE	06/11/2021
DRAWN BY	C. DAVIS
CHECKED BY	J. ELLIOTT
REV. DATE	REV. NO.

File: L:\ARCGIS\ACSM\CADD\05_Right-of-Way\Sheets\Plats\CONVW5004.dwg Jun 09, 2021 - 1:38pm mojuc.adrian

Construction Rights Agreement;
10900 Wilshire

LEGAL DESCRIPTION

EXHIBIT "A-2"

That portion of Lots 1, 2 and 3 of Tract No. 36539, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 969 of Maps, Pages 29 through 31, inclusive, in the Office of the County Recorder of said County, more particularly described as follows:

BEGINNING at the most westerly corner of said Lot 2, said point also being on the southeasterly line of Wilshire Boulevard (62.5 feet half-width) as shown on the map of said Tract No. 36539; thence along the northwesterly line of said Lots 1 and 2, North 72°32'49" East, 105.15 feet; thence leaving said northwesterly line, South 26°13'32" East, 3.21 feet; thence South 63°37'05" West, 103.87 feet to the southwesterly line of said Lot 2; thence along said southwesterly line, North 26°22'55" West, 19.53 feet to the **POINT OF BEGINNING.**

The upper elevation limit of the permanent easement herein described is a horizontal plane with an elevation of +301.00 feet and the lower elevation limit of the permanent easement herein described is a horizontal plane with an elevation of +185.00 feet, based on the NAVD-88 datum elevation of 285.39 feet for City of Los Angeles Benchmark No. 13-13450. The upper limit of this easement varies approximately 0 to 4 feet below finish grade (existing surface elevation in March of 2018), and the lower limit of this easement varies approximately 76 to 80 feet below finish grade (existing surface elevation in March of 2018). These elevations were determined from the Los Angeles County Metro Westside Purple Line Extension Project – Section 3 Project Definition Drawings.

This description prepared by me or under my direction:

James L. Elliott, P.L.S. 6334

2-25-19
Date

LICENSED LAND SURVEYOR
JAMES L. ELLIOTT
NO. 6334
STATE OF CALIFORNIA

AFFECTS APN: 4324-001-031

W-5004-1

GRANTOR : 10900 WILSHIRE, LLC.

DESCRIPTION : PORTION LOTS 1, 2, & 3, TRACT 36539, M.B. 969/29-31

BENCH MARK :

TITLE REPORT : ORANGE COAST TITLE NO. 140-2007433-32

ADDRESS : 10900 WILSHIRE BLVD LOS ANGELES CA 90024

ASSESSOR'S REF. : 4324-001-031

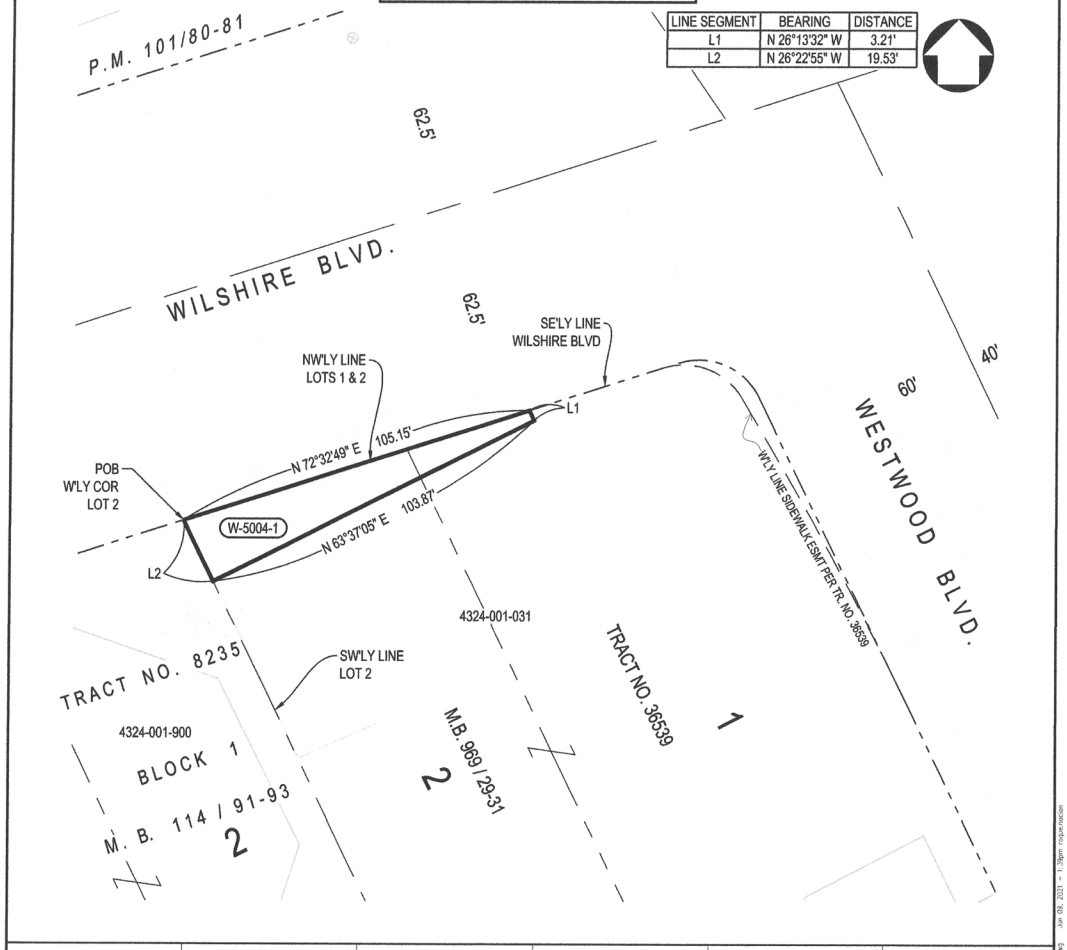
R.O.W. REFERENCE : R-5560; W-5004-1

The data shown on this map and/or plat are compiled from public sources and are subject to field verification.

NO.	DATE	REVISION DESCRIPTION

EXHIBIT "B-2"

LINE SEGMENT	BEARING	DISTANCE
L1	N 26°13'32" W	3.21'
L2	N 26°22'55" W	19.53'



PARCEL	TOTAL	W-5004-1			
AREA - SQUARE FEET	49,625	1,181			

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

LICENSED LAND SURVEYOR JAMES L. ELLIOTT NO. 6334 STATE OF CALIFORNIA

SUBMITTED BY: 6334

APPROVED BY:

MTA PROJECT MANAGER

DATE 11 JUNE 2021

PARCEL PLAT

W-5004-1

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT

SCALE 1" = 40'

DATE 06/11/2021

DRAWN BY C. DAVIS

CHECKED BY J. ELLIOTT

REV. DATE | REV. NO.

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Construction Rights Agreement;
10900 Wilshire

HEARING TO ADOPT RESOLUTION OF NECESSITY

WESTSIDE PURPLE LINE EXTENSION SECTION 3

BOARD MEETING JUNE 27, 2024

ITEM # 2024-0395

Metro

HEARING TO ADOPT RESOLUTION OF NECESSITY
WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 3

Project:
The Westside Purple Line Extension Section 3 Project (WPLE3) rail line (subway) that extends from the terminus of WPLE2 in Century City to Veteran's Administration WLA Campus west of the 405 Freeway

Property Impacts:
Permanent Easements (3) and a 67-Temporary Construction Easement (TCE)

Property Locations:
Southwest corner of Wilshire Boulevard and Westwood Boulevard

Relocation Impacts:

Project impacts will not create a displacement

Safety Impacts:
The Board action will not have an impact on LACMTA's safety standards

Metro

HEARING TO ADOPT RESOLUTION OF NECESSITY
WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 3

Assessor's Parcel Number	Project Parcel Number	Parcel Address	Property Owner	Purpose of Acquisition	Property Interest(s) Sought
4324-001-031	W-5004, W-5004-1, W-5004-2 W-5004-4	10900 Wilshire Boulevard, Los Angeles, CA	10900 Wilshire L.L.C., a Delaware limited liability company	Construction and operation the UCLA/Wilshire Station Portal and Plaza	Permanent Easements (3) and a 67-month TCE

- W-5004 – permanent easement for the construction of a station entrance/appendages.
- W-5004-1 - permanent subsurface easement for subsurface entry to the underground station
- W-5004-2 – 67-month temporary construction easement for surface and subsurface construction
- W-5004-4 - permanent easement required to maintain the station entrance, adjacent to the station plaza/entrance

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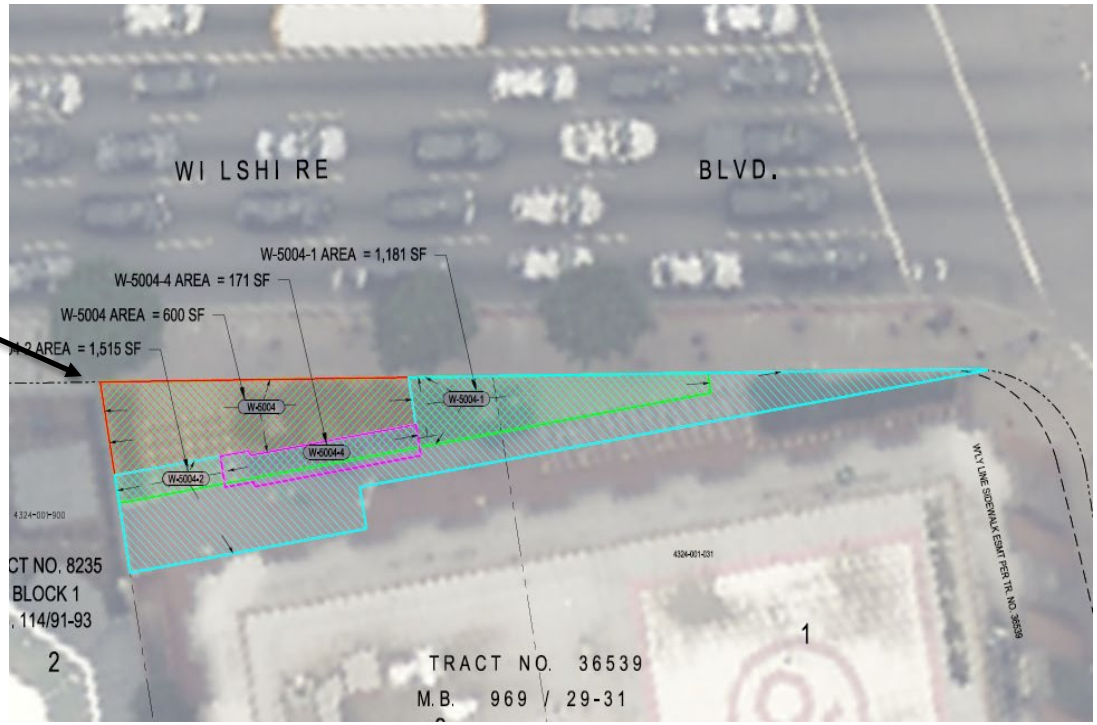
HEARING TO ADOPT RESOLUTION OF NECESSITY
WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 3



LEGEND:

- W-5004 - Permanent Surface Easement - Portal Plaza
- W-5004-1 - Permanent Subsurface Easement - Station Acess
- W-5004-4 - 67-Month Temporary Construction Easement
- W-5004-2 - Permanent Maintenance access Easement

Metro

HEARING TO ADOPT RESOLUTION OF NECESSITY
WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 3

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

- The public interest and necessity require the proposed Project;

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

- The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;

- The offer required by Section 7267.2 of the Government Code has been made to the Owner; and

- The statutory requirements necessary to acquire the property interests by eminent domain have been complied with by LACMTA.

Metro

Thank you

Metro

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

Metro

Board Report

File #: 2024-0406, **File Type:** Budget **Agenda Number:** 37.

REGULAR BOARD MEETING
JUNE 27, 2024

SUBJECT: STATE ROUTE 71 (SR-71) GAP CLOSURE NORTH SEGMENT PROJECT (PHASE 2), DESIGN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING adjustment of the FY25 Budget which currently has $30 million for SR-71 South Segment Project to provide separate budget line items: $10 million for the SR-71 North Segment Project and $20 million for the SR-71 South Segment Project;

B. APPROVING the programming of $10 million in Measure M funds to support design activities for the SR-71 North Segment Project (Phase 2); and

C. AUTHORIZING the Chief Executive Officer or their designee to execute and/or amend all necessary programming documents and project agreements for Phase 2 design activities.

(RECOMMENDATION B WAS CARRIED OVER FROM THE MAY REGULAR BOARD MEETING)

ISSUE

In November 2022, the California Department of Transportation (Caltrans) suspended design work on Phase 2 because of a $10,000,000 funding gap. To date, approximately 40% of the Phase 2 design work has been completed by Caltrans with Federal Repurposed Funds as the fund source. Closing the funding gap will allow Caltrans to resume final design work and complete the Plans, Specifications and Estimates (PS&E) for the construction of the last phase of work in Los Angeles County. Also, it is anticipated finalizing the Phase 2 design plans will demonstrate project readiness and make future Metro grant applications for construction funding more competitive.

Measure M funds were allocated to the SR-71 Gap (in its entirety) in the Measure M Expenditure Plan. Approval of the recommendations set forth in this Board report will allocate separate budgets for Phases 1 and 2 in FY25; and allow staff to program Measure M funds to Phase 2 for design activities. Funding for both SR-71 segments was originally part of the FY25 Proposed Budget that was brought to the Board for adoption in May 2024 under the line item for the South Segment (Phase

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1); however, at the Board meeting, a separate budget request for the North Segment (Phase 2) was pulled from the budget proposal and is now being proposed in a standalone June Board report for clarity.

BACKGROUND

SR-71 is an essential regional highway facility (expressway) that crosses parts of Los Angeles, San Bernardino, and Riverside County, and connects to major east-west freight corridors (I-10 and SR-60) that serve as inland passageways for interregional travel and goods movement between San Diego and the eastern portion of Los Angeles County. SR-71 is a 4-lane expressway between Interstate 10 (I-10) and the Los Angeles/San Bernardino County (LA/SBC) line, in the City of Pomona.

The SR-71 Gap Closure Project is a Caltrans-led project that spans the length of SR-71 (Attachment A). According to Caltrans, SR-71 experiences collision rates that are higher than the state's average traffic collision rates, 1.48 collisions per million vehicle miles, as compared to 1.14 collisions per million vehicle miles countywide reported for a 3-year period. The fatal injury rate also exceeds the expected rate by 19%. Collisions are reported to occur throughout the day, with the majority (70%) of the collisions occurring during daylight hours. Also, the Caltrans collision summary data tables suggest the existing at-grade intersections appear to be the primary cause of the collisions; 71% of the collisions reported are rear-end and sideswipe incidents occurring during congested conditions.

For decades, planning efforts have been underway to upgrade SR-71 to a full access-controlled facility (freeway) and to provide multimodal options throughout the corridor, which are in alignment with Modernizing the Metro Highway Program <https://boardagendas.metro.net/board-report/2021-0291/>and Metro Objectives for Multimodal Highway Investments <https://boardagendas.metro.net/board-report/2022-0302/>. With the planned improvements in San Bernardino County completed, it's imperative the remaining two phases of the SR-71 improvements in Los Angeles County also get implemented. Of note, the project's PA&ED was cleared in May 2013.

Once the last phase of improvements (Phase 2) in Los Angeles County are designed and constructed, system users traversing to and beyond Pomona will benefit from contiguous improvements, extending from the LA/SBC line, that include improved mobility and air quality; congestion relief; more multimodal options, access, and connectivity; more efficient goods movement; and enhanced safety. Stopping short of completing Phase 2 at this time would not be prudent given the safety needs and multimillion-dollar transportation investments that have already been made throughout the SR-71 corridor.

SR-71 Phases 1 & 2

SR-71 was identified for upgrades in the Measure M Expenditure Plan. In 2019, Caltrans and Metro agreed to split SR-71 into two phases to avoid lapsing previously programmed funds, which allowed Phase 1 (the southern segment) to compete for federal and state discretionary funds and provided additional time for coordination with Union Pacific Railroad for Phase 2 (the northern segment). After SR-71 was split into two phases, the project team acknowledged that $10,000,000 was needed to complete the Phase 2 design work in addition to the previously programmed design funds.

Phase 1 adds one high-occupancy vehicle (HOV) lane and an additional mixed-flow lane between Mission Boulevard and the LA/SBC line, for approximately 3.1 miles, to enhance safety, improve mobility, provide multimodal options, and correct operational deficiencies along SR-71. Phase 1 is under construction and expected to be completed in Fall 2025.

Phase 2 completes the final 2 miles of one high-occupancy vehicle (HOV) lane and an additional mixed-flow lane (between I-10 and Mission Boulevard), connecting to the I-10 where HOV lanes are currently operational, to enhance safety, improve mobility, provide multimodal options, and correct operational deficiencies along SR-71. Adding the HOV lane will bridge a critical gap in the HOV lane system; enhance mobility and connectivity; promote greater carpool and vanpool usage; improve bus travel times and reduce delays for transit patrons. Also, Phase 2 includes the construction of a new Americans with Disabilities Act (ADA)-compliant pedestrian overcrossing (POC) south of Ninth Street to connect two communities in Pomona and replace the existing seismically deficient POC. The new POC will accommodate cyclists and pedestrians and provide greater multimodal accessibility and connectivity. Lastly, Phase 2 reconstructs two overhead railroad bridges with expanded spans and raised profiles to meet current standards, accommodate future track expansions, and enable increased use of double stacking of railroad cars to facilitate faster and seamless freight/goods movement; and adds a crash wall to prevent a direct impact from a derailed railroad car to reduce the potential for bridge collapse and other hazards. Not completing the remaining 2-mile segment would result in a severe bottleneck of a HOV and three mixed flow lanes converging into two mixed flow lanes and bridge structure, over a highly active rail corridor. Moreover, alleviating the bottlenecks is expected to reduce passenger delay by 1.89 million hours per year and save approximately 131,000 hours of truck travel time per year.

With only $3,400,000 in Federal Repurposed Funds available to Caltrans for Phase 2 design work, staff is requesting Board approval to program $10,000,000 in local Measure M funds to close the funding gap and restart the work.

DISCUSSION

Over the years, state and federal funds were secured for SR-71 to complement system upgrades that were implemented along the corridor in San Bernardino County. Local planning efforts in Los Angeles County were initiated in earnest after federal funding became available for project scoping.

During scoping and other outreach efforts, the community voiced several needs regarding the SR-71 corridor. For example, Caltrans received recommendations to convert the corridor to a freeway to reduce motorists using nearby residential streets to bypass congestion caused by the signalized intersections on SR-71. The public also commented on the need for a park-and-ride lot, traffic management plans, temporary bridge height clearances, and closure notifications, and inquired about potential impacts to six Foothill Transit bus lines. Other comments provided during the public hearing process included the desire to beautify the project area and concerns and questions about the number of collisions, funding and the schedule for the proposed improvements, the selection process for the locally preferred alternative, addressing existing traffic on Ninth Street, soundproofing, access to the Phillips Ranch area, property acquisitions, frontage road access,

construction detours, and keeping Phillips Drive open. Additional information about the community engagement process is included in the Equity Platform section of this Board report.

Also, in response to community concerns, Pomona passed a resolution on January 7, 2013, to adopt Alternative 3, the at-grade design (with no local street crossings between Mission Boulevard and Rio Rancho Road) as the Locally Preferred Alternative. Subsequently, Caltrans selected Alternative 3 as the Locally Preferred Alternative for SR-71.

Funding

Local funds in the amount of $248,557,000 were allocated for the SR-71 Gap Closure Project (in its entirety) in the Measure M Expenditure Plan. At the November 2019 meeting, the Metro Board approved programming $105,072,000 in Measure M funds for the construction of the South Segment (or Phase 1) <https://boardagendas.metro.net/board-report/2019-0703/>, leaving the remainder of funds ($143,485,000) available for the delivery of Phase 2.

Caltrans supports restarting design work on Phase 2 given the safety and multimodal benefits the project would provide (ADA-compliant pedestrian overcrossing to reconnect neighborhoods in Pomona, improved bus travel times using the HOV lane, railroad bridges that accommodate double-stacked containers for freight efficiency, seismic structure upgrades, and a crash wall).

With the environmental phases for SR-71 completed, only Phase 2 design activities need to be completed. Upon completion of final design plans and right-of-way for Phase 2, staff anticipates Phase 2 construction activities could start in 2027, should construction funding become available. The total construction cost estimate for Phase 2 is $259,000,000 in 2024 dollars. This cost estimate excludes Phase 2 pre-construction expenditures (i.e. environmental, design and right-of-way costs).

DETERMINATION OF SAFETY IMPACT

Approval of staff recommendations has no known adverse impact on the safety of Metro's patrons, employees, and/or users of the facility. Caltrans and local agency safety standards will be adhered to during the preparation of the PS&E package for the construction of Phase 2.

FINANCIAL IMPACT

If approved, this action provides separate budgets for Phases 1 and 2 in the adopted FY25 budget; and authorizes the programming of Measure M funds to Phase 2 for design activities.

Since Phase 2 is a multi-year project, the Project Manager, the Cost Center Manager, the Senior Executive Officer for Multimodal Integrated Planning, and the Chief Planning Officer will be responsible for budgeting the costs in future fiscal years.

Impact to Budget

This action will not impact the total approved FY25 budget. The budget for Phase 1 is decreased by $10,000,000 to include a separate and new budget line item for Phase 2 design activities in FY25.

The source of funds for the staff recommendation is Measure M Highway Construction Capital (17%). These funds are not eligible for bus and rail operating and capital expenditures.

EQUITY PLATFORM

SR-71 is a Caltrans-led project in the City of Pomona that is identified as an Equity Focus Community. Pomona is reported to be a disadvantaged community with a median household income of $67,549, which is 18% lower than the median annual income across the entire state.

Since the inception of the SR-71 Gap Closure Project, project teams and project partners have engaged Pomona and the surrounding communities to inform them of the project development process. Over the years, Caltrans, in coordination with the City of Pomona and neighboring jurisdictions, determined the appropriate community engagement processes needed for specific SR-71 improvements. Community needs were identified through various channels, including town hall and virtual meetings, public workshops, surveys, focus groups, and advisory committees. There were three (3) public hearings and eight (8) townhall and informational meetings. The meetings were attended by over 1000 residents from Pomona and neighboring communities; and over 200 comments were received regarding the proposed alternatives, project design elements and the schedule. Substantial community engagement resulted in the inclusion of the new multimodal, ADA compliant POC; as well as soundwalls and frontage roads to minimize potential project impacts; landscaping and the preservation of flora.

Other outreach for SR-71 included meetings with resource agencies (United States Environmental Protection Agency, South Coast Air Quality Management District, County of Los Angeles Department of Public Works, County of Los Angeles Fire Department), project stakeholders (the cities of Pomona, Chino, and Chino Hills and the Southern California Association of Governments), and other stakeholders (Cal Poly Pomona, Auto Club of Southern California). Caltrans provided notices in Spanish and Chinese newspapers about upcoming SR-71 community meetings; interpreters as well as special accommodations (sign language interpreter, accessible seating, project information in alternate formats, etc.) were available at the meetings, when requested, and the Caltrans and Metro websites were used to post SR-71 project information.

Phase 2 is anticipated to provide numerous benefits, noted earlier, for the communities currently burdened by unsafe highway conditions, traffic congestion, poor air quality and limited mobility options. The proposed improvements along the SR-71 corridor will improve travel speeds, reduce bottlenecks, queues, and vehicle idling, helping to decrease greenhouse gas emissions (carbon monoxide, PM10, PM2.5, NOx, VOC, and CO2) that will result in better air quality for residents of Pomona and surrounding communities. In addition, the proposed improvements will reduce circuitous trips through the neighborhoods and adjacent communities to bypass congestion and bottlenecks along the SR-71 corridor.

Projects administrated by Caltrans have federal aid and Disadvantaged Business Enterprise (DBE)

commitment goals that are based on the contract bid amount for federal aid projects. There are two DBE subcontractors working on Phase 1.

Should funding become available for Phase 2 and construction initiated, community outreach efforts may be expanded to include social media platforms. In addition, Caltrans' Public Affairs department will provide timely responses to constituent inquiries.

As part of Phase 2 construction, Caltrans will provide continued access for local traffic when feasible, particularly for emergency service vehicles. A Traffic Management Plan (TMP) will be prepared to ensure continued access for emergency service vehicles, and copies of the TMP will be forwarded to the appropriate affected businesses and agencies.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

SR-71 supports the following Metro Vision 2028 Strategic Plan Goals:

1. Provide high-quality mobility options that enable people to spend less time traveling.
2. Transform LA County through regional collaboration.

Also, SR-71 supports the following Multimodal Highway Investment Objectives:

1. Advancing the mobility needs of people and goods within Los Angeles County by developing projects and programs that support traffic mobility and enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability; and resiliency for affected local communities and the region.

2. Ensure that local and regional investment in Los Angeles County's highway system - pparticularly the implementation of Measures R and M priorities - is considered within the context of a countywide multimodal, integrated planning vision that reflects a holistic approach to meeting the needs of local communities, reducing disparities, creating a safer and well-maintained transportation system, and fostering greater regional mobility and access to opportunities.

ALTERNATIVES CONSIDERED

The Board may choose to defer or not program Measure M funds to Phase 2 for design activities; and not include a separate and new line item in the FY 25 budget for Phase 2. This alternative is not recommended because it would delay completing the implementation of the SR-71 Gap Closure Project (a Measure M project) and stop short of completing the last phase of the SR-71 corridor improvements in Los Angeles County.

NEXT STEPS

Upon approval of these recommendations, Caltrans will be notified of the Board's decision. Staff will work with Caltrans on updating the Phase 2 project schedule, programming documents, and agreements.

Caltrans will continue to provide quarterly updates on SR-71 Phase 1 and Phase 2 projects, and Metro and Caltrans will continue to seek construction funding for Phase 2.

ATTACHMENTS

Attachment A - SR-71 Gap Closure Project Limits Map

Prepared by: Michelle E. Smith, Executive Officer, Complete Streets & Highways, (213) 547-4368
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-2317

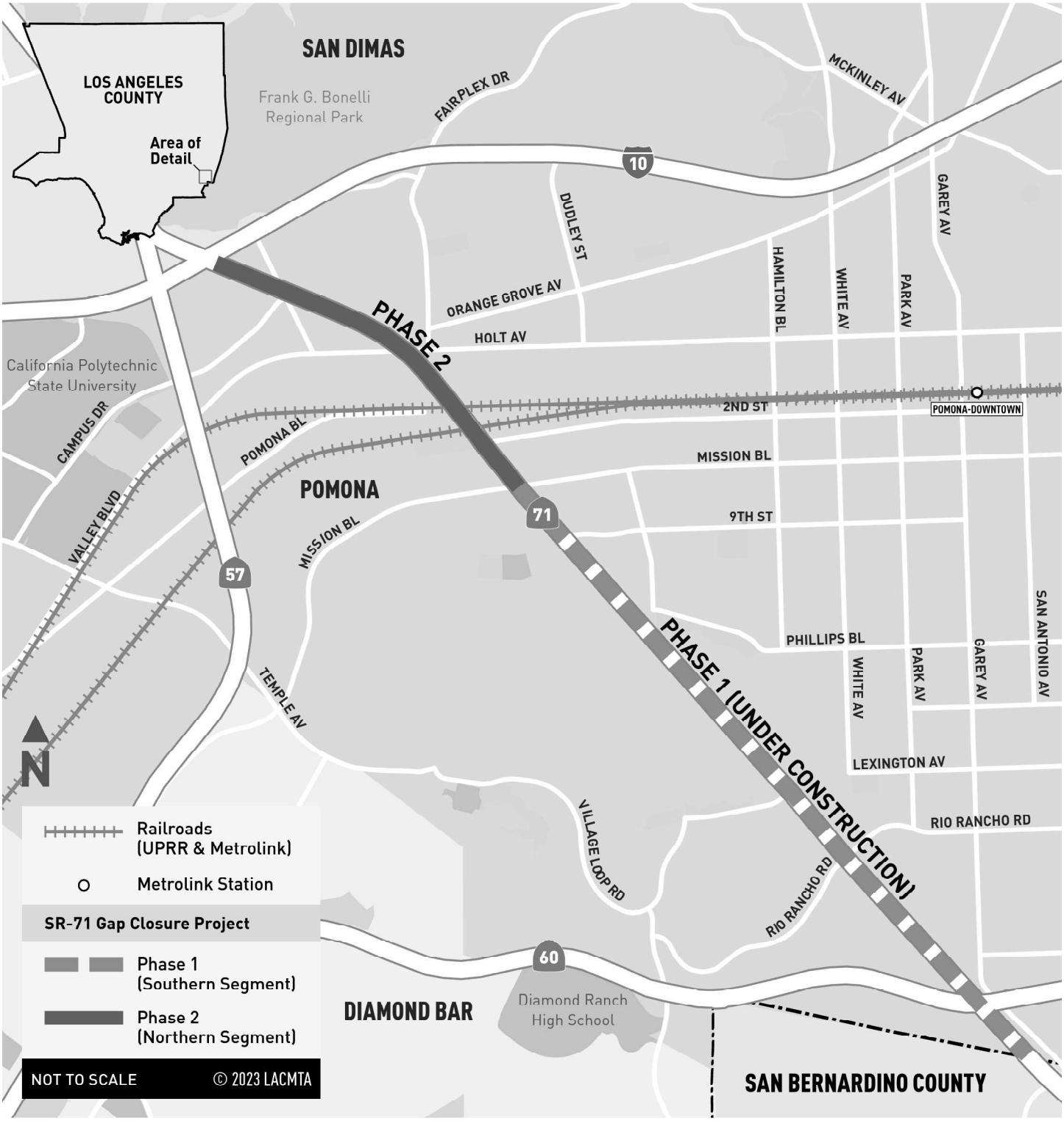
Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4247

Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

SR-71 Gap Closure Project Map

(I-10 to San Bernardino County Line)



Metro

STATE ROUTE 71 (SR-71) GAP CLOSURE NORTH SEGMENT PROJECT, DESIGN

PHASE 2
(I-10 to Mission Boulevard)

June 2024 Board Meeting
File# 2024-0406

June 27, 2024

SR-71 PROJECT OVERVIEW

Project Limits & Location

I-10 to LA/San Bernardino County line, in **Pomona**

Total Project Length 5.1 miles

Background

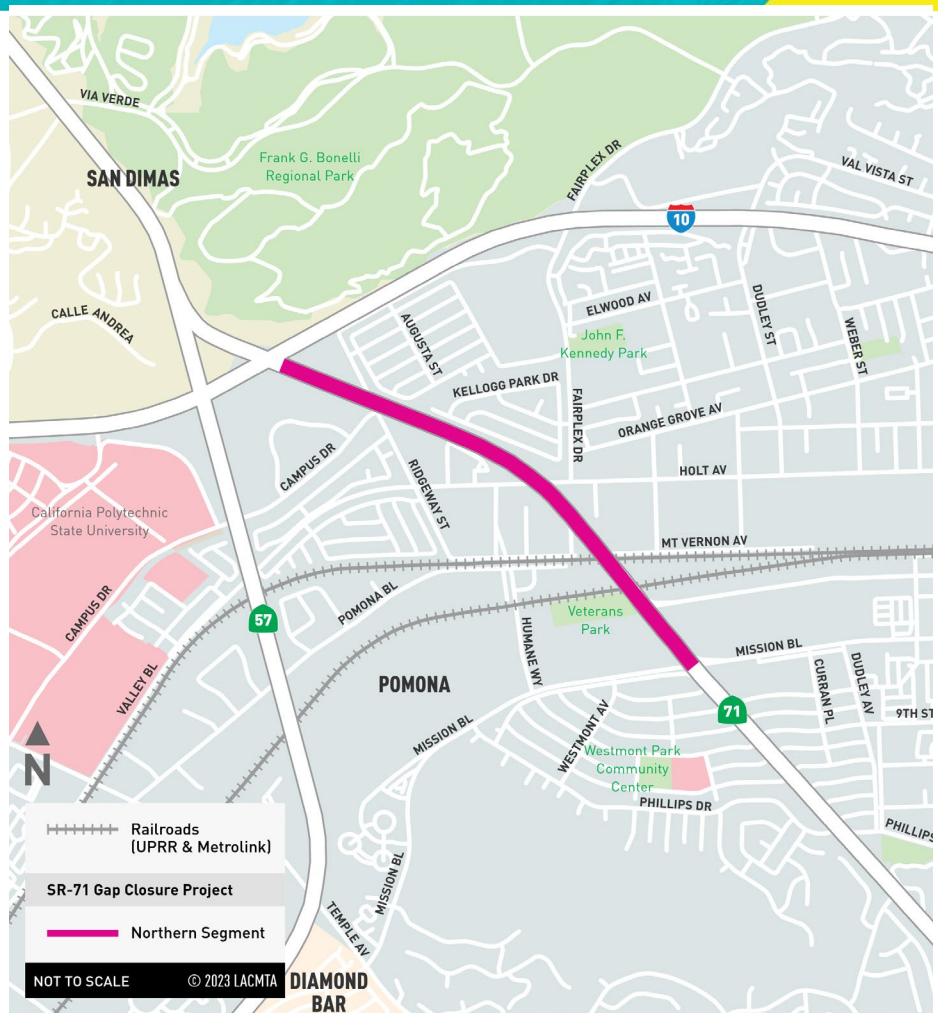
- Split into 2 Phases in 2019.
- **Phase 1--** 3.1mile **South** Segment awarded funding in 2021 for construction start in March 2021.
- **Phase 2--** 2mile **North** Segment with design and construction funding gap. Grant funding to be pursued to close funding gap.

Phase 1 is under construction and will be completed by Fall 2025. Phase 2 design work is on hold due to design funding gap.

PHASE 2 PROJECT INFORMATION

Phase 2

- Extends HOV lane and one mixed flow lane under construction (Phase 1) in each direction, north to I-10 freeway which has HOVs in place.
- Reconstructs two narrow railroad overhead structures- (East Spadra & West Pomona).
- Replaces non-ADA compliant pedestrian overcrossing/bridge.
- Constructs retaining wall and soundwall.



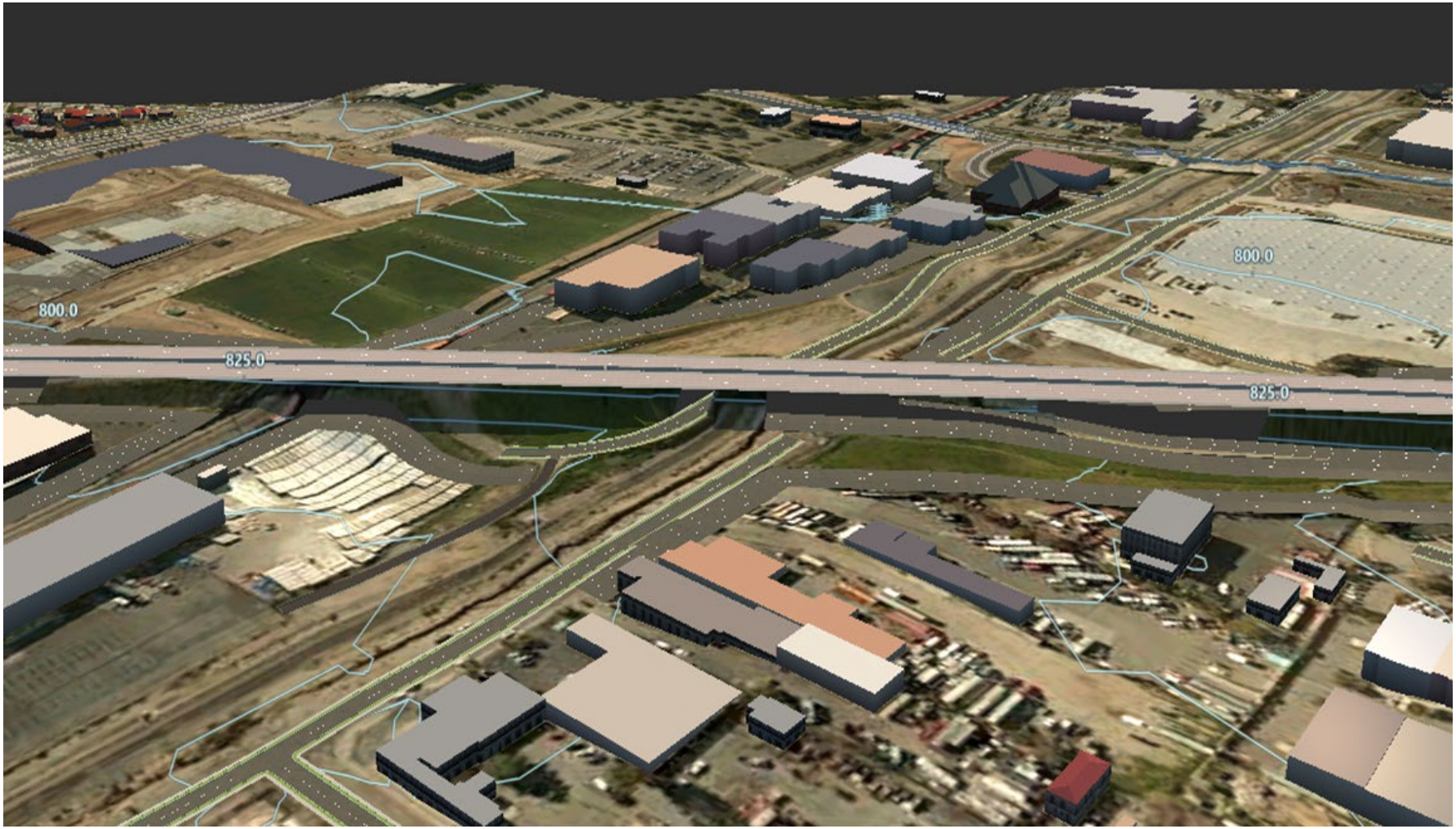
Phase 2 Limits:

I-10 to Mission Boulevard

EAST SPADRA & WEST POMONA RAIL OVERHEAD STRUCTURES (BRIDGES)

BEFORE RAIL BRIDGE RECONSTRUCTION

EAST SPADRA & WEST POMONA RAIL BRIDGES (RECONSTRUCTED)

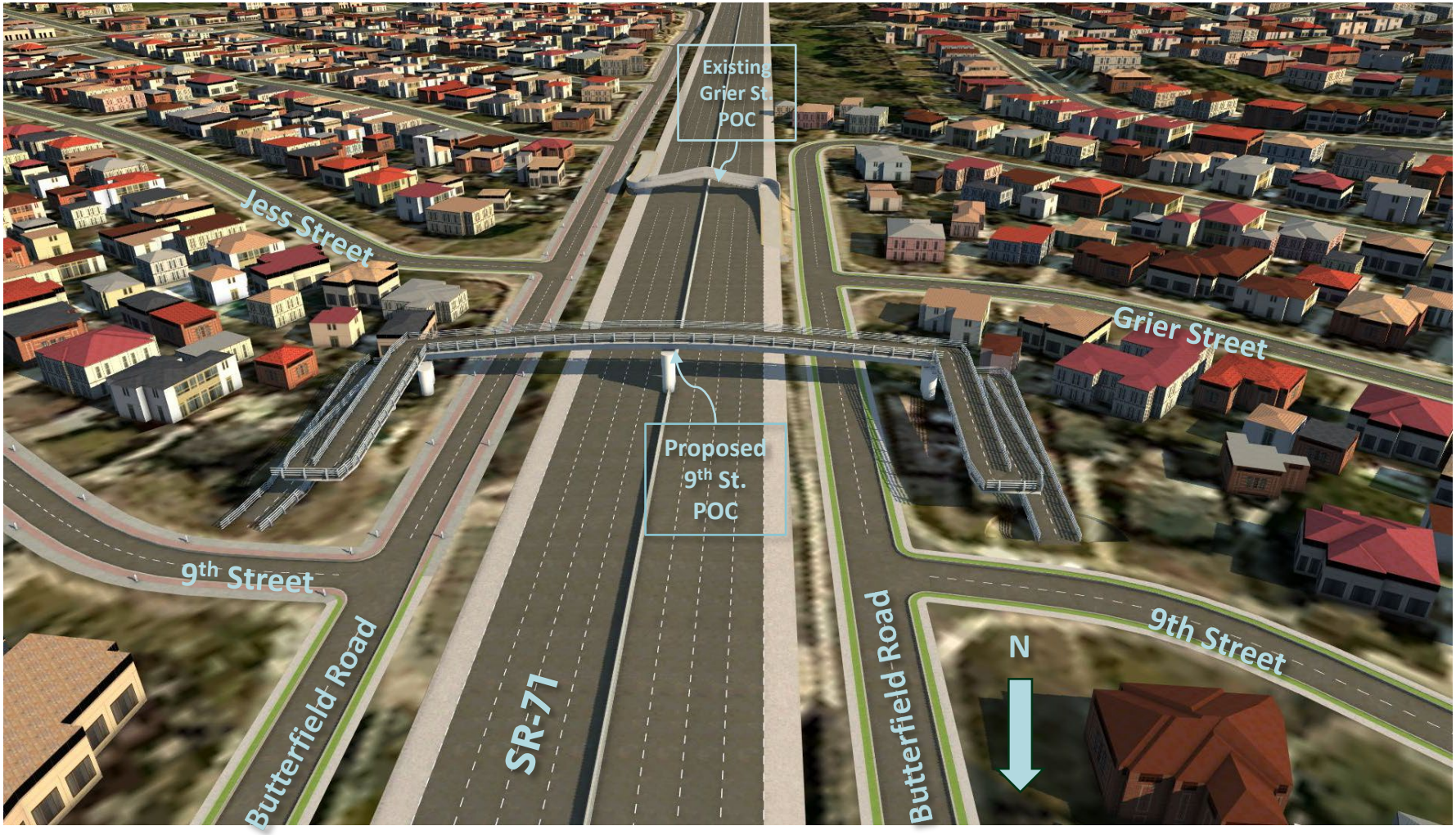


AFTER – RAIL BRIDGE RECONSTRUCTION **RENDERING**

GRIER STREET PEDESTRIAN OVERCROSSSING

BEFORE

NEW PEDESTRIAN OVERCROSSING (POC)



AFTER –NEW 9TH STREET POC **RENDERING**

(replaces the Grier Street POC)

PHASE 2 EQUITY BENEFITS

Enhance Safety & Preserve Quality of Life

- When bottlenecks are eliminated, less congestion, less collisions and less pollutants (from stop and go traffic and vehicle idling), and better air quality for surrounding communities is expected.
- New soundwalls will reduce noise for communities along the corridor.
- New landscaping and tree plantings will elevate aesthetics along corridor and beautify the project area.

More Modal Options, Connectivity, Access & Goods Movement

- New HOV lane will promote greater bus, vanpool and carpool usage, and provide an alternative to solo driving.
- New ADA compliant and seismically sound pedestrian overcrossing will connect communities and provide better and safer access for cyclists, rollers and pedestrians.
- Reconstructed railroad bridges with crash wall will meet current standards, accommodate future track expansion and enable increased use of double stacking of railroad cars.

PHASE 2
STAFF RECOMMENDATION

CONSIDER:

A. APPROVING adjustment of the FY25 Budget which currently has $30 million for the SR-71 South Segment Project to provide separate budget line items: $10 million for the SR-71 North Segment Project and $20 million for the SR-71South Segment Project.

B. APPROVING the programming of Measure M funds to support design activities for the SR-71 North Segment Project (Phase 2).

C. AUTHORIZING the Chief Executive Officer or their designee to execute and/or amend all necessary programming documents and project agreements for Phase 2 design activities.

- *Board approval will allow Caltrans to resume design work and complete the plans, specification and estimate (PS&E) for construction of Phase 2.*
- *Completion of the design phase will demonstrate a greater project readiness and could make future grant applications for Phase 2 construction funding more competitive.*

PHASE 2 PROJECT SCHEDULE & BUDGET

Target Schedule

Begin Construction:
April 2027[1]

End Construction:
April 2030[1]

Total Cost Estimate: $309.4M

Project Budget

Phase	Estimate	Deficit
PS&E	$ 23.0M[2]	$0
ROW	$ 27.4M	$0
Construction	$ 259.0M	$259M[3]
	$ 309.4M	

NOTES:

[1]Project schedule subject to availability of design and construction funds.
[2]$23M = $13M Repurposed federal funds+ $10M Measure M per bd action. (Only $3.4M of the $13M remains).
[3]Grants to close construction funding gap ($259M) are being pursued.

√$248,557,000 in Measure M (MM) Expenditure Plan for SR-71.
√$105,072,000 in M funds programmed for Phase 1 construction.
√A balance of $143,485,000 is available for Phase 2 project delivery.

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

Metro

Board Report

File #: 2024-0306, **File Type:** Informational Report **Agenda Number:** 38.

REGULAR BOARD MEETING
JUNE 27, 2024

SUBJECT: RESPONSE TO MOTION 34.1 IMPROVING SAFETY FOR METRO RIDERS AND EMPLOYEES

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE a status report on strategies to improve safety for Metro riders and employees in response to Motion 34.1.

ISSUE

At its April 2024 meeting, the Board approved Motion 34.1 (Attachment A) by Directors Barger, Krekorian, Hahn, Najarian, Butts, and Solis, directing staff to provide an update on current strategies - and research potential new ones - to improve safety for Metro riders and employees, and report back to the Board in 60 days. This report provides an analysis of crime and arrest data; a progress update on station interventions and gate-hardening efforts; an overview and recommendations of potential technologies to secure the system and detect weapons; and an overview of opportunities for improved partnerships with local law enforcement agencies, the District Attorney's Office, the Probation Department, local court systems and the legislature to strengthen penalties for crimes against transit employees, and ensure those who commit crimes are prosecuted and barred from the system.

BACKGROUND

Over the last 90 days, Metro employees and customers have experienced several random acts of violence, including a bus hijacking, a homicide at a rail station, and a homicide on a bus. Although the perpetrators behind these three incidents have been apprehended by law enforcement, these consecutive violent incidents, together with an escalation in the severity of bus operator assaults, and frequency of altercations between riders on the system have increased concerns and heightened fears about the safety and security of the Metro system. Transit agencies around the country are having similar experiences, which illustrates the seriousness of drug addiction and untreated mental illness crises that are fueling much of the violence.

Metro's significant steps to improve public safety using a multi-layered model over the last few years have reduced crime on the system. Still, one violent incident is too many, so the agency must do

more to keep Metro employees safe and ensure they feel safe, too.

In response to the growing concerns from Metro riders and employees, the Metro Board of Directors directed the CEO to analyze crime data to better understand its connection to fare payment and repeat offenders, and also report back on infrastructure, technology, activation and partnerships that might improve safety on the system.

DISCUSSION

This report analyzes crime and arrest data, updates on interventions in progress, and preliminary findings and recommendations for additional measures Metro can take to improve safety on the system. By exploring innovative approaches and best practices, Metro aims to provide a more secure and efficient transit experience.

Understanding the Issues: Data Analysis

As the agency explores ways to strengthen the safety and security of the system, it is essential to examine existing violent crime data to gain a more comprehensive understanding of the current environment. SSLE reviewed violent crimes and arrest data collected over the past 12 months to understand the possible link to fare evasion and repeat offenders.

Violent Crimes and Fare Evasion

The contract law enforcement agencies (LAPD, LASD, and LBPD) have not been responsible for enforcing Metro's Code of Conduct, which includes fare payment, as these duties were removed from their contractual Scope of Work in July 2022. Metro Transit Security is responsible for Code of Conduct and fare enforcement. Transit Security Officers conduct fare compliance at station entry points and on buses and trains using Mobile Phone Validators (MPV), which allow TSOs to verify if customers have active fare media on their TAP card. Customers without valid proof of fare or in violation of the Code of Conduct and are subject to citations and written warnings.

Metro's contracted law enforcement partners are responsible for enforcing the penal code. Between April 2023 and March 2024, 904 violent crimes were committed on the Metro System. SSLE collaborated with LAPD, LASD, and LBPD to determine if there was a correlation between violent crime offenders on the Metro system and whether they had paid fare at the time of arrest. This review does not consider the percentage of fare evaders that are committing crimes, as there is no reliable data source or approach to calculating those statistics. The findings by the law enforcement partners are as follows:

- **LAPD:** Upon arrest of a crime, LAPD officers do not conduct a fare check (i.e., use a mobile phone validator to verify if a TAP card has fare). Instead, officers conduct visual TAP card inspections where they ask arrestees to show their TAP cards. LAPD tracks visual TAP card inspections for all crimes. During this 12-month period, LAPD reported 609 violent crimes. 13,499 individuals were arrested for misdemeanors and felonies. Of those, 81% did not possess a TAP card, 4% possessed a TAP card, and 15% refused to answer.

- **LASD:** Upon arrest of a crime, LASD deputies do not conduct a fare check. Instead, deputies conduct TAP card visual inspections where they ask arrestees to show their TAP cards. LASD reported 267 violent crimes over the 12-month period. Of those, nine arrestees presented a TAP card. This represents 3.4% of violent crime offenders who were able to produce a TAP card upon request.
- **LBPD:** Upon arrest of a crime, officers do not conduct a fare check or TAP card visual inspections. LBPD reported 28 violent crimes over the 12-month period.

Based on the data that is available for this analysis, approximately 871, or 96%, of offenders did not have a TAP card.

Crimes by Repeat Offenders

During the same reporting period, 611 arrests were made for Crimes Against Persons on the Metro system as follows

- LAPD reported 439 arrests, with 20 arrestees identified as repeat offenders.
- LASD reported 152 arrests with only one repeat offender.
- LBPD reported 20 arrests and zero repeat offenders.

Of those arrested, 21 were identified as repeat offenders on the system. This represents 3.4% of individuals arrested for Crimes Against Persons.

Faregate Improvements to Improve Fare Compliance, Control System Access

Identifying targeted interventions that improve fare compliance and restore safe, appropriate activity within stations is a priority and an effective safety approach. As illustrated earlier in this report, Metro’s law enforcement contractors have found that up to 96% of those arrested on the system do not possess fare, which is indicative of the vulnerabilities of the current fare collection system. Though these statistics provide a glimpse into the characteristics of individual users arrested, there is no reliable data to determine what percentage of all non-fare-compliant users commit crimes.

Metro customers agree that fare enforcement should be a priority to ensure the system is a safe space. A survey in both English and Spanish of several hundred customers about strategies to improve fare compliance and access control at Westlake/MacArthur Park Station found that 95% of respondents felt that their personal safety improved in the paid area of the station after improvements were made. Further, a review of customer comments reveals that customers would like more to be done at other stations to ensure they are being used specifically for the purposes of transit.

Improved faregates play a crucial role in securing fare compliance by incorporating advanced design features that deter people from evading payment. With the increased difficulty of evading the fare, riders are more likely to adhere to the system's intended usage, fostering a culture of accountability and respect for the system. Ultimately, this benefits all riders by ensuring the sustainability and effectiveness of the transit system.

Background of Metro Fare Gates
The Metro Rail system has a hybrid approach to fare collection, where around half of the stations employ faregates, and the other half rely on standalone validators (SAVs) in which customers are requested to validate their fare but not physically stopped by a faregate. This is because many street-running stations do not have adequate space to install faregates with the required Fire/Life Safety and ADA requirements. Additionally, a 2007 report prepared for Metro identified that, at stations with faregates, the current style of turnstile and leaf-style faregates are highly susceptible to fare evasion, especially the wide, ADA leaf-style gate that provides additional space and time for customers with disabilities to enter but is open to all riders. Metro is addressing this vulnerability at future stations, including the Airport Metro Connector, by replacing the leaf-style gate with a paddle-style gate that is more difficult to push open or climb over and maintains ADA accessibility.

Peer Agencies' Approach
Staff has been monitoring peer agencies with different faregates across North America, including the Washington Area Metropolitan Transit Authority (WMATA) and Bay Area Rapid Transit (BART), both of which are replacing their leaf-style faregates with stronger, paneled faregates featuring greater precision in open door timing to improve fare compliance and reduce fare evasion through tailgating/piggybacking on someone who has paid their fare. WMATA is spending up to $40M to strengthen its new faregates, with initial studies revealing that fare evasion has been reduced by more than 70%. At BART, new faregates were recently installed at West Oakland and are being rolled out to other challenging stations, with the eventual target to have complete replacement upgrades by the end of 2025 as part of a $90M project (Attachment B).

Fare Enforcement Pilot
Staff have worked over the past several months to develop a fare compliance pilot to explore whether latching faregates for exit, requiring customers to tap out as well as tap in, can help address fare evasion. Throughout the pilot period, faregates at the North Hollywood B Line Station are latched and customers must tap to confirm fare was paid when they started their trip. If they already paid, they are not charged and can exit. If they did not pay, they will be charged upon exit. If they do not have a TAP card, staff helps them purchase a card and load fare. This pilot involves reprogramming and testing numerous fare types and media, a comprehensive marketing and outreach program, and collaboration with Metrolink which uses a non-TAP-based fare media.

On May 9, 2024, a 45-minute test of the pilot program was conducted to perform Fire/Life Safety system testing, to simulate and confirm that various station alarm activations would successfully unlatch the faregates to exit during a station evacuation. All elements of the pilot programming performed as expected, and alarm systems were activated with gates unlatched without issue. Additionally, key faregate data was collected during the pilot. During the testing, nearly 200 customers exited the station. Only 1 in 3 riders were verified to have valid fare. The remaining two in three riders did not have valid fare. Of this group, half of them did not possess any valid fare, and the other half had sufficient value but did not deduct their fare as required at the beginning of their trip.

Given the successful testing, Metro fully implemented the pilot program at the North Hollywood B Line faregates on May 28. Customer outreach began the week before implementation and is continuing. Further, Metro is providing Low-Income Fare is Easy (LIFE) Program signups onsite during the beginning of the pilot, and TAP Blue Shirts are present to assist customers in purchasing

appropriate fares. Metro Fare Compliance teams, who are trained in de-escalation tactics, provided an education-first approach during the first week of the pilot program, with an emphasis on informing customers of the need to tap and issuing warnings before transitioning to administrative Code of Conduct citations. Staff will be evaluating the North Hollywood pilot before expanding to other stations. The evaluation will include impacts on fare compliance, customer experience, safety, cleanliness, and impacts on other stations.

Additionally, staff continues to work through Metro's Office of Strategic Innovation to review innovative fare gate concepts through the Unsolicited Proposal program.

Update on Station Experience Improvements

In addition to examining improved faregates at rail stations, staff has been implementing additional safety enhancements at stations. Learning from the successful strategies employed at the Westlake MacArthur Park station, Metro is implementing, and enhancing proven methods and piloting innovative solutions to further improve overall safety and security for all riders and Metro employees.

Lake Ave Station
Several improvements are underway to improve lighting, secure hidden corners, and deter inappropriate activities such as loitering and drug use. Metro's Traction Power department recently completed lighting upgrades, and Metro is also partnering with the City of Pasadena to extend lighting improvements on the city pathways leading up to the station entrance. Staff is also in the design phase to tactically seal off misused areas that do not provide meaningful functionality for customers, such as behind elevator shafts and vulnerable window ledges. Staff will report back on the outcomes of these interventions.

Hollywood/Highland Station
Through a joint effort between Metro, the adjacent property management company, the local business improvement district, and law enforcement partners, several improvements have been made to the station entrance, where customers complained about harassment and other safety concerns, particularly at the elevator. In response, Metro installed brighter lighting, new signage, and property markers that clearly delineate the areas that must be maintained for transit purposes only, allowing our security teams to keep the entrance clear and free of illicit activity, willful blocking of station access, and loitering. The property management company has also installed new measures that deter misuse of their window ledges and corners for drug activity. As a result, we have collectively seen a 90% reduction in illicit activity and loitering following several improvements to the station entrance.

Downtown Santa Monica Station
This station has unique challenges due its compact footprint and challenges present at other end-of-line stations. Metro has been working collaboratively with the City of Santa Monica on a multipronged approach to improving safety and cleanliness at this station. Part of this includes expanding safe and clean restroom access to this station in June 2024, as well as a review of potential wayfinding and environmental design interventions to improve station circulation and deter trespassing and fare evasion. Staff will report back on the outcomes of these interventions.

Norwalk Station

Metro's Facilities Maintenance department has completed the installation of several leaning benches at the two busiest bus bays at Norwalk Station. These benches have been popular with students, as there are several key bus routes from Norwalk that serve Cal State Long Beach, Cerritos College, and Rio Hondo College. Leaning benches are also popular with aging customers who may prefer leaning instead of being completely seated and having to stand back up.

Further, substantial lighting upgrades have been completed to all the connecting bus bays, and station personnel have now observed more customers returning to their assigned bus bays and using the waiting areas, compared to previously when customers would congregate towards backlit map cases.

Lastly, the Facilities Contracted Maintenance department has conducted a significant amount of tree and brush trimming where overgrowth from Caltrans property has impeded visibility along the station roadway, impacting station users and Metro Bus Operations. This will improve overall safety for vehicle circulation within the station area. Staff will report back on the outcomes of these interventions.

APU/Citrus College Station
In addition to the stations previously announced for the next phase of interventions, staff has also been responsive to other stations with acute issues observed from personnel and customers. As a result, staff is implementing a multipronged approach to promote appropriate activity in and around the APU/Citrus College station, with an emphasis on care-centered strategies.

Metro's HOME Outreach teams have been providing daily coverage at APU/Citrus College Station, engaging with individuals and offering supportive services. As part of the public safety ecosystem, Transit Ambassadors, Security, and Law Enforcement are also on-site.

In May 2024, a Throne public restroom was added to this station, expanding on the successful pilot that has provided safe, clean, free-to-use public restroom access.

As part of the comprehensive efforts to restore safety and cleanliness in Metro parking lots and structures, Station Experience launched a new initiative called the Parking Lot User Safety (PLUS) Program, which will incorporate different elements needed to address the specific issues encountered in Metro parking structures. Upon looking at Transit Watch reports pertaining to this station between January 1, 2024, and March 21, 2024, there have been over 90 incidents submitted, with over 40 reports specifically flagged for vandalism, defecation, bodily fluids, strewn clothing, elevator misuse, and illegal fires. Additionally, in this time range, there were two reports that mentioned the word "park." Given this feedback, one of the first tactics has been to add brighter lighting throughout the parking structure, with additional interventions to follow.

Staff has also been working with the City of Azusa on adjacent properties where lighting could be repaired and upgraded, which has substantially improved visibility throughout the station and the entrance approaches. Staff will report back on the outcomes of these interventions.

Activating Stations

In addition to station interventions, staff have researched the potential for station activations to improve safety. Activating Metro stations with events, amenities, and care-first engineering enhancements can improve safety and the transit experience. As indicated in the Arup 2020 study, *Future of Stations*, open environments and high visibility of and by others are important. The study promotes stations as enablers for sustainability, well-being, and opportunity and notes that the presence of activities such as cafes, kiosks, or shops to keep these areas busy creates visibility, and natural surveillance increases safety and transit ridership.

As part of the Economic Development Program (EDP), which the Board approved in December 2022, station activation pilot programs are underway. Markets at Metro will activate Metro's rail station plazas with community-led events and economic activity. The goal is to create cultural, historical, and locally significant destinations that improve the rider's experience, such as ground floor retail spaces in future Metro housing developments that serve the community. In 2024, there will be opportunities to participate as a vendor at Metro-operated open-air markets. Transit Oriented Communities (TOC) is launching pilot programs at Leimert Park, Westlake MacArthur Park, and the Willowbrook/Rosa Parks Stations as a result of the Measure M Visionary Seed Fund grant award and Community-Based Organization (CBO) partnerships. These pilot programs will allow Metro to test different partnership models and identify best practices that can be deployed across the system.

TOC recently launched its new online Economic Development Program story map on the Metro website (metro.net/edp), which highlights current station activation efforts as well as Metro's Economic Development Pilot Investment Fund program in Little Tokyo and along the K Line.

Potential Uses of Technology to Improve Safety

Analysis: Benefits of Technology Use
In 2023, SSLE analyzed incorporating innovative technology to enhance our reactive responses and enable Metro to address safety issues in an effective, robust, and proactive manner. The proactive and preventative system measures would blanket Metro's multi-layer public safety ecosystem with supportive technology.

As SSLE, in conjunction with Operations, upgrades to a new video management system throughout fixed Metro locations to introduce CCTV analytics, the below capabilities could be implemented within Metro's Operating Centers (security, bus, and rail). These functions could be implemented in alignment with Metro's Bias-Free Policing and Public Safety Data Analytics Policies.

1. **Enhanced Security Screening:** Millimeter wave scanners can detect concealed objects under clothing without invasive pat-downs, making them invaluable for security checks at train platforms and bus stations. By integrating video cameras, AI, and facial recognition technology, these systems can quickly identify individuals of interest or those on watch lists, enhancing security protocols.

2. **Real-time Threat Detection:** Combining AI algorithms with video feeds allows real-time threat detection. Suspicious behaviors, such as unattended bags, static movement, or erratic movements, can be flagged for immediate review by security personnel, reducing response times in potential security incidents.

3. **Crowd Monitoring and Management:** Video cameras equipped with AI can analyze crowd dynamics, detecting congestion points or potential safety hazards on platforms or within vehicles. This data enables transportation authorities to optimize crowd flow, allocate resources efficiently, and ensure passenger safety.

4. **Facial Recognition for BOLO Alerting and Staff Access Control:** Facial recognition technology integrated with millimeter wave scanners and video cameras enables immediate notifications of individuals on Metro properties that are banned from the transit system, which streamlines support to field security resources for awareness and removal. Facial recognition technology could also provide seamless access control for authorized personnel granting automatic access to critical areas on the system.

5. **Predictive Maintenance:** AI algorithms can proactively analyze video feeds to detect equipment malfunctions or infrastructure issues. This proactive approach to maintenance minimizes downtime and ensures the smooth operation of trains and buses.

6. **Data-driven Decision Making:** Integrating these technologies generates vast amounts of data on passenger movements, security incidents, and operational efficiency. Command and dispatch centers can leverage this data to make informed decisions, optimize resource allocation, and enhance system performance.

7. **Transit Watch Mobile Application:** Upgrades are in progress to the mobile application to provide a continued resource for citizen reporting with valuable features to identify wanted suspects, various crimes, patron notifications, and more. New features will include in-app messaging to the Metro SOC, video uploads, foreign language, on-the-fly inbound translations for SOC Staff, and many other back-end functions. These upgrades are already in development.

Privacy Considerations: While these technologies offer significant benefits, privacy and data security concerns must be addressed. Transparent data collection, storage, and usage policies would be essential to ensure public trust and regulation compliance.

CCTV Analytics
A component of this analysis was the understanding of CCTV analytics and how Metro can ingest the use of smart software within Metro's +30K cameras agencywide. With the application of this capability, Metro's Operating Centers (SOC, BOC, and ROC) will have the ability to receive immediate alerts if cameras capture actions such as vandalism, suicide attempts, trespassing, weapons brandishing, and identification via the use of facial recognition, if warranted. Additionally, as part of the system, staff would utilize a physical security incident management (PSIM) which integrates CCTV, assets, vehicles, personnel, and various data sources in a single platform for Metro Operating Centers to validate incidents, make informed decisions, follow pre-defined standard operating procedures, optimize resource allocations, and enhance system awareness.

Using CCTV analytics, two components can be implemented in alignment with the Board-approved Bias-Free Policing Policy and the Public Safety Analytics Policy (Attachment C). The first is

investigative analysis, which entails system (identifying repeat offenders of operation disruptions) and proactive immediate alerting to Metro Bus, Rail, and Security Operations Centers. Detecting and alerting human behavior triggers (based on unsafe conditions or Code of Conduct violations) and anomalies in real-time on the system can increase Metro's proactive awareness and reduce response times to incidents. For these types and other incidents, people resources rely upon and respond to phone calls (ROC, BOC, Law Enforcement), radio traffic, Transit Watch app submissions, and CCTV observations. Metro is immediately alerted with proactive analytic information without the previously mentioned dependencies.

Metro has evaluated its state of good repair and initiated camera infrastructure upgrade projects along the G Line, B/D Line, and segments of the A and E Lines. Metro has embarked on an ambitious project to transition disparate CCTV viewing applications to a new unified video management system, Genetec, that enables Metro's Bus, Rail, and Security Operating Centers a platform for agency-wide situational awareness via Metro's vast existing network of CCTV cameras. This system is the foundational software platform for utilizing upgraded high-definition camera analytics, Genetec-embedded analytics, and a compilation of analytic software solutions that integrate with Genetec's open architecture design to address our most critical system issues. The objective is for Metro to experience an adjustment in the paradigm of preventative and reactive safety and security measures with the inclusion of proactive capabilities. Metro has already procured and evaluated one video analytics software and plans to expand its application into the Genetec suite. This analytics software works by classifying real-time video by objects, motion, vehicles, people, clothing color, travel path, and other factors to support investigative and proactive responses.

Along with implementing new CCTV analytics, SSLE would strategize with our Genetec vendor to integrate data sources, where applicable, with existing law enforcement partner databases and systems. This would provide readily available relevant information on known offenders and seamless facilitation between law enforcement agencies and security personnel for coordination efforts. To ensure optimal performance and reliability, Physical Security and Operations teams would collaborate regularly and provide comprehensive training to security personnel on using analytics technology, PSIM dashboard, and protocols for responding to system-generated alerts. Lastly, SSLE would collaborate with Customer Experience to foster transparency in informing and educating the public on the CCTV upgrades, the purpose, and benefits, and address privacy and civil liberty concerns through open dialogue and engagement with community stakeholders.

Millimeter wave scanners, paired with video cameras, artificial intelligence (AI), and facial recognition technology, offer a potent synergy in enhancing security and operational efficiency within transportation networks such as the Metro system.

[2] *Images courtesy of Pacific Northwest National Laboratory (<https://www.pnnl.gov/nationalsecurity/millimeterwave/learn_more.stm>)*

Facial Recognition Technology Legislation

Staff researched current legislation related to facial recognition technology (FRT) within California and sought input from County Counsel. AB 1215 banned the use of FRT for three years, but the law expired in January 2023. There was an effort to extend the ban through AB 642, which also would have regulated the use of programs that have been evaluated under the National Institute of Standards and Technology's (NIST) Face Recognition Vendor Test (FRVT) program and are at least 98% accurate. However, AB 642 did not pass into law. Currently there are no state laws in place regulating FRT use by law enforcement (see Attachment D - Survey of Laws in California Governing Use of Facial Recognition Technology).

What remains in terms of regulation of FRT is limited to some cities, such as San Francisco, Berkeley, and Oakland, which have existing moratoriums on facial recognition use by law enforcement. Other jurisdictions, such as Davis, Palo Alto, Santa Clara County, and San Diego, do not have an outright ban on the use of FRT. However, each city enacted procedures (similar to the New York Police Department Impact and Use Policies for technology) that local agencies must follow to procure and use the technology, including justification and board/council approval. There currently is a proposed bill, AB1814, that is in consideration, which *"Prohibits law enforcement from proceeding with a search, arrest or affidavit for a warrant, based solely on an FRT match, requiring other supporting factors."*

Weapons Detection Systems

Per Code 6-05-100 A.13 in Metro's Customer Code of Conduct, weapons are prohibited on Metro or in Metro facilities. Weapons arrests systemwide for the last 12 months totaled 145. By mode, this corresponds to 33 (23%) on the bus system and 112 (77%) on the rail system. The increased presence of security resources on the system contributed to an increase of 96% in weapons arrests in the last 12 months compared to the previous 12 months (145 vs. 74). The increase in weapons arrests is more evident on the rail system, with 112 arrests in the last 12 months versus 44 arrests in the previous 12 months, an increase of 155%. In addition, there has been a 3% increase in

aggravated assaults systemwide in the last 12 months compared to the previous 12 months (504 vs. 491). Though not all aggravated assaults involve the use of a weapon, the overall increase of aggravated assaults on the system throughout a 24-month duration demonstrates a need for prevention through weapons detection.

As such, the following are ways to detect and keep weapons off the system.

Metal Detectors

As an effort to reduce weapons on the system, investment in the utilization of metal detectors (combination of wand and/or walkthrough) can be made at critical points on the system identified via data such as crime, arrests, and customer feedback. The largest advantage to this effort is enhanced security throughout the system and the detection of potentially dangerous weapons. Conversely, this may hinder the riders' experience, and some may find the additional security measures inconvenient.

The initial steps would consist of discussions on staffing, policies, processes, costs, and public outreach. This includes workshop sessions with Operations, Customer Experience and County Counsel, as well as involving external partners for input and feedback. During all steps, staff would continue to ensure alignment with Metro's Bias-Free Policing and Public Safety Analytics policies.

Detailed costs analysis and timelines for implementation will be provided in the July Public Safety report.

Electromagnetic Weapons Detection

Staff also researched other types of technology that could reduce weapons on the Metro system. The City of New York, along with New York MTA, recently committed to exploring new technology that can detect weapons on their subway system. This includes partnering with various technology groups to pilot their equipment on the New York subway system. Specifically, the New York Police Department (NYPD) intends to conduct a pilot using an electromagnetic weapons detection system that emits an ultra-low frequency, which systems sensors process the pulses relayed to detect a potential weapon. It is also equipped with cameras to capture still images of the individual moving through the system to provide to law enforcement. To ensure the integrity and use of the system, under the City of New York's Police Surveillance Technology Transparency law, NYPD must release any Impact and Use Policies on new technology, that includes surveillance, for public comment before implementation. A new draft use policy
<https://www.nyc.gov/assets/nypd/downloads/pdf/public_information/post-final/electromagnetic-weapons-detection_iup_3.28.24_draftforcomment.pdf>
for electromagnetic weapons detection systems was published on March 28 for public comment. Metro's Physical Security Department plans to work with the New York MTA to evaluate the findings of their technology pilot.

[1] *Images courtesy of New York Metropolitan Transportation Authority (<https://new.mta.info/press-release/icymi-mayor-adams-nypd-commissioner-caban-pilot-new-technology-announce-additional>)*

Other Measures

In October 2022, the Cops, Cameras, Care Initiative was implemented with a joint effort by New York MTA, NYPD, and state police to increase officer presence in the subway system. The initiative came as a response to violent incidents in the system, including violent assaults and homicides, which, despite overall crime statistics being down compared to pandemic-level, became a focus of intense public scrutiny. The initiative mainly consisted of:

- NYPD and MTA surged officer presence on platforms and trains each shift/per day on the subway.
- Addition of two new dedicated units at psychiatric centers to help provide those experiencing serious mental health illness with assistance needed.
- Implemented new training for NY MTA Police, NYPD, and EMS on best practices for engaging the unhoused population and authority for transporting individuals in need of psychiatric evaluation.

By January 2023, the governor and mayor's office provided an update indicating ridership that month was up 35% over the previous year, while crime was down 28%. More than 650 individuals were engaged with services by Safe Options Support teams and are getting help to transition into more permanent housing.

It was reported that since the initiatives were announced in October 2022, major crime in the subway system was down 16% compared to the same period during the prior year. Additionally, the crime rate on subways was returning to pre-pandemic levels.

- In 2019, the rate of crime was 1.5 crimes per million riders.
- In 2022, the rate of crime was 2.3 per million riders,
- In December 2023, the ridership adjusted rate was only 1.7 per million riders.

This result came with a reported increase from $4M to $150M in overtime pay for NYPD transit officers. Additionally, in March 2024, Governor Hochul ordered a force of nearly 1,000 people, comprising 750 National Guard members, state police and transit officers, to conduct bag checks at some of the busiest rail stations on the transit system.

The Potential Role of Improved Partnerships
Metro depends on the partnership of law enforcement, the court and parole systems, and the legislature to disincentivize crime on the system, and to prevent repeat offenders from accessing the system.

Collaboration with Local Safety Partners

Fostering robust communication channels among key stakeholders is paramount for ensuring public safety within Metro. To enhance collaboration and efficacy concerning “Be on the Lookout” (BOLO) notices and Stay Away Orders, the following were recommended by our law enforcement partners:

1. **Regular Interagency Meetings:** Establish routine meetings involving representatives from Metro, local law enforcement agencies, and the City and District Attorney's Office. These meetings should serve as platforms for sharing information, discussing emerging trends, and coordinating efforts to address transit-related issues. **Metro staff concurs with this recommendation.**

2. **Unified Database:** Implement a centralized database accessible to all relevant agencies to streamline the dissemination of BOLO notices and Stay Away Orders. Metro should maintain an internal database to facilitate real-time updates and enable quick access to critical information for law enforcement personnel operating within the transit system. Currently, SSLE maintains internal records that are updated on a daily, weekly, or monthly basis. In parallel with the development of the Public Safety Dashboard, SSLE will build out an internal database hosting tactical data that can be shared with our law enforcement partners in near-real-time. **This would likely not be fully controlled by Metro, given the sensitive data within the system. Metro would only require access to an agreed-upon platform**

3. **Standardized Protocols:** Metro should develop standardized protocols and guidelines for the issuance and enforcement of BOLO notices and Stay Away Orders across all participating agencies. Clear and consistent procedures will ensure that law enforcement officers understand their roles and responsibilities when responding to transit-related incidents involving individuals subject to these orders. **Metro staff concurs with this recommendation.**

4. **Training Programs:** Metro should work and develop with law enforcement partners to

develop comprehensive training programs for law enforcement personnel, transit staff, and relevant stakeholders on identifying and responding to individuals subject to BOLO notices and Stay Away Orders. Training should emphasize the importance of collaboration, de-escalation techniques, and legal considerations when engaging with individuals in transit environments. **Metro staff concurs with this recommendation.**

5. **Community Engagement:** Metro should lead with law enforcement support to engage with community organizations, advocacy groups, and stakeholders to promote awareness of BOLO notices and Stay Away Orders within the transit community. By fostering community partnerships, we can enhance public trust, encourage reporting of suspicious activities, and facilitate the successful implementation of these enforcement measures. **Metro staff concurs with this recommendation.**

6. **Feedback Mechanisms:** Establish feedback mechanisms for Metro to share and solicit input from frontline personnel regarding the effectiveness of existing protocols and identify areas for improvement. Regular evaluations and adjustments based on operational feedback will help refine procedures and enhance the overall efficiency of transit security efforts. **Metro staff concurs with a continued stance with utilizing Division RAP sessions and site visits, and other existing areas to share with frontline personnel.**

7. **Technology Integration:** Explore Metro opportunities to leverage technology, such as mobile applications or digital platforms, to enhance the dissemination and tracking of BOLO notices and Stay-Away Orders. Integration with existing transit systems or law enforcement databases can improve information sharing and operational coordination in real-time. Integration with existing transit systems or law enforcement databases can improve information sharing and operational coordination in real-time. **Metro staff concurs with this recommendation.**

Penalties for Crimes Against Transit Employees

Several states have legislation that carries various penalties for violent crimes against transit employees. In California, there are presently five penal codes for differing degrees of assault on a transportation worker. In the California penal code, a “public transportation provider” is a publicly or privately owned entity that operates a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle to transport people.

CA Penal Code	Provision	Crime Classification	Penalty
190.25	Murder of a transportation worker.	Felony	Life without parole.
212.5	Robbery of a transportation worker.	Felony	First degree robbery.
241.3	Assault of transportation worker or passenger.	Misdemeanor*	$2,000 fine, 1 year in jail, or both.
243.3	Battery of transportation worker or passenger.	Misdemeanor*	$10,000 fine or 1 year in jail, or both. If injury occurs, up to 3 years prison.
245.2	Assault with deadly weapon on transportation worker.	Felony	Up to 5 years prison.
369i	Interference with the safe and efficient transit operation	Misdemeanor*	Up to 1 year in county jail.

**Requires a Private Person Arrest (PPA) if not committed in the presence of a peace officer*

Related to pending California Assembly or Senate Bills aimed at strengthening penalties for crimes against transit workers, AB 2824 is an amendment to Section 243.3 of the Penal Code (as listed above) that is currently in Committee as of April 24, 2024. The proposed amendment is as follows:

> *AB 2824 would expand the additional penalties to include employees or contractors of public transportation providers. A battery against any person on the property of, or in a motor vehicle of, a public transportation provider is subject to separate additional penalties ($2,000 or up to a year in county jail), although such penalties are only available in specified locations (on the property or in the vehicle of a transportation provider).*

Most state legislation defines a “transit employee” as bus and train operators, security officers, immediate supervisors, and mechanics. Nationwide, over 30 states and the District of Columbia have laws related to transit worker assaults that carry varying penalties based on the type of crime. In 2023, the State of Virginia introduced legislation that would make it a Class 1 misdemeanor to assault a transit operator, and it would ban people who are convicted of those assaults from riding the bus for at least six months. In 2023, Oregon lawmakers introduced Senate Bill 787 to expand third-degree assault to include an assault on transit workers. It would carry a conviction with a sentence of up to five years in prison and a $215,000 fine. The state of New York’s Penal Code Section 120.05 - Assault in the second degree was expiring July 19, 2024, but was reauthorized and published on April 28, 2024. This included intent to cause physical injury to a train operator, bus operator, and others, with new, updated language, including, ferries and traffic checkers. The maximum sentence for second-degree assaults is seven years in prison, classified as a violent felony, with a $5,000 fine. See Attachment E for a full list of state laws.

Metro’s law enforcement partners recognize the critical need to ensure the safety and well-being of

transit employees who play an integral role in maintaining the functionality of our public transportation system. While specific legislative efforts may vary, their respective agencies consistently support initiatives to strengthen penalties for violent crimes against transit employees. Two areas of focus that law enforcement recognizes the importance of includes:

1. **Legislative Support:** Law enforcement advocates for legislative measures that enhance the legal protections afforded to transit employees and impose stricter penalties for individuals who commit violent acts against them. This may include amending existing statutes or introducing new legislation specifically targeting offenses perpetrated against transit personnel.

2. **Data-Driven Advocacy:** Law enforcement utilizes data and statistics to highlight the prevalence and severity of violent crimes targeting transit employees. By presenting evidence-based arguments, they can illustrate the impact of such offenses on the safety of transit workers and the broader community, strengthening the case for legislative action.

EQUITY PLATFORM

As the agency explores various strategies and technology upgrades to protect Metro riders and employees better and improve the overall rider experience, questions arise about how these efforts will impact Black, Indigenous, and other People of Color (BIPOC) and other marginalized groups who rely on our system. The potential use of artificial intelligence and facial recognition technology on the system particularly brings concerns about racial profiling and biases. Given this, staff will ensure all system and security upgrades abide by Metro's Reimagining Public Safety Framework, Bias-Free Policing Policy, and Public Safety Analytics Policy.

Understanding that larger societal issues are at play-including the lack of adequate healthcare for mental illness and drug addiction treatment, coupled with housing affordability and homelessness crises-when considering the root causes of safety and security concerns on the system, Metro will continue to use a comprehensive human-centered public safety model. If the agency proceeds with any of the mentioned technology or environmental interventions, SSLE will work collaboratively with its public safety partners and other Metro departments to minimize any disruptions or negative impacts on riders who depend on the Metro system for transportation. Staff will also speak to Metro advisory groups about implementation plans, gather their feedback and concerns, and provide a transparent road map on capabilities and installation plans. In addition, as part of the next steps, staff may conduct outreach efforts with riders to gauge overall public opinion on the potential interventions.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goals #2.1: Deliver outstanding trip experiences for all users of the transportation system; Metro is committed to improving security and #5.6: Provide responsive, accountable, and trustworthy governance within the Metro organization; Metro will foster and maintain a strong safety culture.

NEXT STEPS

Staff will provide a complete report, to include costs and implementation timelines for various strategies next month.

ATTACHMENTS

Attachment A - Board Motion 34.1
Attachment B - BART Next Generation Fare Gates
Attachment C - Metro Bias-Free Policing Policy and Public Safety Analytics Policy
Attachment D - Survey of Laws in California Governing Use of Facial Recognition Technology
Attachment E - Full List of State Laws on Assaults Against Transit Employees

Prepared by: Robert Gummer, Interim Deputy Chief, System Security and Law Enforcement Officer, (213) 922-4513

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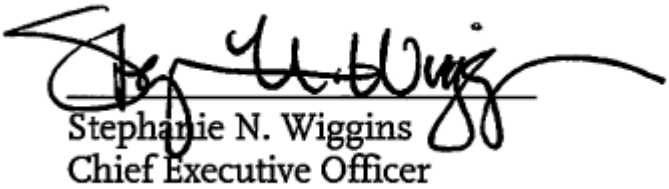


Stephanie N. Wiggins
Chief Executive Officer

Metro

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

Metro

Board Report

File #: 2024-0300, **File Type:** Motion / Motion Response **Agenda Number:** 34.1

REGULAR BOARD MEETING
APRIL 25, 2024

Motion by:

DIRECTORS BARGER, KREKORIAN, HAHN, NAJARIAN, BUTTS, AND SOLIS

Related to Item 34: Bus Operator Retrofit Barriers

SUBJECT: IMPROVING SAFETY FOR METRO RIDERS & EMPLOYEES MOTION

RECOMMENDATION

APPROVE Motion by Directors Barger, Krekorian, Hahn, Najarian, Butts, and Solis directing the Chief Executive Officer to report back to the board in 60 days on:

A. A preliminary investigation into fare gate hardening at our heavy and light rail stations, including identification of resources required, opportunities, and challenges associated with such an effort;

B. An update on implementation of latching faregates upon exit, including the proposed pilots of this technology at both North Hollywood and Union Stations;

C. An update on the proposed pilot interventions at Lake Ave, Hollywood/Highland, Downtown Santa Monica, and Norwalk stations, as highlighted in January's file#: 2023-0539;

D. Data collected on violent crimes committed over the past twelve months on the LA Metro system and any correlation found with an inability of the perpetrator to demonstrate a paid fare;

E. Data on outcomes of arrests for crimes against persons on the LA Metro system over the past twelve months, and instances of reoffending on the system;

F. Any current or recent legislative efforts to strengthen penalties for violent crimes against transit employees.

HAHN AMENDMENT: report back to include recommendations for ways we can keep weapons off our system, including lessons learned from peer transit agencies.

SOLIS AMENDMENT: report back to include how activating our stations, including adding kiosks and

prioritize care first station design improvements, could improve safety and provide jobs to at-risk individuals.

KREKORIAN AMENDMENT:

A. Report back to include recommendations to create holistic and reciprocal communication among Metro, local law enforcement agencies (beyond our contracted partners), the District Attorney's Office, Probation Department, and local court systems to create effective protocol concerning Be on the Lookout "BOLO" notices and Stay Away Orders; and

B. Recommendations for upgrades to the CCTV system on bus and rail facilities to support artificial intelligence and biometric technology to identify those individuals who are known repeat violent offenders, repeat disruptors to operations or individuals banned from the system by court order.

BUTTS AMENDMENT: report back to include staff's research on current applications of millimeter wave scanners combined with video cameras and artificial intelligence and facial recognition technology that can be installed on train platforms and trains/buses with a feed into command/dispatch centers.

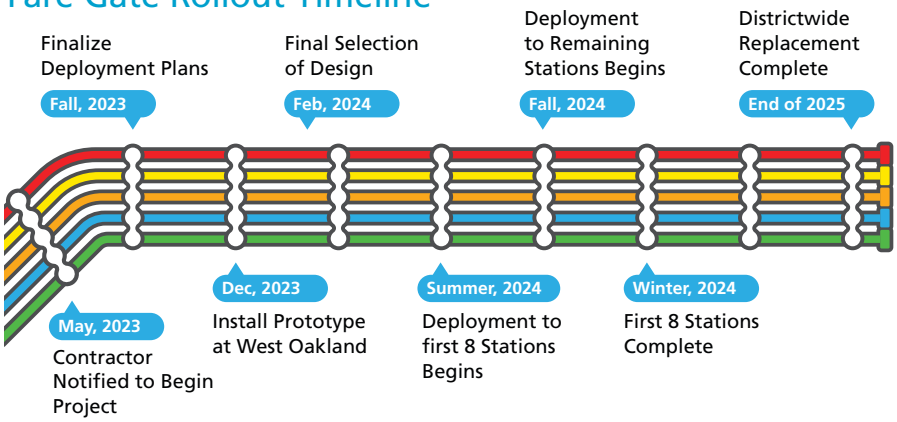
Next Generation Fare Gates
Improving the System

Let's go.

Overview

BART is moving forward with a historic purchase of brand-new fare gates to be installed systemwide. The fare gates will bring a new look and improved experience, offering state-of-the-art technology that will boost safety by reducing fare evasion, enhancing accessibility for people in wheelchairs, those who bring bikes, and strollers on BART, and optimizing the reliability and maintenance needs of the fare gates. The first prototype gates went into service at West Oakland station in December 2023. Civic Center, Montgomery, Powell, 24th St, SFO, Fruitvale, Richmond, and Antioch are next in line for deployment of the new gates.

Fare Gate Rollout Timeline



Project Benefits

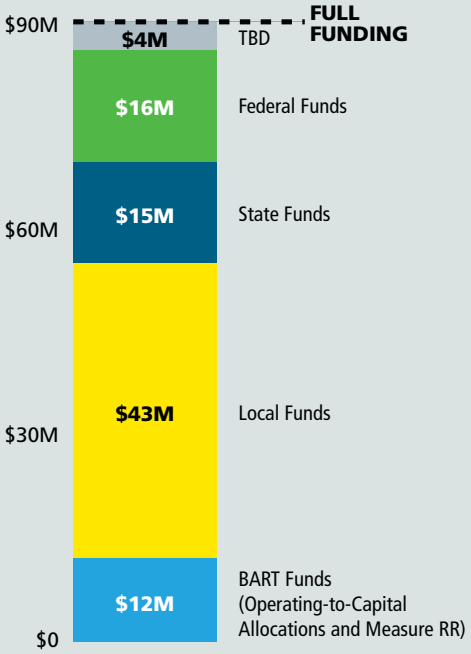
- **Improve feelings of safety and boost ridership:** the new fare gates will have tall swing barriers that will make it difficult for fare evaders to push through, hurdle over, or maneuver under. More secure fare gates should improve perceptions of safety and encourage riders to return.
- **Improve customer experience:** gates will have advanced sensors to detect wheelchair users and those with luggage, strollers, or bikes to ensure they get through with ease, and LED lighting to assist visually impaired riders.
- **Increase reliability and reduce system downtime:** the gates will be easier to maintain.
- **Enhance monitoring:** the gates will contain sensors that can detect fare evasion to improve future deterrence efforts and provide real-time monitoring capabilities.
- **Modern aesthetics:** the new fare gates will help shift the look and feel of BART stations to the 21st century.
- **Fewer BPD and rider confrontations:** secure fare gates will help self-enforce fare payment, removing potentially negative confrontation between would-be fare evaders and police.
- **New payment options:** the new gates will be compatible with the next generation of Clipper which will accept open payment with the ability to pay for BART by tapping a credit or debit card or a phone/watch with Apple Pay or Google Pay at the gate.

San Francisco Bay Area Rapid Transit District

Fast Facts

- BART has over 700 fare gates across its stations
- Current fare gates are over 20 years old
- Each new fare gate allows upwards of 40 people per minute to pass

To date, BART has secured $86 million of the $90 million project, with funding from:



BART will continue to work to secure full funding from local, state, and federal sources.

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Los Angeles County
Metropolitan Transportation Authority

Metro

GENERAL MANAGEMENT
Bias-Free Policing Policy

(GEN 64)

POLICY STATEMENT

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is committed to providing transit services and enforcing LACMTA's Customer Code of Conduct in a professional, nondiscriminatory, fair, and equitable manner. Discriminatory conduct is prohibited while performing any LACMTA activity. LACMTA has a zero-tolerance policy for any form of confirmed bias or discrimination, and expressly prohibits all forms of biased policing.

The intent of this policy is to avert racial profiling and discriminatory actions in the deployment of LACMTA security and public safety resources and to build mutual trust and respect with the diverse groups and communities to which LACMTA provides service. This policy will serve as a companion to the Public Safety Analytics Policy (GEN 64), which ensures that any use of internal and external data sources is done in a manner that averts racial profiling and discrimination.

PURPOSE

LACMTA is committed to protecting the constitutional and civil rights of all people as outlined in Title VII of the 1964 Civil Rights Act and the Americans with Disability Act (ADA). The purpose of this policy is to emphasize this agency's commitment to the fair and bias-free handling of security resources and to the fair and bias-free treatment of all system patrons. All LACMTA security staff, contractors, and law enforcement partners supporting LACMTA will be expected to abide by this policy.

APPLICATION

This policy applies to all LACMTA employees and contractors. Contracted law enforcement entities will be provided the policy and be required to adhere to it.

Effective Date: 03/23/23

GENERAL MANAGEMENT
Bias-Free Policing Policy

(GEN 64)

1.0 GENERAL

All individuals having contact with agency personnel shall be treated in a fair, impartial, bias-free, and objective manner, in accordance with the law, and without discrimination as defined in this policy.

It is the policy of LACMTA to:

- Dignify and respect the diversity and cultural differences of all people.
- Assure the highest standard of integrity and ethics among all LACMTA personnel.
- Identify, prevent, and eliminate any instances of biased policing and racial profiling by LACMTA personnel.
- Provide bias-free security services consistent with constitutional and statutory mandates.
- Prioritize the use of non-law enforcement response to calls for service when appropriate.
- Ensure any data or information obtained by LACMTA or associated contract services or law enforcement agencies regarding actual or perceived race, religion, color, ethnicity, national origin, age, gender, gender identity, gender expression, sexual orientation, disability, immigration, or employment status, English language fluency or homeless circumstance, is never used in a manner that supports bias or discrimination.
- Uphold LACMTA's commitment to protecting and serving people through transit services, safety, and non-law enforcement resources that promotes and strengthens public trust and confidence in LACMTA and enhances the legitimacy of its policing practices.

It is LACMTA's policy that, except in "suspect specific incidents" where acknowledgement, identification, or reference to a suspect's specified characteristics is critical to the preservation of public safety, police and security officers are prohibited from considering actual or perceived race, religion, color, ethnicity, national origin, age, gender, gender identity, gender expression, sexual orientation, disability, immigration or employment status, English language fluency, or homeless circumstance in deciding to engage or detain a person.

2.0 DEFINITION OF TERMS

Americans with Disability Act (ADA) – Federal law that prohibits discrimination on the basis of a disability. To be protected by the ADA, you must have a disability or relationship with an individual with a disability.

Biased Policing - Discrimination in the performance of law enforcement duties or delivery of police services by LACMTA or based on personal prejudices or partiality of agency personnel toward classes of people based on specified characteristics.

Discrimination - Any adverse act or failure to act based on race, color, national origin, religion, sex, age, physical or mental disability or condition, ancestry, marital status, sexual orientation, gender identity, gender expression, affiliation, or any other basis protected under applicable federal or state law.

Fair and Bias-free Treatment - Conduct of agency personnel and contractors wherein all people are treated in the same manner under the same or similar circumstances irrespective of specific characteristics.

Police Services - Actions and activities that may not directly include enforcement of the law, but that contribute to the overall well-being of the public. These include, but are not limited to such tasks as public assistance to persons who may be lost, confused, or affected by mental or physical illness, as well as responding to medical emergencies, and providing lifesaving services, crime prevention, public information, and community engagement.

Protected Classes - For the purposes of this policy, real or perceived personal characteristics, including but not limited to race, color, national origin, religion, sex, medical conditions, disability, age, citizenship status, marital status, sexual orientation, gender identity, or political affiliation[1].

Racial/Ethnic Profiling - Suspecting someone of having committed an offense based on the individual's race, ethnicity, or national origin rather than relevant information specific to the individual or conduct in question.

Title VII - Title VII of the 1964 Civil Rights Act prohibits discrimination on the basis of race, color, or national origin by recipients of federal financial assistance.

3.0 RESPONSIBILITIES

The Chief Executive Officer (CEO) will ensure all agency personnel and contractors engaged in providing safety and security resources are operating in compliance with this policy and adhere to it.

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[1] [1] This list is not exhaustive but is intended to identify the factors that are most likely to produce differential decisions on the part of law enforcement. The definition of protected classes is consistent with the following laws; Title VII of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and the Rehabilitation Act of 1973.

3.1 Fair and Impartial Treatment

- Biased policing is prohibited both in enforcement of the law and the delivery of security and police services.

- Agency personnel shall take equivalent enforcement actions and provide bias-free services to all people in the same or similar circumstances.

3.2 Compliance and Reporting

- Agency personnel are encouraged to intervene at the time the biased policing or security incident occurs. Agency personnel who witness or who are aware of instances of biased policing are encouraged to report as early as possible.

- Supervisors shall:
  a. Ensure that all agency personnel in their command are familiar with the content of this policy and shall be alert and respond when biased policing is occurring.
  b. Respond to violations of this policy with training, counseling, discipline, or other remedial intervention as deemed appropriate to the violation.
  c. Ensure that those who report instances of biased policing are not subject to retaliation[2].
  d. Employees concerned about leveraging their respective chains of commands can contact the Office of Civil Rights and Inclusion at 213-418-3190 to report instances of bias policing and discrimination.

- Information on biased-policing complaints and any additional relevant information shall be provided to the CEO or their designee in a manner most suitable for administrative review, problem assessment, and development of appropriate officer-level and/or agency-level corrective actions. At least quarterly, a summary of biased-policing complaints should be provided to the CEO or their designee.

- LACMTA will generate and maintain a public facing bias complaint dashboard to ensure transparency with the community regarding any allegations of the use of age, disability, ethnicity, gender, nationality, race,

[2] The Supreme Court has defined retaliation as an intentional act in response to a protected action. Retaliation is a deliberate action used to send a clear message that complaining is unwelcome and risky. It is employed to instill fear in others who might consider making a complaint in the future. Those with cause for complaining are frequently among the most vulnerable in an institution. Once they complain, they are labeled “trouble-makers.” Retaliation, and the fear of retaliation, becomes a potent weapon used to maintain the power structure within the institution.

religion or sexual orientation as a basis for action by LACMTA security services.

- Community members who are victims of unconscious bias, discrimination, or racial profiling by LACMTA staff, contractors, or contracted law enforcement services have several options to file a formal complaint.
    a. Complete the online Civil Rights Complaint form found at https://media.metro.net/about_us/title_vi/images/civil_rights_complaint_form.pdf
    b. Submit a complaint via the Transit Watch Application
    c. Contact Customer Relations via email at CustomerRelations@metro.net or call 213-922-6235 or 1-800-464-2111.

A failure to comply with this policy is counterproductive to building the trust and respect with LACMTA customers and employees and is an act of serious misconduct and will result in discipline or termination Any employee who becomes aware of biased policing or any other violation shall report it in accordance with established LACMTA procedures. Contract public safety employees shall report violations of this policy in accordance with host agency and LACMTA procedures.

3.3 Training

LACMTA requires annual implicit bias training for all employees. In addition, the following represents mandatory training for all LACMTA staff and contractors providing security resources on the system.

1. Bystander Intervention (De-Escalation Training)
2. Implicit (Unconscious) Bias for Transit Security
3. Safety/Security Training (Includes a primer on Unconscious Bias training)

In addition to required training, safety and security personnel will also receive training on good practices of de-escalation and culture awareness. LACMTA will work with local Community-Based Organizations to develop and deliver training on mental health and other social services. Whenever possible, LACMTA will integrate community members from a variety of backgrounds into trainings to ensure the trainings include the perspective of those whom LACMTA serves. LACMTA will also coordinate with the Public Safety Advisory Committee (PSAC) to identify and vet training curriculum opportunities.

3.4 Monitoring Performance and Key Performance Indicators (KPI)

1. The Deputy Chief of Civil Rights will conduct an annual review of police and security reports.

2. On a quarterly basis, the Chief Safety Officer or designee will review the Transit Watch App, Customer Comment Analysis Tracking System (CCATS), and Customer Experience (CX) surveys to develop a report assessing feedback related to LACMTA anti-bias/anti-discrimination policies.

3. Through the annual or bi-annual safety and security survey of LACMTA patrons/riders, SSLE will assess and report on the following:
    - Percent Favorable Impression of Transit Policing Services
    - Service Rating - Service Quality
    - Service Rating – Fairness
    - Service Rating – Helpfulness
    - Increased rider satisfaction regarding racial profiling/bias

4. LACMTA will develop benchmarks for Key Performance Indicators, which will be tracked on a public-facing dashboard include:
    - Agency-wide annual compliance of all mandatory anti-bias related training.
    - Reports of complaints against law enforcement and security resources (expectation of year over year reduction).
    - Use of force incidents (expectation of year over year reduction).
    - Tracking the increased deployment of law enforcement/security alternatives (expectation of year over year increase).
    - Number of citations levied against marginalized communities (expectation of year over year reduction).

4.0 FLOWCHART

Not Applicable

5.0 REFERENCES

- Title VII of the 1964 Civil Rights Act
- LACMTA Civil Rights Policy (CIV 5)
- Internal Complaint Process (CIV 4)
- Title VI Equity Policies (CIV 13)
- Customer Complaints (GEN 42)

- Security Incident Reporting and Response Policy (IT 12)
- Public Safety Analytics Policy (GEN 63)

Los Angeles County
Metropolitan Transportation Authority

Metro

GENERAL MANAGEMENT
Public Safety Analytics Policy

(GEN 63)

POLICY STATEMENT

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is committed to providing safe and equitable transit services to all patrons. Discriminatory conduct on the basis of an individual's actual or perceived race, religion, color, ethnicity, national origin, age, gender, gender identity, gender expression, sexual orientation, disability, immigration, employment status, English language fluency, or homeless circumstance, is prohibited while performing any LACMTA activity. LACMTA has a zero-tolerance policy for any form of confirmed bias or discrimination and ensures all safety and security activity is conducted without discrimination, racial profiling, and bias. In deploying resources, LACMTA takes into consideration information and data from a variety of platforms and sources, to include public feedback. LACMTA has drafted the Public Safety Analytics policy to ensure that any use of internal and internal data sources is done in a manner that averts racial profiling and discrimination and holds personnel accountable for actions inconsistent with LACMTA policies.

PURPOSE

LACMTA is committed to protecting the constitutional and civil rights of all people as outlined in Title VII of the 1964 Civil Rights Act and the Americans with Disability Act (ADA). The purpose of this policy is to emphasize the agency's commitment to the collection and use of fair and bias-free public safety analytics and data and the fair and bias-free treatment of all people. This policy reaffirms LACMTA's pledge to bias-free practices as declared in its Bias-Free Policing Policy (GEN 63). LACMTA will ensure the use of all data will be done in a bias-free, non-discriminatory manner in its deployment of security and law enforcement services.

APPLICATION

This policy applies to all LACMTA employees and contractors. Contracted law enforcement entities will be provided the policy and be required to adhere to it

Effective Date: 03/23/23

GENERAL MANAGEMENT
Public Safety Analytics Policy

(GEN 63)

1.0 GENERAL

All individuals having contact with agency personnel shall be treated in a fair, impartial, bias-free, and objective manner, in accordance with the law, and without discrimination. Consistent with its commitment to bias-free policing, LACMTA pledges to utilize any data or information gathered in a manner which averts racial profiling.

In deploying resources, LACMTA considers information provided from a variety of platforms. These include, but are not limited to, bus and rail incident reports, the Customer Comment Analysis Tracking System (CCATS), closed-circuit television (CCTV), customer and employee surveys, dispatch calls for service, law enforcement crime statistics, intrusion alarms, social media, and the LA Metro Transit Watch App. Examining data from these various platforms enables LACMTA to deploy its array of resources strategically. Examples of LACMTA resources include Transit Security Officers, non-law enforcement alternatives such as homeless outreach specialists, and Metro Transit Ambassadors.

2.0 DEFINITION OF TERMS

Americans with Disability Act (ADA) - Federal law that prohibits discrimination on the basis of disability. To be protected by the ADA, you must have a disability or relationship with an individual with a disability.

Discrimination - Any adverse act or failure to act based on race, color, national origin, religion, sex, age, disability, ancestry, medical condition, marital status, sexual orientation, gender identity, gender expression, or any other basis protected under applicable federal or state law.

Fair and Bias-Free Treatment - Conduct of agency personnel and contractors wherein all people are treated in the same manner under the same or similar circumstances irrespective of specific characteristics.

Protected Classes - For the purposes of this policy, real or perceived personal characteristics, including but not limited to race, color, national origin, religion, sex, medical conditions, disability, age, citizenship status, marital status, sexual orientation, gender identity, or political affiliation[1].

Racial/Ethnic Profiling - Suspecting someone of having committed an offense based on the individual's race, ethnicity, or national origin rather than relevant information specific to the individual or conduct in question.

[1] This list is not exhaustive but is intended to identify the factors that are most likely to produce differential decisions on the part of law enforcement. The definition of protected classes is consistent with the following laws; Title VII of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and the Rehabilitation Act of 1973.

Title VII - Title VII of the 1964 Civil Rights Act prohibits discrimination on the basis of race, color, or national origin by recipients of federal financial assistance.

3.0 IMPLEMENTATION

3.1 Use of Analytics

Analytics can assist in the proper deployment of emergency services, safety and security technology, and resources that improve the customer experience for all patrons. LACMTA's use of analytics is intended to provide awareness of risks and issues that could potentially adversely impact LACMTA's bus and rail services and the viability, availability, and equitable deployment of LACMTA public safety and security resources. Analytics will be leveraged in a manner consistent with LACMTA's policies which promote the fair and impartial treatment of patrons, consistent with constitutional and statutory mandates.

3.2 Data Sources

LACMTA leverages information from a variety of sources and data sets to include:

- Calls for Service reports
- Vehicle maintenance requests
- Transit Watch App Incident reports
- Law Enforcement Service Requests (LESR)
- Incident reports
- Customer Comment Analysis Tracking System (CCATS)
- Customer Experience surveys
- Intrusion alarms at LACMTA facilities
- Trend reports from homeless outreach teams
- Justice Equity Need Index (JENI)
- Justice Equity Services Index (JESI)
- Everbridge alerts
- Feedback from frontline employees (e.g., bus operators and custodians)

LACMTA will cite the instances and circumstances for the use of any external data sets outside of LACMTA holdings (see Section 3.4).

3.3 Use of Demographic Data

LACMTA will only leverage demographic data in a limited capacity to provide information necessary to the public and law enforcement on persons who present a direct threat to public safety (e.g., active shooter, terror suspect, robbery suspect, etc.). At no point will the use of demographic data be leveraged to inform or support

the deployment of LACMTA's public safety resources. All data sources which utilize demographics data will be audited every 90 days by LACMTA's Chief Civil Rights Officer or designee to ensure compliance with LACMTA policies on discrimination and bias.

3.4 Use of External Reports

LACMTA's analytics program's use of external reports will be limited in scope and nature. Examples of such external reports include:

- U.S. Annual Crime Trends Report
- Incident reports from transit systems across the United States
- Incident reports from corporate partners
- Public Be On the Look Out (BOLO) reports from law enforcement partners articulating safety and security threats to patrons and operators
- Information Awareness Bulletins from the Federal Bureau of Investigations (FBI) and the Department of Homeland Security (DHS)
- Joint Special Event Threat Assessments from FBI, DHS, and other state and local partners
- Reports generated by the Joint Regional Intelligence Center (JRIC)

All external reports will be documented and Systems Security and Law Enforcement (SSLE) will ensure compliance with LACMTA policy.

3.5 Analytics Tools

Programs and tools used to support LACMTA in data analytics will include the following:

- ArcGIS
- Microsoft Power BI
- Microsoft Excel

An analytics tool policy will be drafted to ensure the usage of each program is consistent with this policy.

3.6 Report Types

LACMTA will leverage the aforementioned data to generate the following reports to provide awareness of safety and security issues across the system[2]: LACMTA will ensure all products are accessible to the public.

[2] This is not an exhaustive list but represents examples of LACMTA products.

- Emerging trends reports
- Analysis of security incidents impacting rail and bus lines
- Analysis of issues impacting employee and rider safety
- BOLO reports on persons posing safety risks to operators and riders
- Vandalism trend reports

3.7 Data Gathering, Quality, and Context

Data serves as the foundation for all analytics products and its quality determines how much a decision maker and stakeholders can trust the findings and implications. Data quality is a measure of the condition of data based on factors such as accuracy, completeness, consistency, reliability and whether it is up to date. All data utilized by the program will be assessed for data quality. LACMTA will operate from a zero-trust model in which all data will be verified for quality prior to incorporation into analysis, reports, and findings.

Equally as important as the gathering method and quality of data context. Data context is important as it limits assumptions and biases which could adversely impact the quality of the data. All data utilized within reports and products will be caveated with the following information:

- Data source
- Time range
- Data scope

4.0 RESPONSIBILITIES

4.1 Compliance

The Chief Executive Officer (CEO) will ensure all agency personnel responsible for data collection, analysis, and deployment of LACMTA resources are familiar with the content of this policy and adhere to it.

Reports relating to violations of this policy will be provided to the CEO or their designee in a manner most suitable for administrative review, problem assessment, and development of appropriate supervisor-level and/or executive-level corrective actions.

4.2 Training

LACMTA requires annual implicit bias training for all employees. In addition to required training, LACMTA will coordinate with the Public Safety Advisory

Committee (PSAC) and Community-Based organizations to identify and vet training curriculum opportunities on topic such as cultural awareness. Additionally, for data analytic practitioners, training will be provided to address state and federal legislation on data privacy, data, and standards.

4.3 Monitoring Performance and Key Performance Indicators (KPI)

- SSLE will conduct quarterly reviews of security and analytic reports to confirm compliance with this policy. This includes reports which feature demographics, personal identifying information, or law enforcement or LACMTA-derived BOLOs.

- SSLE will ensure all agency personnel involved in public safety analytics maintain 100% annual compliance in attending and completing all related bias and discrimination training.

- SSLE will address all complaints and will conduct a quarterly review of customer comments and complaints to ensure compliance with this policy.

- SSLE will continually evaluate Key Performance Indicators (KPI) to effectively measure success and assess impacts of the analytics program.

- KPI results will be published in a public facing dashboard.

5.0 FLOWCHART

Not Applicable

6.0 REFERENCES

- Title VII of the 1964 Civil Rights Act
- Civil Rights Policy (CIV 5)
- Internal Complaint Process (CIV 4)
- Title VI Equity Policies (CIV 13)
- Customer Complaints (GEN 42)
- Security Incident Reporting and Response Policy (IT 12)
- Bias-Free Policing Policy (GEN 64)

Survey of Laws in California Governing Use of FRT

Approved	Legislation	Dated	Jurisdiction	Source	Notes
Proposition E	Limit Police Department Administrative Task Time and Increase Use of Camera and Drone Technology Initiative (March 2024), among other reforms to departmental procedures of the SFPD, it also approves the installation of surveillance and facial recognition cameras without approval from the police commission or board of supervisors.	Approved March 2024, yet to be enacted	City & County of San Francisco	https://voterguide.sfelections.org/local-ballot-measures/measure-e	San Francisco banned facial recognition technology as part of the 2019 surveillance ordinance. Codifying this proposition into law requires the determination of whether it effectively circumvents the city's 2019 ordinance banning the use of FRT by city departments. The ballot's language reads that a "yes" vote on the measure would "authorize the SFPD to use drones and install surveillance cameras without Commission or Board approval, including those with facial recognition technology."
Ch. 19B: Acquisition of Surveillance Technology Ordinance	Bans the use of Facial Recognition Technology, with limited exceptions, and requires public posting of current surveillance technologies in possession or use by city departments.	In effect since June 2019	City & County of San Francisco	https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_admin/0-0-0-47320	
The Use of Photo Comparison Technology within Los Angeles County's Digital Mugshot System	The Department policy allows for analysis of permitted images in accordance with the Facial Recognition Technology Module of the Digital Mugshot System (DMS) of the Los Angeles County Regional Identification System (LACRIS) only.	In effect since December 2020	City of Los Angeles	http://www.lapdpolicecom.lacity.org/120820/BPC_20-0207.pdf	LAPD policies do not allow facial recognition platforms outside the county's mugshot system to be used, and the computer-generated list of comparisons must be investigated further by human analysis.

Proposed	Legislation	Dated	Jurisdiction	Source	Notes
AB 1814	Prohibits law enforcement from proceeding with a search, arrest or affidavit for a warrant, based solely on an FRT match, requiring other supporting factors. AB 1814 also requires the peace officer to examine the facial recognition match with care and consider the possibility it could be inaccurate with the goal of preventing mistaken arrests or inappropriate tracking when FRT is used.	Currently in consideration	State of California	https://a19.asmdc.org/press-releases/20240111-new-legislation-assemblymember-ting-targets-law-enforcement-use-facial	

Expired	Legislation	Dated	Jurisdiction	Source	Notes
AB 1215	Prohibits law enforcement from equipping body cameras with facial recognition software and other biometric scanners for three years.	Enacted January 2020 Expired January 2023	State of California	https://a19.asmdc.org/press-releases/20191008-california-law-enforcement-prohibited-using-facial-recognition-technology	The bill temporarily banned investigators in CA from using FRT; the measure expired January 2023,

Abandoned	Legislation	Dated	Jurisdiction	Source	Notes
AB 642	Authorizes law enforcement to use the facial recognition technology in some instances, and only permits the use of programs that have been evaluated under the National Institute of Standards and Technology's (NIST) Face Recognition Vendor Test (FRVT) program and are at least 98% accurate.	Held in Assembly Appropriations Committee May 2023	State of California	https://a19.asmdc.org/press-releases/20230308-new-legislation-assemblymember-ting-seeks-regulate-law-enforcement-use	

State laws providing for specific penalties in connection with harming transit and school bus employees*

State	Section	Provision	Penalty
CA	Cal Pen Code 190.25	Murder of a transportation worker.	Life without parole.
CA	Cal Pen Code 212.5	Robbery of a transportation worker.	First degree robbery.
CA	Cal Pen Code 241.3	Assault of transportation worker or passenger.	$2,000 fine, 1 year in jail, or both.
CA	Cal Pen Code 243.3	Battery of transportation worker or passenger.	$10,000 fine or 1 year in jail, or both. If injury occurs, up to 3 years prison.
CA	Cal Pen Code 245.2	Assault with deadly weapon on transportation worker.	3, 4, or 5 years in prison.
CO	Colorado Revised Statutes § 32-9-160	Wrongfully interfering with any RTD employee in the proper discharge of his duties.	Class 2 misdemeanor. Minimum 3 month of imprisonment, $250 fine, or both and maximum of 364 days of imprisonment, $1,000 fine, or both.
CT	Connecticut General Statutes § 53a-167c	Assault of public safety, emergency medical, public transit or health care personnel: Class C felony.	Class C felony
DC	Code of the District of Columbia §22-3751 et seq.	Enhanced penalties for committing a crime of violence against transportation providers.	Up to one and 1/2 times the maximum term of imprisonment otherwise authorized by the offense, or one and 1/2 times the maximum fine, or both.
DC	Code of the District of Columbia § 35-261	Notice of enhanced penalties.	Requires WMATA to post signs regarding the enhanced penalties on all buses trains, and at or near Metrorail station kiosks.

State	Section	Provision	Penalty
DE	Title 11, § 612(a)(3) and § 613(a)(5)	Includes transit operators in the list of other positions, such as volunteer firefighters and paramedics, that result in heightened levels for crimes in which the operator was a victim.	§ 612(a)(3) A person who intentionally causes physical injury to a public transit operator who is acting in the lawful performance of duty is guilty of an assault in the second degree, a class D felony. § 613(a)(5) A person who intentionally causes serious physical injury to a public transit operator who is acting in the lawful performance of duty is guilty of an assault in the first degree, a class B felony.
FL	Florida Statute 784.07(2)(a)	Assault of transit employee.	1st degree misdemeanor.
FL	Florida Statute 784.07(2)(b)	Battery of transit employee.	3rd degree felony.
FL	Florida Statute 784.07(2)(c)	Aggravated assault of transit employee.	2nd degree felony.
FL	Florida Statute 784.07(2)(d)	Aggravated battery of transit employee.	1st degree felony.
GA	OCGA 16-5-20	Simple assault committed in a transit vehicle or station.	Misdemeanor of a "high & aggravated nature."
GA	OCGA 16-5-21	Aggravated assault committed in a transit vehicle or station.	3 to 20 years in prison.
GA	OCGA 16-5-23	Simple battery committed in a transit vehicle or station.	Misdemeanor of a "high & aggravated nature."
GA	OCGA 16-5-23.1	Battery committed in a transit vehicle or station.	Misdemeanor of a "high & aggravated nature."
GA	OCGA 16-5-24	Aggravated battery committed in a transit vehicle or station.	5 to 20 years in prison.
HI	HRS 711-1112	Interference with operator of public transit vehicle.	Class 'C' felony. Five years or less, but not less than one year.
ID	ID Code 18-1522	Disruption or interference with school bus driver.	Misdemeanor.

State	Section	Provision	Penalty
IL	625 ILCS 50/1	Requires a notice to be prominently displayed in each vehicle used for the transportation of the public for hire which must substantially state the following: "Any person who assaults or harms an individual whom he knows to be a driver, operator, employee or passenger of a transportation facility or system engaged in the business of transportation for hire and who is then performing in such capacity or using such public transportation as a passenger, if such individual is assaulted, commits a Class 'A' misdemeanor, or if such individual is harmed, commits a Class 3 felony.	None.
IL	720 ILCS 5/12-2	Aggravated assault on a driver, operator, employee, or passenger of any transportation facility or system engaged in the business of transportation of the public for hire.	Class 'A' misdemeanor.
IL	720 ILCS 5/12-3.05	Aggravated battery (intentionally or knowingly causing great bodily harm) to a driver, operator, employee, or passenger of any transportation facility or system engaged in the business of transportation of the public for hire.	Class 3 felony.
LA	R.S. 14:34.5.1	Battery of bus operator or cable car operator while that person is on duty in course and scope of his or her employment.	Fine not more than $500 and prison for not less than forty- eight hours nor more than six months without benefit of probation, parole, or suspension of sentence.

State	Section	Provision	Penalty
MA	Mass Ann Laws Ch.265, Sect 13 D	Assault & battery on certain public officers & employees (including bus, trackless trolley, rail, or rapid transit motorman, operator, gateman, guard or collector).	90 days to 2 1/2 years prison or fine of $500 to $5000.
MD	Md. Transportation Code Ann. § 7-705.fl	Prohibited Acts: Obstruct, hinder, or interfere with the operation or operator of a transit vehicle or railroad passenger car or a person engaged in official duties as a station agent, conductor, or station attendant.	Misdemeanor subject to a fine of not more than $1,000, imprisonment not exceeding 1 year, or both.
MN	Minn Stat 609.855 Sub 2	Unlawful interference with transit operator.	Up to 3 years in prison or $5000 fine, or both if violation was accompanied by force or violence or a communication of a threat of force or violence. If no force or violence or threat of force or violence, up to 90 days in jail or fine not to exceed $1000.
MO	577.703 R.S. Mo	The offense of "assault with the intent to commit bus hijacking" is defined as an intimidation, threat, assault or battery toward any driver, attendant or guard of a bus so as to interfere with the performance of duties by such person.	Class 'D' felony. Class 'A' felony if a dangerous weapon is employed.
MO	577.703 R.S. Mo	Bus hijacking (seizure or exercise of control, by force or violence, or threat of force or violence, of any bus).	Class 'B' felony.

State	Section	Provision	Penalty
NC	G.S. 14-33(c)(7)	Assault on a public transit operator, including a public employee or a private contractor employed as a transit operator, when the operator is discharging or attempting to discharge his or her duties.	Class A1 Misdemeanor.
NV	Nev Rev Stat Ann 193.161.1	Felony committed on a school bus while bus operator engaged in official duties.	Imprisonment for a term 1 to 20 years long & in addition to term prescribed by statute for that crime.
NV	Nev Rev Stat Ann 200.030.1(d)	Murder of the first degree. Among other types of murder, it includes murder committed on a school bus while the bus operator was engaged in official duties.	Class 'A' felony.
NV	Nev Rev Stat Ann 200.471.2(c)	Assault on a transit operator.	Gross misdemeanor. If assault is made with a deadly weapon, or the present ability to use a deadly weapon, upgraded to a 'B' felony (1-6 years prison or up to $5000 fine, or both).
NV	Nev Rev Stat Ann 200.481.2(c)	Battery of transit operator who sustains substantial bodily harm.	Class 'B' felony (minimum 2-10 years prison or up to $10,000 fine, or both). No substantial bodily harm needed if deadly weapon used. Gross misdemeanor if no substantial bodily harm & no deadly weapon.
NM	NM Stat Ann 30-7-12	Seizure or exercising control of a bus by force or violence or by threat of force or violence.	3rd degree felony.
NM	NM Stat Ann 30-7-12	Intimidating, threatening, or assaulting any driver of a bus with intent of seizing or exercising control of bus.	4th degree felony.
NJ	NJ Stat 2C:12-1.5(g)	Simple assault upon any operator of a motorbus or any employee of a rail passenger service, or school bus driver.	Upgraded to 3rd degree aggravated assault if victim suffers bodily injury. 4th degree aggravated assault if no injury.

State	Section	Provision	Penalty
NY	NY Penal Law 120.05, sub. 11	Assault on train operator, ticket inspector, conductor, bus operator or station agent while such employee is performing an assigned duty on, or directly related to, the operation of a train or bus.	2nd degree assault.
OH	ORC Ann. 2903.13.(C)4(d)	Assault of a school bus driver.	5th degree felony.
OK	21 Okl St. 1903	Using force or violence or threat of force or violence to seize or exercise control over a bus.	Felony (up to 20 years prison or $20,000 fine, or both. Intent to seize control of bus by intimidation, threat, or assault punishable by 'A' felony (up to 10 years prison or $5,000 fine, or both. For either offense, the more severe penalty applies if deadly weapon is used.
OR	ORS 163.165.1(d)	Assault in the third degree (including the causing of physical injury to the operator of a public transit vehicle while the operator is in control of or operating the vehicle).	Class C felony.
PA	18 Pa.C.S. § 2702.(a)(3)	Intentionally, knowingly or recklessly causing serious bodily injury to an employee of an agency, company or other entity engaged in public transportation, while in the performance of duty.	Felony of the first degree.
RI	RI Gen Laws 11-5-5	Assault of public officials (including Rhode Island Public Transit Authority bus drivers).	Felony punishable by up to 3 years prison or $1,500 fine, or both.
SC	SC Code Ann 16-3-612	Student committing assault & battery against school personnel (including bus drivers).	Misdemeanor punishable by up to 1 year in prison or up to $1,000 fine, or both.

State	Section	Provision	Penalty
SC	SC Code Ann 58-23-1830	Obstructing, hindering, interference with, or otherwise disrupting or disturbing the operation or operator of a public transportation vehicle.	Misdemeanor. First offense: Up to 30 days jail or $200 fine. Second offense: Up to 60 days jail, or $500 fine, or both. Third or subsequent offense: Up to 90 days jail or $1,000 fine, or both.
SC	SC Code Ann 59-67-245	Interference with operation of a school bus (includes threats to driver).	Misdemeanor ($100 fine or 30 days jail).
UT	UT Code Ann 76-10-1504.(1)(a)	Assault with intent to commit bus hijacking (intimidation, threat, assault or battery toward any driver, attendant or guard of a bus so as to interfere with the performance of duties by such person).	2nd degree felony. 1st degree felony if dangerous weapon used.
UT	UT Code Ann 76-10-1504.(2)(a)	Bus hijacking (seizure or exercise of control, by force or violence, or threat of force or violence, of any bus).	1st degree felony.
WA	Rev Code Wash (ARCW) 7.48.140.(4)	Interference with the provision or use of public transportation services, or obstructing or impeding a municipal transit driver, operator, or supervisor in performance of duties.	Public nuisance.
WA	Rev Code Wash (ARCW) 9.66.010.A	Interference with municipal transit vehicle or station.	Public nuisance.
WA	Rev Code Wash (ARCW) 9.91.025.(1)(p)	Unlawful bus conduct (includes intentional obstruction of municipal transit vehicles or interference with provision of public transportation services.	Misdemeanor.

State	Section	Provision	Penalty
WA	Rev Code Wash (ARCW) 9A.36.031.(1)(b)	Assault upon a person employed as a transit operator or driver, immediate supervisor, mechanic, or security officer. Includes public or private transit company or a contracted transit service provider. Also includes assault on a school bus driver or mechanic employed by a school district transportation service.	3rd degree assault (Class 'C' felony).
WI	Wis Stat 940.20.(6)(b)1	Battery to public transit vehicle operator, driver, or passenger. (Occurring on the vehicle, if offender forces victim to leave vehicle, or if victim is prevented from gaining access to the vehicle).	Class I felony.
WV	W. Va. Code § 61-2-10b	Malicious assault; unlawful assault; battery; and assault on governmental representatives, health care providers, and emergency medical service personnel; definitions; penalties	Jail time ranges from 24 hours to 15 years, depending on severity and number of violations.
WV	W. Va. Code § 61-2-16a	Malicious assault; unlawful assault; battery and recidivism of battery; assault on a driver, conductor, motorman, captain, pilot or other person in charge of any vehicle used for public conveyance.	3 to 15 years in prison.

*Information prepared by ATU Government Affairs Department Updated October 26, 2012. Additional research conducted March 2024 to verify legislation identified is current.

Response to Motion 34.1 Improving Safety for Metro Riders and Employees

Ken Hernandez
Interim Chief Safety Officer

Metro

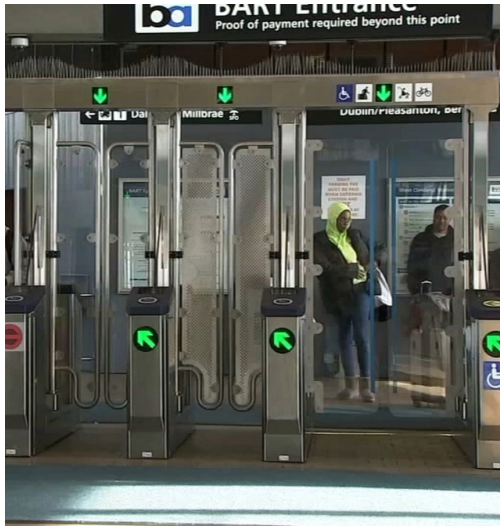
Faregate Improvements to Improve Fare Compliance, Control System Access

- Up to 94% of those arrested on the system do not possess valid fare. However, there is no reliable data to determine what percentage of all non-fare compliant users commit crimes.

- Nearly half of Metro's stations employ faregates, and the other half rely on standalone validators (SAVs), in which customers are requested to validate their fare but not physically stopped by a faregate.

- At stations with faregates, the current style of the turnstile and leaf-style faregates are substantially susceptible to fare evasion, in particular, the wide, ADA leaf-style gate that provides additional space and time for customers with disabilities to enter but is open to all riders.

- Peer agencies are replacing their leaf-style faregates with stronger, paneled faregates featuring greater precision in open-door timing to improve fare compliance and reduce fare evasion.

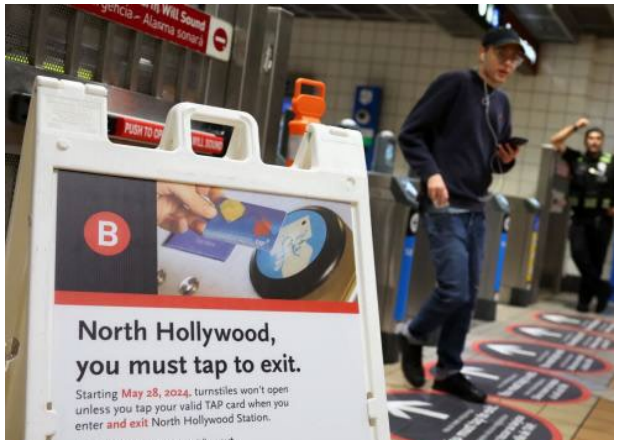


BART's new faregates

Metro

Faregate Improvements to Improve Fare Compliance, Control System Access

- The **North Hollywood B Line Station pilot program** on faregates began on May 28, with customer outreach beginning the week before implementation.
  - Metro is providing LIFE Program signups onsite during the beginning of the pilot, and TAP Blue Shirts are present to assist customers in purchasing appropriate fares.
  - Metro Fare Compliance teams took an education-first approach during the first week of the pilot program, with an emphasis on informing customers of the need to tap and issuing warnings before transitioning to administrative Code of Conduct citations.
  - Staff will be evaluating this pilot over a 90-day period to determine next steps. The evaluation will include impacts on fare compliance, customer experience, safety, cleanliness, and impacts on other stations.



Metro

Update on Station Experience Improvements

Lake Av Station

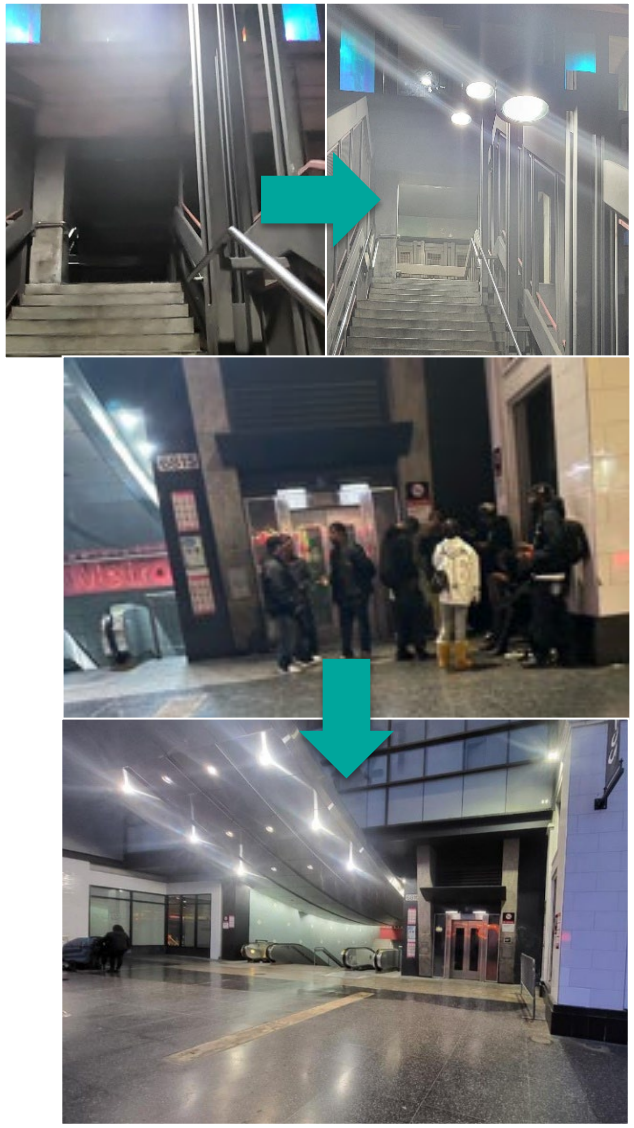
- Completed lighting upgrades.
- Partnering with the City of Pasadena to extend lighting improvements to the city pathways leading up to our station entrance.
- Staff is in the design phase to tactically seal off misused areas that do not provide meaningful functionality for customers (i.e., areas behind elevator shafts, vulnerable window ledges).

Hollywood/Highland Station

- Installed brighter lighting, new signage, and property markers that clearly delineate the areas that must be maintained for transit purposes only, allowing Metro's security teams to keep the entrance clear and free of illicit activity, willful blocking of station access, and loitering.
- The property management company has also installed new measures that deter misuse of their window ledges and corners for drug activity.

Downtown Santa Monica Station

- Working with the City of Santa Monica on a multipronged approach to improving safety and cleanliness at this station.

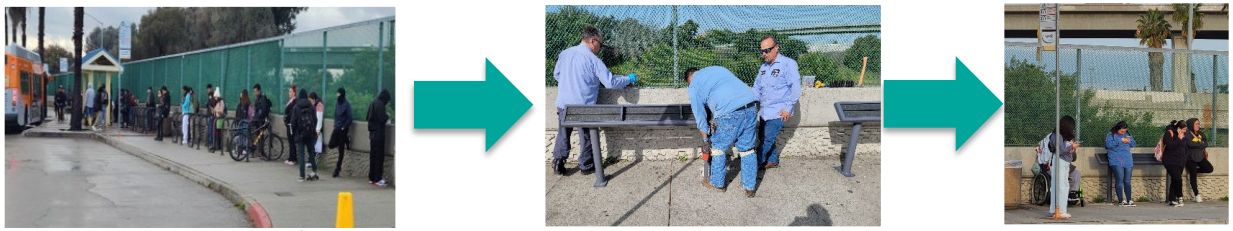


Before/After: *Lighting improvements at Lake Av & Hollywood/Highland stations*

Update on Station Experience Improvements

Norwalk Station

- Added leaning benches and substantial lighting upgrades bus bays at Norwalk Station.
- Conducted roadway safety improvements, including tree and brush trimming where overgrowth from neighboring property has impeded visibility along the station roadway



Before/After: *Bus Stop Waiting Improvements at Norwalk C Line Station*

Before/After: *Lighting improvements and elevator door open pilot are improving safety*

APU/Citrus College Station

- Metro HOME Outreach teams have been providing daily coverage, engaging with individuals and offering supportive services.
- A Throne public restroom was added to this station in May.
- Parking Lot User Safety (PLUS) Program launched, incorporating various elements needed to address the specific issues encountered in Metro parking structures.
- Staff has been working with the City of Azusa on adjacent properties where lighting could be repaired and upgraded, which has substantially improved visibility throughout the station and the entrance approaches.

Before

After

Violent Crimes & Repeat Offenders

Violent Crimes & Fare Evasion

Upon arrest of a crime, officers do not conduct a fare check. Instead, officers conduct visual TAP card inspections where they ask arrestees to show their TAP cards. Between April 2023 and March 2024, 904 violent crimes were committed on the Metro system. Based on the data available, **approximately 871, or 96%, of violent crime offenders did not have a TAP card. However, there is no reliable data to determine what percentage of all non-fare compliant users commit crimes.**

- LAPD reported 609 violent crimes
  - 13,499 individuals were arrested for misdemeanors and felonies, 81% did not have a TAP card in possession, 4% had a TAP card in possession, and 15% refused to answer.
- LASD reported 267 violent crimes
  - Of the 267 violent crimes committed, nine arrestees presented a TAP card. This represents 3.4% of violent crime offenders who were able to produce a TAP card upon request.
- LBPD reported 28 violent crimes. LBPD officers do not conduct a TAP visual card inspection.

Crimes by Repeat Offenders

Between April 2023 and March 2024, 611 arrests were made for Crimes Against Persons.

- Of those arrested, 21 were identified as repeat offenders on the system. This represents 3.4% of individuals arrested for Crimes Against Persons.

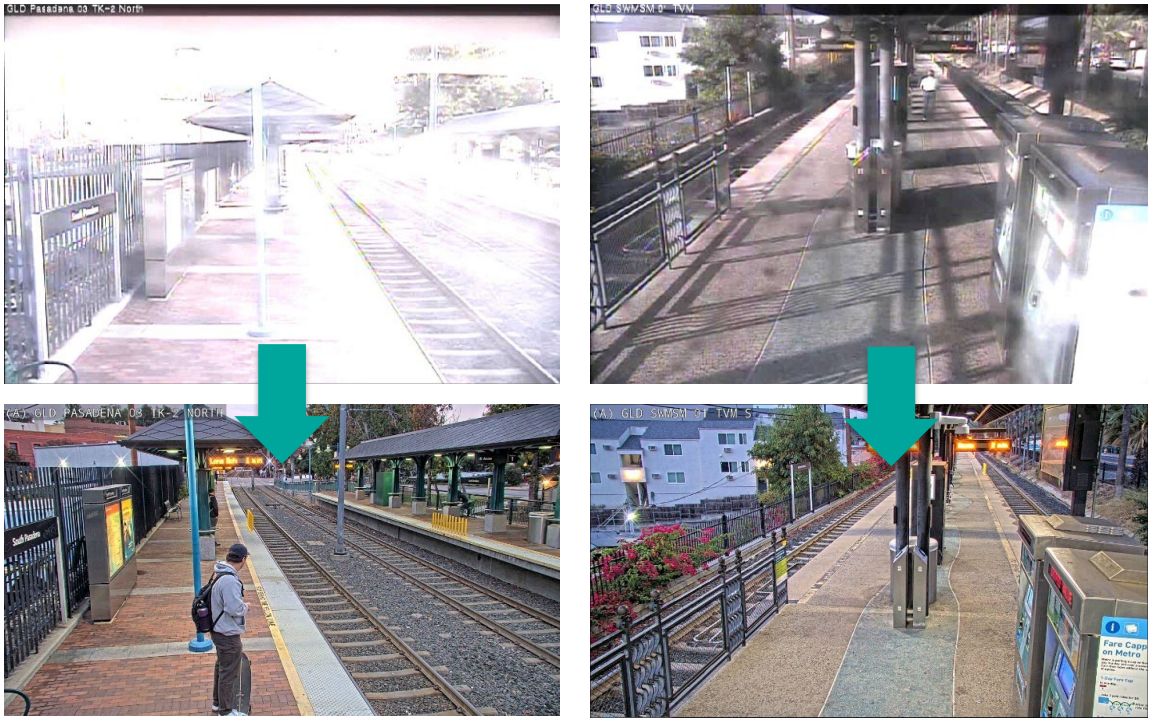
Agency	Number of Arrests	Number of Repeat Offenders
LAPD	439	20
LASD	152	1
LBPD	20	0

Metro

A Line CCTV Upgrade Project

CCTV systems at stations along the A Line from Union Station to Sierra Madre Villa Station were upgraded in May 2024, where existing cameras, recording equipment, and infrastructure were insufficient with the advanced video analytics technology being used in the near future across the Metro system such as intelligent processing of raw video footage, transforming it into a valuable resource for decision-making.

- Continued use of CCTV deters potential criminal activity, including trespassing, assaults, theft, and vandalism, which will be complemented by leveraging advanced video analytics tools.



Before/After: *South Pasadena Station (left) and Southwest Museum Station (right)*

Potential Uses of Technology to Improve Safety

As SSLE, in conjunction with Operations, upgrades to a new video management system throughout fixed Metro locations to introduce CCTV analytics, the below capabilities could be implemented within Metro's Operating Centers (security, bus, and rail).

Enhanced Security Screening

Real-time Behavioral Threat Detection

Crowd Monitoring and Management

Facial Recognition: BOLO Alerting & Staff Access Control

Predictive Maintenance

Data-driven Decision Making

Metro

Potential Uses of Weapons Detection Systems

Metal Detectors

- Largest advantage to this effort is enhanced security throughout the system and the detection of potentially dangerous weapons

Electromagnetic Weapons Detection

- Emits an ultra-low frequency, which systems sensors process the pulses relayed to detect a potential weapon
- Also equipped with cameras to capture still images of the individual moving through the system to provide to security resources

Metro

Role of Improved Partnerships

Fostering robust communication channels among key stakeholders is paramount for ensuring public safety within Metro. To enhance collaboration and efficacy concerning “Be on the Lookout” (BOLO) notices and Stay Away Orders, the following were recommended by our law enforcement partners:

- Regular Interagency Meetings
- Unified Database
- Standardized Protocols
- Training Programs
- Community Engagement
- Feedback Mechanisms
- Technology Integration

Metro

Penalties for Crimes Against Transit Employees

In California, there are presently five penal codes for differing degrees of assault on a transportation worker.

CA Penal Code	Provision	Crime Classification	Penalty
190.25	Murder of a transportation worker.	Felony	Life without parole.
212.5	Robbery of a transportation worker.	Felony	First degree robbery.
241.3	Assault of transportation worker or passenger.	Misdemeanor*	$2,000 fine, 1 year in jail, or both.
243.3	Battery of transportation worker or passenger.	Misdemeanor*	$10,000 fine or 1 year in jail, or both. If injury occurs, up to 3 years prison.
245.2	Assault with deadly weapon on transportation worker.	Felony	Up to 5 years prison.
369i	Interference with the safe and efficient transit operation	Misdemeanor*	Up to 1 year in county jail.

**Requires a Private Person Arrest (PPA) if not committed in the presence of a peace officer*

AB 2824 is an amendment to Section 243.3 of the Penal Code that is currently in Committee as of April 24, 2024.

This would expand the additional penalties to include employees/contractors of public transportation providers.

Metro

Next Steps

- Staff will provide a complete report, to include costs and implementation timelines for various strategies next month.

Metro

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

Metro

Board Report

File #: 2024-0424, **File Type:** Informational Report **Agenda Number:** 39.

REGULAR BOARD MEETING
JUNE 27, 2024

SUBJECT: RESPONSE TO MOTION 15.1 ENHANCING METRO'S MULTI-LAYERED PUBLIC SAFETY PRESENCE AND RESPONSE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE a report in response to Motion 15.1.

ISSUE

At its May 2024 Meeting, the Board approved Motion 15.1 (Attachment A) by Directors Horvath, Hahn, Dutra, Butts, Solis, and Barger, directing staff to invite the multi-agency law enforcement partners to report on public safety on the Metro system at its June meeting and for staff to provide a per-hour cost analysis for law enforcement personnel, transit security officers, private security, and transit ambassadors.

BACKGROUND

Metro has made significant financial investments to improve safety and the perception of safety on the transit system for its valued riders and hardworking frontline employees.

Metro's FY24 Budget includes $194.1 million for contracts with its law enforcement partners - the Los Angeles Police Department, Los Angeles County Sheriff's Department, and Long Beach Police Department.

Since February 2022, Metro has also invested approximately $69.2 million to build out the ranks of homeless outreach and mental health professionals, community intervention workers, transit ambassadors, and transit security officers as it implemented a comprehensive multi-layered, care-first public safety program designed to address the serious societal issues that were at the root of much of the safety issues.

While overall crime rates have declined, there have been several instances of serious violent crimes and operator assaults over the past 90 days that have underscored the immediate need to better secure and increase visibility across the system.

In response to the Board's request, this report provides a per-hour cost analysis of current safety resources to ensure the law enforcement contracts are realizing the expected performance results, achieving the intended level of coverage, and increasing the public's confidence and trust in the system. It will also consider whether a more effective model is available to achieve optimal coverage and address ongoing safety concerns.

DISCUSSION

Motion 15.1 posed the question of what type of deployment model is sustainable given yearly increases in the cost of law enforcement contract services and the system's expansion.

Resources Cost Analysis - Current Service Level

Staff conducted an analysis of field personnel resources on the transit system to identify the hourly rate for each public safety layer. The table below represents the average FY24 "fully burdened" rates, which include a percentage for administrative costs and benefits, as well as overhead (e.g., materials, equipment, training, etc.).

Current Service Level Costs	
Public Safety Layer	Fully Burdened + Overhead Hourly Rate
LAPD	$ 187.66
LASD	$ 119.75
LBPD	$ 158.55
Metro Security Unarmed	$ 41.74
Metro Security Armed	$ 55.11
Contract Security	$ 43.70
Ambassador	$ 40.01
Homeless Outreach	$ 64.92

As noted in Motion 15.1, the multi-agency law enforcement partners (LAPD, LASD, LBPD) have been invited to participate in a discussion about public safety on the Metro system at the June 2024 Board Meeting. Some of the discussion topics may include, but are not limited to, staffing and deployment levels, systemwide coverage and response times, interagency coordination, analysis of high-profile incidences, and efforts to provide a safe and comfortable riding experience.

Analysis to Inform the Development of Optimal Service Level

Metro is obligated to use its resources as effectively as possible while adhering to the Board approved Bias-Free Policing Policy and other anti-discrimination measures that limit the use and collection of crime data in specific ways. Therefore, combined methods were used to determine adjustments of resources and modifications to deployment areas.

Feedback from riders and social sentiment data indicated that our customers highly value the presence of safety resources on the system, a feeling of security, and effective homeless outreach. This encouraged us to aim for a balanced approach when assessing the best type of Metro safety presence (e.g., avoid a strong focus on just one type of service) throughout the system.

To complement transit user studies, surveys, and sentiment data, three crime datasets were chosen for this analysis: *Top 20 Rail Stations by Crimes Against Persons*, *Top 2 Rail Lines by Crimes Against Persons*, and *Top 10 Bus Lines by Operator Assaults, c*overing the most recent date range available for all datasets. Deployment locations were chosen based on these datasets in order to maximize safety while also maximizing coverage for the greatest number of riders.

Top 20 Stations by Crimes Against Persons
October 2023 - April 2024

Rank	Station	Total	Rank	Station	Total
1	Union Station	99	11	Hollywood/Vine	11
2	North Hollywood	66	12	Wilshire/Vermont	11
3	7th & Metro Station	63	13	Vermont/Sunset	10
4	Westlake/MacArthur Park	34	14	Wilshire/Western (D Line)	10
5	Willowbrook/Rosa Parks	30	15	La Cienega/Jefferson	9
6	Downtown Santa Monica	18	16	San Pedro St	9
7	Pershing Square	17	17	Slauson	9
8	Hollywood/Highland	15	18	Anaheim St	8
9	LATTC/Ortho Institute	12	19	Compton	8
10	Florence	11	20	Crenshaw	8

Top 2 Rail Lines by Crimes Against Persons
October 2023 - April 2024

Rail Lines	Total
B Line (Red)	262
A Line (Blue)	180

Top 10 Bus Lines by Operator Assaults
October 2023 – April 2024

Line No.	Assault Count	Line No.	Assault Count
4	7	40	4
207	6	111	4
720	6	754	4
117	5	51	3
2	4	115	3

Metro staff believes that having a full-time security presence at these stations, rail lines, and bus lines would achieve significant secondary effects (i.e., a decrease of significant crimes in high-volume crime bus and rail areas; improved perception of passenger safety in these areas) that will provide positive benefits for the whole system, thus achieving a level of coverage optimal for current needs. Potential services that may be used to achieve optimal coverage and their associated costs are detailed in the next section.

The review of Current Deployments and hourly costs provides insight into strategies Metro can implement to address ongoing safety concerns and achieve optimal coverage agency-wide. As part of Metro's multi-layered planned deployment, staff must consider several variables: the cost of each

security service, its appropriateness for the task at hand, and the effectiveness of each deployment regarding coverage and flexibility to assign resources. While law enforcement capacity may be required to respond to violent crime incidents, day-to-day interactions on public transit may be more efficiently mitigated by less costly Metro internal or contracted security staff. For a discussion regarding the optimal service level, please see Scenario 2 Enhanced in the Transit Community Public Safety Department Implementation Plan.

EQUITY PLATFORM

Metro reaffirms its commitment to protecting its riders and employees by reviewing the current deployment of public safety resources and analyzing what is needed, including the costs, to achieve optimal coverage. When defining the “optimal” level of coverage of visibility and presence across the system, staff made sure to consider all areas served by Metro, especially since most areas are home to Equity Focus Communities. As the agency moves forward with its continued increase in daily planned deployments of uniformed personnel, it will use its public safety resources mindfully to address the ongoing safety concerns and share any significant changes in planned deployments with the Board and the public.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goals #2.1: Deliver outstanding trip experiences for all users of the transportation system; Metro is committed to improving security; #5.2: Provide responsive, accountable, and trustworthy governance within the Metro organization; Metro will exercise good public policy judgment and sound fiscal stewardship; and #5.6: Foster and maintain a strong safety culture.

NEXT STEPS

Staff will continue to monitor and strategically adjust its deployment of safety resources.

ATTACHMENTS

Attachment A - Board Motion 15.1

Prepared by: Robert Gummer, Interim Deputy Chief, System Security and Law Enforcement Officer, (213) 922-4513

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Reviewed by: Kenneth Hernandez, Interim Chief Safety Officer, Chief Safety Officer, (213) 922-2290

Jennifer Vides, Chief Customer Experience Officer, Customer Experience Office, (213) 940-4060

Stephanie N. Wiggins
Chief Executive Officer

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Board Report

File #: 2024-0360, **File Type:** Motion / Motion Response **Agenda Number:** 15.1.

FINANCE, BUDGET, AND AUDIT COMMITTEE
MAY 15, 2024

Motion by:

DIRECTORS HORVATH, HAHN, DUTRA, BUTTS, AND SOLIS, AS AMENDED BY BARGER

Enhancing Metro's Multi-Layered Public Safety Presence and Response Motion

Related to Item 15: Fiscal Year 2025 (FY25) Proposed Budget

In 2017, the Metro Board of Directors approved a multi-agency law enforcement contract for a five-year base period with a not-to-exceed contract amount of $645 million. These contracts were amended seven times, including a one-year extension, for a total contract value of $916,511,952 through June 30, 2023. Anticipating the expiration of the contracts, in April 2022 Metro initiated a competitive procurement for law enforcement services, which included Metro's new Public Safety Mission, a Statement of Values, and required adherence to the agency's Bias-Free Policing and Public Safety Data Analytics Policies.

A total of five proposals were received from four proposers in response to the procurement - Beverly Hills Police Department (BHPD), Long Beach Police Department (LBPD), Los Angeles Police Department (LAPD), and Los Angeles County Sheriff's Department (LASD). However, due to the proposed $1.482B cost of the 5-year multi-agency contracts, material exceptions that were taken to Metro's Bias-Free Policing and Public Safety Data Analytics Policies, and the need for greater visibility and accountability Metro cancelled the Request for Proposals (RFP), extended modified versions of the current contracts, and initiated a feasibility analysis of creating an in-house Transit Public Safety Department that could serve as an effective approach to implementing Metro's reimagined public safety plan and uphold Metro's Public Safety Mission and Value Statements.

However, a year into the new multi-agency modified contracts, there remains outstanding questions about deployment practices, response times, jurisdictional responsibilities, and the efficacy of law enforcement's limited presence on the system. Contract law enforcement currently makes up a significant share of Metro's Security Services and Law Enforcement (SSLE) personnel, with 645 budgeted personnel positions and an average daily deployment of 263 contract police. And while law enforcement has increased train and bus rides, high visibility patrol checks, and explosive detection sweeps, among other operational functions, Angelenos continue to experience unacceptable levels of violence and criminal conduct on the system.

Over the last month we have seen assaults on bus drivers, including the stabbing of one operator in

Willowbrook; the fatal stabbing of Mirna Soza Arauz at Universal Station on her way home from work; and stabbings on the Florence Station platform, the A Line train en route to Union Station, the A Line's Sierra Madre station, at a bus stop on Line 115 headed eastbound on Firestone/Long Beach Boulevard, Bus Line 4 traveling westbound on Sunset Boulevard at Benton Way, and an aggravated assault on the A Line South Train at the Washington Station, among others. It is also important to note that on a system that serves as many people as LA Metro, these incidents are statistically small. As the LA Times Editorial Board recently wrote, "[the] vast majority of safety concerns cited by riders are about comfort and cleanliness, as well as code of conduct violations. Homeless people sleeping on the trains and buses. People experiencing mental health crises. Fare evasion. Drug use or people passed out from intoxication. Passengers playing loud music. These are prevalent throughout the system but not consistently addressed, which feeds into the sense of disorder." Metro's approach to addressing safety concerns must take all of this information into account in order for our actions to be meaningful.

Metro has made significant investments in a multi-layered, care-first approach to public safety, including an approximately 57 percent ($69.2M) increase in the last two years to continue building out the ranks of homeless outreach and mental health professionals deployed on the system, as well as community intervention workers, transit ambassadors and transit security officers.
Metro staff is expected to be returning to the Board in the near-term with a status update and finalized implementation strategy for the development of an in-house Transit Public Safety Department (2023-0324) that will include analysis of:

- The anticipated performance-level of the "standard" and "enhanced" deployment models presented in the previous feasibility study (2023-0286), in terms of system-wide coverage and the provision of a visible security and/or customer service presence.
- Best practices for system-wide coverage and deployment of law enforcement and non-law enforcement personnel from transit agencies nationally and internationally.
- Resources required to deploy a "best practices" model.
- Additional improvements in security technology, system hardening, interoperable communications, and deployment strategies currently underway or being contemplated for an in-house public safety department that may off-set the number of SSLE personnel required to effectively staff the system.

While this analysis will be critical to enhancing security on the system, and to continuing to build out a multi-layered public safety ecosystem that employs prevention and support, risk intervention, and response and enforcement in the long-term, there is an immediate need to address security concerns and ensure the system is safe and comfortable for riders and operators alike. Unfortunately, the increasing cost of the law enforcement contracts, and law enforcement's relatively limited scope and coverage has left significant gaps in the system. Metro's FY25 Proposed Budget includes $194.1M for the law enforcement contracts, an $18.3M (10.4%) increase over FY24, yet the number of personnel and deployments will remain at the current FY24 multi-agency level.

There is an immediate need to undertake an analysis of Metro's SSLE resources to ensure the law enforcement contracts are realizing the expected performance results, achieving the intended level of coverage, and increasing the public's confidence and trust in the system. This analysis should include consideration of whether a more effective model is available.

SUBJECT: ENHANCING METRO'S MULTI-LAYERED PUBLIC SAFETY PRESENCE AND RESPONSE MOTION

RECOMMENDATION

APPROVE Motion by Horvath, Hahn, Dutra, Butts, and Solis, as amended by Barger that the Board direct the Chief Executive Officer to:

A. Invite the multi-agency law enforcement partners (LASD, LAPD, LBPD) to participate in a discussion about public safety on the Metro system at the June 2024 Board Meeting, to include, but not be limited to discussion of staffing and deployment levels; system-wide coverage and response times; interagency coordination; an analysis of high-profile incidences; and efforts to provide a safe and comfortable riding experience;

B. Report back at the June 2024 Board Meeting with a per hour cost analysis for law enforcement personnel (LASD, LAPD, LBPD) transit security officers, private security and transit ambassadors, including an assessment of the number of security personnel, coverage levels, and visible staff presence to achieve optimal coverage and to address ongoing safety concerns; and

BARGER AMENDMENT:

C. As part of the June discussion, the law enforcement partners shall be prepared to discuss an enhanced role, and how they would be able to exercise those roles and responsibilities in a way that ensures code of conduct violators are not criminalized.

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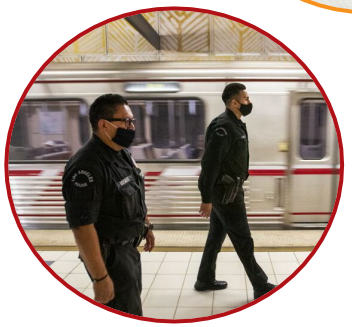
Response to Motion 15.1 Enhancing Metro's Multi-layered Public Safety Presence and Response

Ken Hernandez
Interim Chief Safety Officer

Metro

Metro's Public Safety Ecosystem

- **Contract Law Enforcement**: respond to calls needing law enforcement intervention, including safety emergencies, partnering on ancillary clean-up teams, supplementing field patrol with homelessness and mental health teams.
- **Metro Transit Security**: code of conduct enforcement, open/close stations, bus and train riding, de-escalation, administer CPR, carry naloxone, and revenue collection.
- **Contract Security**: patrol and secure facilities, crowd control for special events, and bus bridges.
- **Transit Ambassadors**: provide security awareness, de-escalation, customer information, maintenance reporting, administer CPR and carry naloxone.
- **Homeless Outreach**: outreach to riders, connection to services, and carry naloxone.



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Current Service Level

Staff conducted an analysis of field personnel resources on the transit system to identify the hourly rate for each public safety layer. The table below represents the average FY24 "fully burdened" rates, which include a percentage for administrative costs and benefits, and "overhead," which is any materials, equipment, etc.

Current Service Level Costs	
Public Safety Layer	Fully Burdened + Overhead Hourly Rate
LAPD	$ 187.66
LASD	$ 119.75
LBPD	$ 158.55
Metro Security Unarmed	$ 41.74
Metro Security Armed	$ 55.11
Contract Security	$ 43.70
Ambassador	$ 40.01
Homeless Outreach	$ 64.92

Metro

Developing the Optimal Service Level

- Three crime datasets were chosen:
  - Top 20 Rail Stations by Crimes Against Persons
  - Top 2 Rail Lines by Crimes Against Persons
  - Top 10 Bus Lines by Operator Assaults.

- Staff considerations in the cost analysis:
  - Cost of each security service
  - Appropriateness for the task at hand
  - Effectiveness of each deployment regarding coverage and flexibility to assign resources

- Refer to **Scenario 2 Enhanced Service Model** in the Transit Community Public Safety Department Implementation Plan.

Metro

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Board Report

File #: 2024-0169, **File Type:** Plan **Agenda Number:** 40.

REVISED
REGULAR BOARD MEETING
JUNE 27, 2024

SUBJECT: TRANSIT COMMUNITY PUBLIC SAFETY DEPARTMENT IMPLEMENTATION PLAN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the Transit Community Public Safety Department Implementation Plan (Attachment A); and

B. APPROVING the establishment of an in-house Transit Community Public Safety Department over a five-year phased transition, utilizing the Enhanced Public Safety Service Model.

ISSUE

At its June 2023 meeting, the Board of Directors (Board) approved Motion #21.1 by Directors Najarian, Sandoval, Butts, Barger, and Bass, directing the Chief Executive Officer (CEO) to prepare a comprehensive Transit Community Public Safety Implementation Plan (Plan) for Board consideration (Attachment B). The Board requested that the Plan identify and outline a strategy to establish an in-house Metro Public Safety Department specializing in a transit environment and promoting an engaged, visible presence. The Plan reflects that an in-house Public Safety Department would complement Metro's existing, multi-layered safety and security approach, consisting currently of transit security officers, ambassadors, and homeless outreach.

BACKGROUND

Metro's overarching priority is the safety and the perception of safety on the transit system for riders and employees. In the 2022 Metro Customer Experience Survey, riders expressed concern about their safety at bus stops, train stations, and on buses and trains, especially at night. Of the 40 service factors evaluated by Metro riders, customers consistently ranked safety-related issues as *most needing significant improvement*, including:

- Presence of security staff on buses and trains
- Enforcement of Metro rules on trains and buses

- Personal security on Metro trains and buses at night
- Personal security at Metro train stations and bus stops at night and
- How well Metro addresses homelessness on buses and trains.

Metro has sought to operationalize a holistic, equitable, and multi-layered approach to improving public safety by deploying a combination of law enforcement officials, transit and contracted security officers, ambassadors, and outreach specialists to accomplish the following:

1) **Community Safety and Well-Being** - Provide a visible presence, assistance, guidance, and support to individuals.
2) **Prevention and Support** - Provide care-based responses to social issues related to individuals experiencing homelessness, untreated mental health, and addiction issues.
3) **Risk Intervention** - Maintain a safe and secure environment, protect people and property, and deter criminal activity through visible presence.
4) **Response and Enforcement** - Facilitate swift and effective responses to safety and security incidents and criminal activity.

Metro's ability to achieve these objectives has been hindered due to the following challenges with Metro's current contract model, which outsources law enforcement to multiple agencies:

- With limited influence on how law enforcement personnel are deployed and the methods they use, the agency lacks effective mechanisms to ensure systemwide alignment and operational control between the multiple layers of service on the Metro system.
- Contract law enforcement agencies have inconsistently adapted their policies and procedures to directives from Metro, and each of them has different methods and approaches to public safety on the Metro system.
- The escalating costs of Metro's contracts with its three law enforcement agencies strain Metro's operating budget for system safety and security, with little to no control by Metro.

In March 2023, the Board directed staff to explore the feasibility of creating an in-house Metro Transit Community Public Safety Department (TCPSD). Bringing law enforcement services in-house would be consistent with the structure of six of the country's 10 largest transit agencies. In June 2023, the board received and filed the feasibility study and directed the development of an implementation plan for their consideration.

In January 2024, staff provided a status update on the development of the Plan, identifying that the final Plan was to include an operational framework, an organizational structure (including strategies for recruitment and a comprehensive staffing approach), and an officer training plan tailored to meet the complexities of safety and security issues in a transit environment, as well as the agency's holistic, equitable, and multi-layered approach to system safety and security.

DISCUSSION

Metro engaged a team of consultants with expertise in public safety, law enforcement services, and deployment in transit settings to develop and draft the Plan. The emerging themes from their

research and interviews emphasized the need to focus on Metro 1) directly overseeing all aspects of public safety services, 2) ensuring those providing public safety services on the system were properly trained and embodied the values of the agency, and 3) integrating social work and mental health principles into the service delivery model to enhance community engagement and address underlying societal issues.

The following implementation priorities were also deemed critical: a cohesive transition, human capital, and development strategy operationalizing effective deployment strategies that reflect a transit public safety culture and planning for the department's long-term needs.

Goals and Objectives

The vision for the TCPSD is to “provide consistent and responsive safety services, enhancing the overall experience and well-being of transit users through a visible and engaged public safety ecosystem.” This directly aligns with Metro’s Safety Mission and Value Statements, which emphasizes a culture of care through a visible and engaged public safety department, ensuring that every trip is safe, positive, and dignified.

This vision will be implemented through adherence to the following objectives:

- **Prioritizing engaged visibility** to ensure law enforcement is visible on the system and proactively engaging and building relationships with the riding community while still being able to respond to calls for service as needed.
- **Establishing a transit public safety culture** through intentional effort and direct control and oversight over every aspect of the safety and security program.
- **Fostering a culture of care and compassion** within law enforcement efforts by encouraging officers to prioritize empathy and understanding in their interactions with riders.
- **Promoting transparency and accountability** for daily activities and overall performance.

These objectives will most effectively be accomplished by shaping the recruitment and selection process to ensure the hiring of employees who are aligned with Metro’s mission and values, including Metro’s Public Safety Mission and Values Statements, establishing required training and performance expectations, and implementing disciplinary processes in alignment with Metro’s goals.

Officer Training Plan

The POST certification establishes the foundation for law enforcement officers' basic skills and knowledge in California. However, transit-specific training is also crucial for Metro’s TCPSD. Under the existing multi-agency law enforcement model, each law enforcement officer must complete minimal (four hours) transit-focused training before reporting for patrol on Metro.

Alternatively, TCPSD will require all new recruits and personnel to undergo extensive and intensive (four weeks) transit-specific field-based training prior to attending the academy and as part of regular re-certification. Staff will collaborate with training academies and educational institutions to develop courses and training modules.

Zone-Based Deployment

The TCPSD will utilize a zone-based deployment model, an industry-proven method of deployment that increases visibility while reducing overall calls for service through the appropriate presence of

officers, to optimize public safety resource allocation.

The existing deployment model for current law enforcement contractors' coverage is based on jurisdictional boundaries, and there is limited foot patrol. The deployment model of police personnel is de-centralized and reactive, focusing on hot spots as they occur. The zone-based model divides the Metro system into dedicated zones and geographical areas where officers are assigned to the same zone daily, allowing officers to become more familiar with riders and understand the unique community needs within their assigned zones. This model is expected to provide better coverage and response times to calls for service.

In November 2023, Metro began using the proposed six zones for Metro transit security deployment as a pilot, and thus far, it has provided the following benefits:

- It is easy to identify where supervisors are deployed.
- It minimizes supervisor response time when requested in support of the Transit Security Officers.
- It has increased Transit Security Officers' confidence by knowing that a supervisor or their fellow officer and supervisor is close by and ready to respond to their needs.

The anticipated allocation of personnel across the six zones within this deployment model has slight staffing variations across zones, based on an analysis of factors such as line complexity, station density, and the presence of major transit hubs. This is to meet the diverse safety needs and challenges across different zones within the system.

Bus Riding Teams

Currently, Metro has four Metro Transit Officer Bus-riding Teams, which provide a high-visibility uniformed presence on Metro buses, enforce Code of Conduct violations and fare evasion, and engage with bus operators to learn of other areas of the designated bus line where operators are having recurring issues. Three Transit Security Officers (TSO) comprise a Bus-riding Team: two TSO I and one TSO II. Metro does not currently pair TSOs with law enforcement for bus-riding teams based on deployment challenges with Metro's contracted law enforcement partners.

With approximately 80% of Metro customers relying on buses for their daily commute, additional dedicated teams are needed to provide a proactive and visible presence, deter criminal activity, and promote a sense of security for all riders. With TCPSD, it would be recommended to have in-house sworn officers dedicated to support and supplement the TSO teams with back-up requests, arrests, and criminal activity, duties beyond the TSOs authority. The current lack of police support, which results in extended response time for backup requests or arrest requests, is an ongoing challenge for the BRTs that can be eliminated with the creation of the TCPSD.

Service Levels

The Plan outlines four potential service models for the TCPSD: Current, Enhanced, Decreased Sworn Officers, and Increased Sworn Officers Models.

Service Model 1 - Current: This model would have the same number of officers deployed daily as the contract law enforcement services currently provide today of 386. By maintaining the same daily

deployment headcount, this model provides a like-for-like comparison with the current multi-agency contract law enforcement model. Service Model 1 maintains the existing level of average daily deployment of sworn officers in the field with the same current level of public safety ecosystem layers (TSOs, Homeless Outreach, and Ambassadors), a replication of existing services. However, using a zone deployment model with all resources actively on the system, the current headcount would yield more engaged visible presence.

The Service Model 1, for the same number of daily deployed sworn personnel, is estimated to cost **$154,440,303 per year** vs. $194,051,691 (Multi-Agency Contract Cost).

Service Model 2 -Enhanced: This model builds upon Service Model 1 by retaining the current daily zone deployment of 386 sworn personnel and increasing the daily deployment of non-law enforcement unarmed alternatives by 227 from 446 to 673, recognizing that the majority of safety concerns on the system are related to quality-of-life issues. This model adds to the number of daily deployments of the other safety layers, Ambassadors, Crisis Interventionists/Clinicians, and Homeless Outreach to create a more robust security framework. Each layer plays a vital role in maintaining a safe and secure system. It also allocates $5 million for innovative Public Safety Infrastructure Improvements at transit stations, aiming to enhance security measures and create safer environments for riders through state-of-the-art technology and strategic design upgrades.

The Service Model 2, for the same number of daily deployed sworn personnel and increased layer deployment, is estimated to cost **$192,566,505** per year vs. $194,051,691 (Multi-Agency Contract Cost).

Service Model 3 -Decreased Sworn Officers: This service model reduces the number of officers from the baseline of daily deployed sworn officers of 386 by 40, or 12% to 346. With TCPSD, officers will be actively on the system, on foot patrols, and riding transit. The public will notice the increased presence more significantly than in the current multi-agency model, where officers are not as visibly active on the system. Although there are fewer officers overall, the increased visibility through zones and foot patrols will still create a stronger sense of security and presence. All components outlined in Service Model 2, including Ambassadors, Homeless Outreach, and Crisis Interventionists/Clinicians and $5 million for innovative Public Safety Infrastructure Improvements, are carried forward.

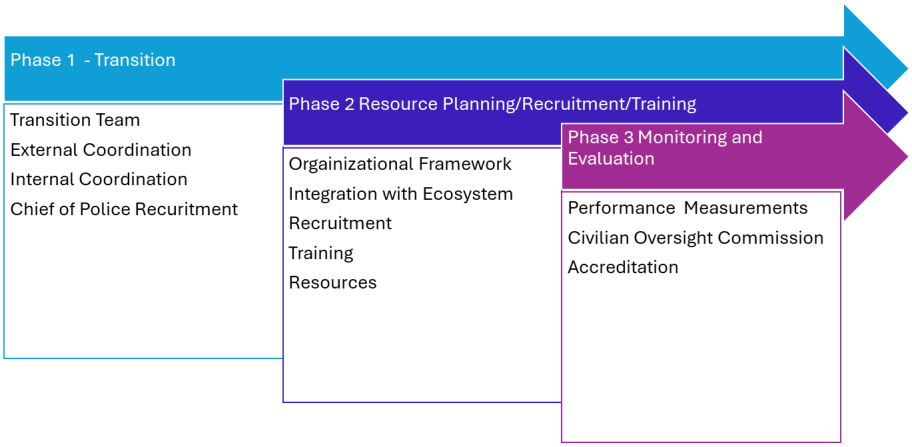
The Service Model 3, with a decrease of daily deployed sworn personnel but the same enhanced layers, is estimated to cost **$181,510,775** per year vs. $194,051,691 (Multi-Agency Contract Cost).

Service Model 4 -Increased Sworn Officers: This Model builds upon Service Model 2, by augmenting the daily deployment of sworn officers. All components outlined in Service Model 2, including Ambassadors, Homeless Outreach, and Crisis Interventionists and $5 million for innovative Public Safety Infrastructure Improvements, are carried forward. In addition to maintaining these crucial roles, Service Model 3 further bolsters TCPSD by proposing adding 80 more officers from the baseline of 386, or 20%, to the daily deployment, ensuring even greater presence and support across the system.

The total law enforcement personnel deployed daily would increase to 466, some organized into Flex Teams to enhance coverage and responsiveness for special operations during major/special events and to address “hot spots” within the transit system network. The Increased Police Service Model is estimated to cost **$214,890,478** per year vs. $194,051,691 (Multi-Agency Contract Cost).

Given that the majority of concerns on the Metro system are quality-of-life issues, staff recommends implementing the Enhanced Service Model to optimize the TCPSD's performance, align with Board priorities, and address customer and employee concerns.

Phased Implementation Plan
The organization structure is anticipated to be implemented in three phases over five years. The phases include 1) transition planning, 2) resource planning and recruitment, and 3) monitoring and evaluation.



The transition from the multi-jurisdictional law enforcement model to the new TCPSD model will begin with robust transition planning in Phase 1. Simultaneously, recruitment efforts will be initiated to fill critical leadership positions within the new department, including the appointment of a Chief of Police and essential command staff members.

By Year 5, Phase 3, the TCPSD is envisioned to be fully staffed and able to focus fully on operations, monitoring, and evaluation. The TCPSD will develop meaningful and relevant Key Performance Indicators (KPIs) that allow the department to assess progress against desired outcomes. Targets for each KPI will be based on historical performance, industry standards, or department objectives. The Department will also seek accreditation as a law enforcement agency through the Committee on Accreditation for Law Enforcement Agencies (CALEA) as an agency that adheres to specific, publicly recognizable standards of performance and accountability.

Establishment of A Transition Team

The first step in establishing the TCPSD will be to form a dedicated Transition Team to support effective internal and external coordination. It will be imperative to engage an individual to lead this effort who has a deep understanding of law enforcement dynamics, potentially with specialized policing expertise in a campus, airport, or transit environment. More broadly, the team will be

comprised of members who possess expertise in law enforcement, security, bus and rail transit operations, social services, and change management. Leveraging this external expertise, particularly in multi-jurisdictional coordination, will enable the execution of a thoughtful and comprehensive transition plan.

Executive Recruitment

The first hire during the Transition Phase will be the Chief of Police, who will report directly to the CEO. This leadership position will set the stage for subsequent efforts to recruit officers and TCPSD personnel. Metro intends to use a recruiter who specializes in public safety leadership positions. The ideal candidate for the position should not only be Peace Officer Standards Training (POST)-certified but should also embody visionary leadership, accessibility, and a commitment to collaboration within a diverse transit community. The candidate should value diversity, equity, and inclusion principles and demonstrate dedication to translating these principles into tangible results through values-based decision-making.

Engaging Metro's customers and employees in recruiting a Chief is vital to ensuring the selection resonates with the transit community's expectations. The recruitment process will be widely publicized across multiple channels, promoting broad awareness and participation. This would include various communication platforms such as local media, social media, and community meetings, focusing on transparency and inclusiveness. Recognizing that some community groups are often underrepresented, targeted outreach efforts will be included to ensure all voices are heard. The CEO will incorporate this feedback into the final hiring decision.

Labor Negotiations and Establishment of Benefits

The labor negotiation process for the new transit police workforce is anticipated to span from six months to a year. Initial dialogues will begin with the unions upon Board approval, followed by formal bargaining sessions where proposals are negotiated, leading to agreements on wages, benefits, and working conditions. Once a consensus is reached, a contract will be drafted and ratified, solidifying the employment terms for the transit police team. Labor Relations will lead these negotiations to ensure alignment and budget capacity for certain aspects such as wages, benefits, working conditions, disciplinary procedures, and other terms of employment for TCPSD employees.

Currently, Metro does not have an active safety pension plan or employees who would qualify for such a plan. The retirement provisions for safety plans are distinct from Metro's existing pension plans for active employees and retirees under the Public Transportation Services Corporation (PTSC). Therefore, a new safety category would need to be added to Metro's plan to specifically cover the sworn law enforcement personnel within TCPSD. Metro will engage with labor unions while developing and reviewing the proposed pension and benefit plans.

Mutual Aid Agreements

California's Mutual Aid Law outlines responsibilities for mutual aid. Surrounding law enforcement agencies are required to respond to local emergencies and calls for service, and response agencies are required to assist at the direction of the requesting agency's Chief of Police. When mutual aid is requested, support must be sustained for the duration of the event or incident. The TCPSD must be

prepared not just to request aid but also to offer equivalent assistance to other agencies. The Transition Team will oversee mutual aid agreements and current contract law enforcement services to mitigate operational gaps during the transition period.

Beyond Mutual Aid obligations, desirable collaborations with other law enforcement agencies and the Los Angeles County Police Chiefs Association in the form of memorandums of understanding to govern emergency response, specialized services, cooperative training (tabletop and full-scale exercises), and to establish clear response plans to emergencies, calls for service, and large-scale events will be created in partnership with law enforcement agencies in the region.

Key objectives during the Transition Phase will include:

- Utilizing mutual aid agreements to ensure coverage during the transition period as new officers are recruited and onboarded;
- Establishing contracts for specialized services and units such as K9 and SWAT teams and
- Addressing the needs and management of detention facilities.

All current contract law enforcement partners have agreed to cooperate with a transition if the Board decides to bring law enforcement services in-house.

Adherence to Best Practices
Evidence of accountability, transparency, and measurable progress in addressing safety and security concerns within the transit environment will foster trust and positive relationships between law enforcement and the public it serves.

By defining specific KPIs such as response times, incident resolution rates, and community engagement metrics, agencies can hold officers accountable for their actions and outcomes. This accountability fosters a culture of responsibility and professionalism among law enforcement personnel. With Metro regularly monitoring and evaluating uniform KPIs, there will be greater awareness of service delivery gaps and greater flexibility in directing resources to meet desired outcomes. This data-driven approach allows agencies to make informed decisions and allocate resources where they will have the most significant impact.

To further promote transparency and accountability, the TCPSD will utilize the services of Metro’s Office of the Inspector General (OIG), an independent and objective organization reporting to the Metro Board of Directors. Metro proposes creating a Civilian Review Committee (CRC) during Phase 3 of the Implementation Plan. CRCs are a best practice used nationwide to promote transparency, accountability, trust, and respect between the police department and the communities it serves. CRCs aim to strengthen the public and law enforcement relationship while supporting efforts to hold law enforcement officers accountable for misconduct. The primary function of the CRC will be to coordinate directly with the OIG to hear and evaluate complaints about officer misconduct, review the findings of audits and internal affairs investigations, and make recommendations for Metro leadership's consideration.

Community Engagement
Community outreach and engagement efforts are pivotal in building bridges between law

enforcement agencies and the transit community. The Public Safety Advisory Committee held listening sessions with riders last fall regarding public safety. In November 2023, PSAC established Ad Hoc Committees to focus on the In-House Policing concept. Additionally, they submitted recommendations for establishing an in-house public safety department in April 2024. On June 25, 2024, the Public Safety Advisory Committee (PSAC) voted 7-2 to support establishing an In-House Metro Transit Community Public Safety Department utilizing the Enhanced Public Safety Service Model. Overall, the PSAC members agreed that the recommendation effectively addressed the comments and concerns previously raised with Metro staff. However, two members voiced their apprehension about what they perceived as a shift towards a more social agency role at the expense of law and order.

The Committee posed several questions regarding Metro's continued collaboration with law enforcement partners, the agency's ability to recruit sufficient officers, the criteria used to establish geographic zones, and the importance of ensuring resource allocation based on actual needs. Members also emphasized that buses should not be an afterthought in the development of the plan, advocating for a more prominent role for buses in future iterations.

The PSAC chair stressed the importance of the Committee's ongoing involvement in the implementation and refinement of the plan. In response, staff committed to maintaining a strong partnership with PSAC throughout the process to ensure the plan's success and responsiveness to the community's needs.

Further establishing forums, dialogue sessions, and partnerships with community leaders, activists, and organizations will facilitate open conversations about issues, priorities, and perceptions related to policing. Transparency is key in this process, and Metro will commit to providing accessible information about procedures, policies, and accountability mechanisms.

Developing a comprehensive community engagement plan (Engagement Plan) is pivotal for successfully implementing the TCPSD. The Engagement Plan will include establishing the goals and objectives of the communications strategy, identifying internal and external key stakeholders, developing key messages, and identifying effective communication channels and partnerships with elected officials, community-based organizations, and neighborhood councils.

DETERMINATION OF SAFETY IMPACT

Based on the findings from the In-House Public Safety Feasibility Study, transitioning to an in-house Public Safety Department could significantly enhance safety across the Metro system. The zone deployment model, where officers are actively on the Metro system, will result in a more visible, engaged presence. Moreover, the majority of incidents on the Metro system are related to quality-of-life issues. These issues include people who are experiencing homelessness and are sheltering on the system, untreated mental illness, and an opioid epidemic, which require a different approach than traditional law enforcement methods typically provide.

The proposed in-house Public Safety Department aims to address these concerns by enhancing multiple non-law enforcement layers in its structure. One of the key components of this approach is the inclusion of crisis interventionists/clinicians. These professionals are trained to handle situations involving vulnerable populations with the appropriate care and support needed to resolve issues effectively and humanely. They are skilled in de-escalating situations involving individuals experiencing mental health crises or other emotional disturbances. Their presence can prevent situations from escalating into emergencies that would otherwise require police intervention. By addressing these incidents promptly and effectively, crisis interventionists help maintain order and safety on the Metro system.

Overall, the transition to an in-house Public Safety Department with these additional layers of support is expected to lead to a more comprehensive and effective approach to public safety. It recognizes the importance of addressing the root causes of quality-of-life issues and provides targeted interventions that are more suited to the unique environment of the Metro system. This strategy not only enhances the overall safety for passengers and staff but also fosters a more inclusive and supportive community within the Metro system.

FINANCIAL IMPACT

In February 2017, the Metro Board approved the multi-agency law enforcement services contract for a five-year base period with a not-to-exceed amount of $645 million through June 30, 2022. The contracts have been amended several times, and the current total contract value for the seven years is $1,110,563,642.86 through June 30, 2024. The current FY24 multi-agency contract costs approximately $194 million.

These costs have escalated 12.2% on average year over year and have a high overhead rate. Metro is not able to control these growth rates, and such costs are anticipated to be further exacerbated if other jurisdictions are added to the current model. With an in-house department, Metro will be able to implement better budget/cost controls.

Metro projects potential savings by transitioning from a multi-agency law enforcement model to an in-house transit public safety model. These savings are anticipated to be fully realized after the implementation of the new model, with significant cost reductions expected to begin in Year 6 after the complete transition to in-house public safety.
As described above, Metro staff proposes implementing the Enhanced Service Model, which retains the current number of daily deployments of 386 law enforcement officers in the field. Compared to the current contract, this would achieve a cost savings of $26 million in terms of law enforcement personnel.

This model proposes investing the $26 million in projected cost-difference realized during the transition from contracted services to an in-house model to increase the number of field-based personnel, including additional Transit Ambassadors, Crisis Interventionists/Clinicians, and Homeless

Outreach, by an additional 227 to increase the visible presence on Metro and expand and enhance alternatives to policing. It also allocates funds to increase innovative Public Safety Infrastructure Improvements at transit stations. The annual cost of these additional resources after reaching full implementation in Year 6 is projected at $24.56 million annually.

The Service Model 2-Enhanced, for the same number of daily deployed sworn personnel and increased layer deployment, is estimated to cost **$192,566,505** per year vs. $194,051,691 (Multi-Agency Contract Cost).

EQUITY PLATFORM

Metro recognizes that relationships between law enforcement and people of color have been strained due to unjust actions such as racial profiling and a disproportionate number of incidents, tickets, and arrests being issued to people of color. An in-house Public Safety Department would empower the agency with the authority to implement safeguards, oversight, and training of officers based on agency priorities and values, promoting the treatment of all riders with dignity and respect in accordance with the Board approved Bias-Free Policing policy. Furthermore, an in-house Public Safety Department would allow for a transit policing style of engaged visibility where officers are more visible across the system, thus increasing the feeling of safety for riders and employees.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal 2.1 of committing to improving security. Based on the In-House Public Safety Feasibility Study findings, transitioning to an in-house Public Safety Department would enhance safety.

ALTERNATIVES CONSIDERED

The Board could choose to forgo transitioning to a TCPSD primarily due to financial concerns raised by Los Angeles County Sheriff Luna (Attachment C). Staff does not recommend this because the analysis has determined there are cost savings associated with an in-house public safety department. Further, the Board could choose to not transition to an in-house department that utilizes the Enhanced Public Safety Service Model, opting instead to continue with a contract law enforcement model. However, this approach is not recommended due to several significant drawbacks:

1. Lack of Alignment with Metro Policies, Procedures, and Safety Approaches: The contract law enforcement model does not fully align with Metro's specific policies, procedures, and holistic safety strategies, potentially leading to inconsistencies in service and operational effectiveness.

2. Operational Control and Accountability: An in-house department provides greater operational control and accountability. With a contract model, the Metro has limited oversight and influence over the day-to-day operations and strategic decisions, which can hinder

responsiveness and adaptability.

3. Continuous and Unsustainable Cost Escalation: The contract law enforcement model is subject to continuous and unsustainable cost increases, making it a less viable long-term solution. Transitioning to an in-house model could offer more predictable and manageable financial planning and resource allocation.

These key areas have been consistent challenges throughout the three decades of outsourcing law enforcement and have proven to be intractable. Therefore, the five-year phased transition to a Transit Community Public Safety Department with an Enhanced Public Safety Service Model is the recommended path forward.

NEXT STEPS

Staff will mobilize a transition team of subject matter experts upon Board approval. Also, staff will initiate a Communications Plan and commence the recruitment efforts for the new Chief of Police. Staff will report back to the board quarterly with progress updates.

ATTACHMENTS

Attachment A - Transit Community Public Safety Department Implementation Plan
Attachment B - Motion 21.1
Attachment C - Letter from Los Angeles County Sheriff Luna and Metro Response

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Transit Community Public Safety Department (TCPSD) Implementation Plan

Spring 2024

Metro

Transit Community Public Safety (TCPSD) Department Implementation Plan

Spring 2024

Table of Contents

Executive Summary 3

Introduction and Background 19

Challenges and Complexities of the Existing Multi-Agency Law Enforcement Model 28

Goals and Objectives of an In-House Transit Community Public Safety Department 36

Proposed Transit Community Public Safety Department Models 45

Financial Impact Analysis 59

Operational Structure and Roadmap 85

- Phase 1 – Transition Planning 87
- Phase 2 – Organizational Framework 90
- Phase 3 – Monitoring and Evaluation (On-going) 105

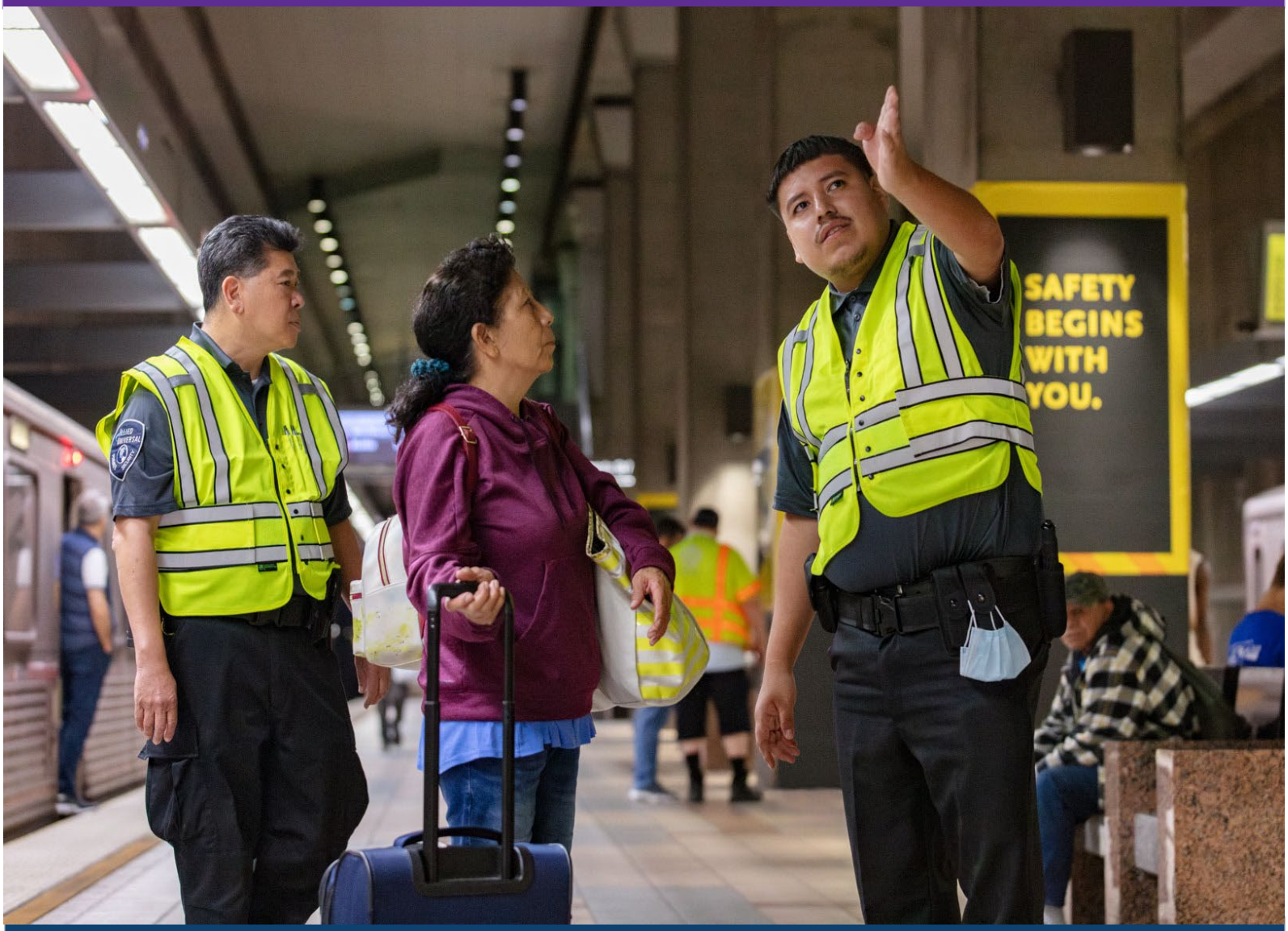
Communications Plan 112

Conclusion 117

Appendices 119

Executive Summary

Section 1



Metro's core mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within LA County. Metro operates within a service area of 1,447 square miles, delivering service on 2,400 bus runs each weekday along 120 routes and 109 rail service miles with 108 rail stations on six major rail lines. Metro's ridership, in March 2024, showed strong signs of recovery toward pre-pandemic levels, with 25,880,698 boardings on bus and rail services countywide[1]. Over the next decade, the Metro footprint will rapidly expand to include more rail lines and stations and additional Bus Rapid Transit Lines. With that expansion will come continued ridership growth.

Metro's long-range plan includes an even greater network expansion along new transit corridors (East San Fernando Valley Corridor, Vermont Rapid Bus Corridor, Southeast Gateway Line, Eastside Extension to Whittier, and C Line Extension to Torrance) which will substantially increase Metro's transit service area and capacity. Introducing these new transit corridors will provide Metro riders with better connections and attract new riders to a better commute.

This rapid expansion underscores the need for a robust public safety program to meet the evolving needs of a growing Los Angeles County transit network, and the needs of a diverse population. Providing a safe, reliable, and clean transit system is crucial for maintaining and growing ridership. Metro's CEO, Stephanie Wiggins, has prioritized a people-first approach that is intrinsic to the agency's culture.

Metro serves a diverse population and both the public and Metro employees have voiced a broad range of safety concerns. Safety is a fundamental human need that Metro recognizes is deeply personal. The security challenges in a transit environment are largely related to quality-of-life issues. To address this issue, Metro aims to improve safety through increased engagement and visibility of all public safety resources.

Over the past three decades, Metro has explored various contract policing models to address its riders' and employees' safety needs. Metro appreciates its years-long service contract with the Los Angeles County Sheriff's Department (LASD), Los Angeles Police Department (LAPD), and Long Beach Police Department (LBPD) and deeply values the officers who have worked diligently to address the critical safety concerns of Metro riders and employees. However, it is essential to acknowledge the constraints inherent in these contract law enforcement service models.

[1] Source: Metro April 2024 News Release - L.A. METRO'S WEEKDAY RIDERSHIP UP 14 PERCENT YEAR-OVER-YEAR IN MARCH - LA Metro

History of Metro’s Contract Policing Models

Metro's predecessor agencies had security departments that worked closely with the LAPD. In 1978, the Southern California Rapid Transit District (RTD) formed its own Transit Public Safety Department. Almost twenty years later, in 1996, Metro dissolved its Transit Public Safety Department, instead, contracting with LAPD and LASD with the expectation of rapidly increasing police services at lower costs. However, this ultimately led to higher-than-average costs and management complexities.

To address the high cost and service complexities of the LAPD and LASD model and in alignment with Metro’s security policy at the time, Metro entered into an exclusive agreement with LASD in 2003. When the new transit policing MOU was awarded to LASD, the Board also requested a report on the efficacy of re-establishing an internal MTA Transit Police Department. Although the report back in 2004 suggested significant cost savings with an in-house transit police department, the Board took no action and the report was received and filed. With the LASD security program less than a year old, staff determined they could not make a definitive judgment on the efficacy of the current program that would support an alternative recommendation. Therefore, staff proposed allowing the LASD program to operate through the initial three-year MOU period from May 2003 to June 2006. However, staffing issues with LASD persisted, leading Metro to re-evaluate the model in 2015 while extending the contract again with LASD until 2017. At that time, Metro transitioned to a multi-agency contract law enforcement model with LAPD, LASD, and LBPD to help improve service capacity, quality, and response times.

Since 2018, Metro’s Office of the Inspector General’s (OIG) has conducted annual assessments of Metro’s law enforcement contracts. Those assessments consistently found that these multi-agency contracts had been largely ineffective in the areas of visible presence on buses and trains, staffing at key critical infrastructure locations, and monitoring and oversight of contract law enforcement personnel to ensure they are fully patrolling the Metro system.

After carefully reviewing these various contract service models, it is evident that returning to in-house policing services would yield the most effective outcomes for Metro. While the in-house MTA Public Safety Department initially served effectively, the decision to outsource the services was primarily driven by the political environment and the agency's need to expand the safety program rapidly with the expectation of cost savings. Unfortunately, contracting law enforcement services consistently demonstrated challenges with limited operational control and accountability, lack of alignment with Metro policies, and continuous and unsustainable cost escalation.

The New Approach to Public Safety on Metro

In response to the global social resistance to over-policing within communities of color, and in alignment with Metro's culture, the agency recognized an urgent need to explore alternatives to policing. In 2020, Metro's Board of Directors instructed the CEO to fundamentally rethink the agency's approach to public safety on the Metro system. This resulted in establishing the Public Safety Advisory Committee (PSAC) and the subsequent adoption by the Board of a new Public Safety Mission and Values Statements for the agency in December 2021. In February 2022, Metro launched a comprehensive multi-layered public safety program designed to address various safety and security concerns effectively.

Metro's Board directed the development of a Bias-Free Policing Policy and Public Safety Data Analytics Policy in April 2022 to avert racial profiling and bias in the deployment of Metro security and law enforcement services, consistent with the Metro Public Safety Mission statement that recognizes that each individual is entitled to a safe, dignified and human experience.

Why the Current Outsourced Law Enforcement Model Poses Challenges for Metro

In the current multi-agency law enforcement model, the agencies sometimes impose their methods directly or indirectly, counteracting Metro's efforts. Though challenges abound in managing services provided by multiple contract law enforcement agencies over three jurisdictions, three key themes, in particular, stand out:

- Lack of Alignment with Metro Policies, Procedures, and Safety Approaches
- Operational Control and Accountability
- Continuous and Unsustainable Cost Escalation

Lack of Alignment with Metro Policies, Procedures and Safety Approaches

Having three (soon to be four with the opening of the Purple Line Subway Extension) different law enforcement agencies providing contract police services to Metro, each with a distinct policing culture, policies, and safety approaches, presents significant challenges that can impede effective coordination and collaboration of Metro's system safety and security. In addition to the prominent issue of lack of consistent visible presence, other key examples include:

- The inconsistency in the use of Naloxone (Narcan), a medication used to reverse opioid overdoses. The opioid epidemic affecting Los Angeles County overflows onto the Metro system. In just the first two months of 2023 alone, Metro recorded more overdose related deaths on its system than the entire year of 2022. Metro Transit Security Officers (TSO), Ambassadors, Homeless Outreach teams, and one of the law enforcement contract agencies are equipped with Narcan and administer it as needed to individuals experiencing an apparent overdose. In contrast, two of the contract law enforcement agency's officers are not required to carry Narcan per their department's policies. The availability of Narcan within the transit environment is a care-based strategy that aligns with Metro's values, emphasizing the importance of immediate emergency response and care. The lack of consistency and uniformity in this area is a significant challenge. It is an agency priority to quickly and effectively address quality of life issues, like the impact of the opioid epidemic.
- Two contract law enforcement agencies perform trespasser checks and assist with end-of-line offloading, while the third contract law enforcement agency disagrees with the safety approach so their officers do not perform the activity in their jurisdiction. This leads to an inconsistent experience for riders.
- Metro's Public Safety Mission Statement emphasizes a human centered approach to safety. One contract law enforcement agency announced their intended use of the BolaWrap on the Metro system without obtaining Metro's prior concurrence and approval. The BolaWrap, a device designed to restrain individuals, fundamentally conflicts with Metro's people-first, community policing approach to improving public safety on the Metro system.
- One contract law enforcement agency has indicated that they will not comply with Metro policies, such as the principles of 8 Can't Wait.

Misalignments between Metro's expectations and the diverse practices of contract law enforcement agencies have led to confusion, inconsistency, and inefficiency in delivering safety services on the Metro system.

Operational Control and Accountability

Metro's current outsourced law enforcement model lacks effective mechanisms to ensure systemwide alignment and operational control between the multiple public safety layers on the Metro system. Since 2022, Metro has adopted an approach that aims to deliver the right level of intervention to address issues that crop up on our system:

- Metro Transit Security Officers enforce the Metro Code of Conduct, ensuring riders follow the rules and norms of the system, including fare compliance;
- Metro Ambassadors serve as alternatives to policing providing a customer-oriented reporting function of "see something, say something", helping identify issues while providing a visible presence to help riders feel and be safe;
- Metro Homeless Outreach teams provide a specialized care function, helping people access housing and other vital services to deter sheltering on the Metro system; and
- Contract Law Enforcement, to respond to calls for service and deter crimes on the system

In managing these layers of service delivery, operational control is crucial. While Metro has operational control over Transit Security Officers, Ambassadors, and Homeless Outreach, the agency does not have sufficient oversight and operational control of a crucial part of the service delivery, law enforcement. Though Metro's relationships with contract law enforcement are generally positive and cooperative, Metro has limited influence on how law enforcement personnel are deployed and their methods.

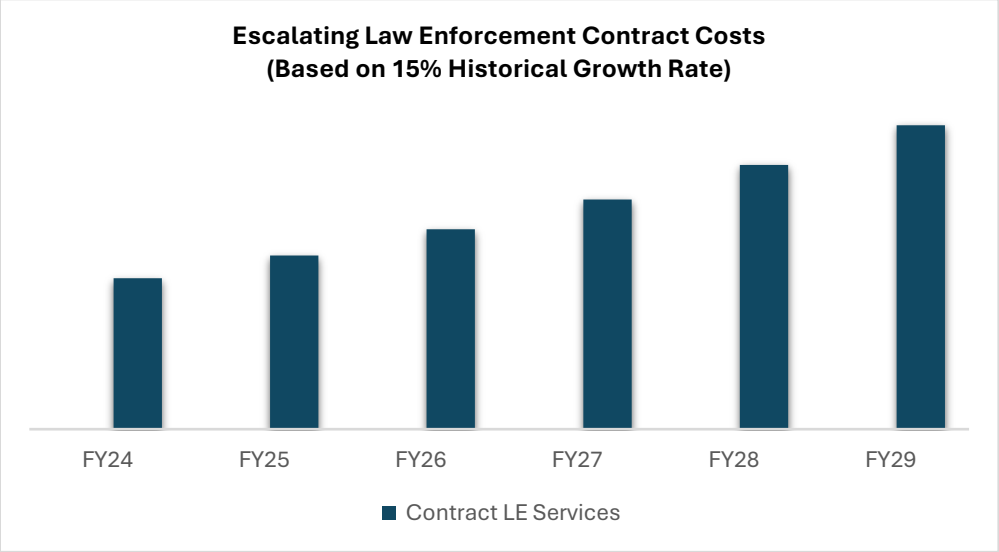
Metro's ability to provide direct oversight of law enforcement personnel deployed on the Metro system is greatly reduced when other entities develop, implement, and manage policies. Operational control is crucial for ensuring that deployment strategies align with Metro's values and safety approaches. Without this control in governance, Metro has little influence. Specifically, while contract law enforcement agencies engage in regular meetings to discuss deployment, when there is a disagreement on the safety approach desired by Metro, the chain of command of the contract law enforcement agency prevails. This occurs even when two of the three contract law enforcement agencies agree to a safety approach.

Continuous and Unsustainable Cost Escalation

The costs of Metro's contract law enforcement services are rising at an unsustainable rate, far exceeding the costs of the other public safety services like TSOs, Ambassadors, Contract Security, and Homeless Outreach.

Current costs of law enforcement services have risen consistently and dramatically. The last contract modification increased the contract by $194 million for a total contract value of $1.11 billion. Escalation year over year will only continue to impact Metro's ability to responsibly budget for this scope of services. A reasonable escalation is expected for an

in-house, however, Metro can implement better budget/cost controls. The existing contract law enforcement services are seeing a 10-15% average escalation year over year, and Metro cannot control this growth at a reasonable rate, given that the governance of the three contract agencies is not within Metro's control. The escalating costs of Metro's contracts with its three law enforcement agencies strain Metro's operating resources.



Another financial challenge with the police service contract model is the excessively high overhead rate. Metro pays a significant overhead cost each contract year, but this cost does not generate value as it largely reflects redundant administrative support positions with each agency.

FY24 LABOR COSTS	DIRECT LABOR COST	LABOR COSTS %	OVERHEAD COSTS	OVERHEAD %	OTHER DIRECT COSTS	FY 24 CONTRACT VALUE
LASD	$68,877,995.94	87.21%	$9,465,013.50	11.98%	$632,272.08	$78,975,281.52
LBPD	$7,754,058.56	74%	$1,938,514.64	19%	$464,720	$10,157,293.20
LAPD	$74,053,753.62	70.58%	$30,589,322.89	29.15%	$276,039.27	$104,919,115.78
Total	**$150,685,808.12**		**$41,992,851.03**		**$1,373,031**	**$194,051,690.50**

Of note, a review of the history of Metro contracted police services over the last three decades reveals these three key challenges (lack of alignment with Metro policies, procedures, and safety approaches, operational control and accountability, and continuous and unsustainable cost escalation) are present regardless of the contract model – multiagency or single agency.

A New Transit Public Safety Model

In June 2023, the Board received the findings of a feasibility study that examined the viability of establishing an internal Transit Community Public Safety Department (TCPSD) as a potential alternative to the existing multi-agency law enforcement contract services. A comprehensive review of the existing multi-jurisdictional law enforcement contracts, performance, stakeholder feedback, and a feasibility study underscore the need to create a Metro TCPSD.

As Metro focuses on rebuilding ridership, facilitating a safe and enjoyable transit experience is the top priority. The implementation of a TCPSD is an opportunity to provide a uniform, aligned, and comprehensive approach to addressing the safety needs of the entire transit community.

Challenges identified with the current multi-agency policing model would be addressed through a seismic shift in the policing culture. Metro has found that the path forward to better relationships with Metro riders and to deal with the high quality of life issues on the system is to create a people-centered safety culture founded on the principles of a care-first approach, appropriate response, understanding the transit environment, cultural competency, diversity, and transparency.

The TCPSD Implementation Plan identifies pivotal areas crucial for effective execution over a five-year period. These key strategies encompass:

- **Transit Community Public Safety Objectives** that prioritize transit riders' and employees' safety and create alignment with Metro's diverse ridership and public safety vision.
- **Implementation Plan Phases:** Transition, Resource Planning, and Monitoring and Evaluation.
- **Financial Impacts** of varying proposed Transit Community Public Safety Department models.
- **Comprehensive transit-specific training curriculum** that creates a foundational awareness of the transit environment, incorporating care-based strategies, trauma-informed response, de-escalation, and customer service for the new TCPSD workforce.
- **Accountability and Transparency Metrics** by establishing measurable department key performance indicators, creating layers of accountability, including a Civilian Review Committee, and engaging the public and relevant stakeholders.
- **Zone-Based and Tiered/Co-Response Model of Transit Policing**; integrating communication and protocols for engaging ambassadors, crisis intervention specialists/clinicians, and homeless outreach providers in coordination with public safety personnel to reduce response times and improve service.

Metro is focused on balancing enforcement and care-based strategies to improve the safety of Metro employees and customers on the transit system. The objectives of the TCPSD are increased visibility, accountability, and consistent service delivery, using a specialized transit community public safety workforce.

Training

Currently, contract law enforcement officers undergo four hours of rail safety training. However, with in-house officers, Metro has the ability to directly establish a human-centered policing culture, with four weeks of training tailored to a transit environment, such as cultural competency, de-escalation techniques, conflict resolution, and community policing. TCPSD officers are Metro employees who would have a sense of ownership of the Metro culture, establishing greater commitment and accountability. Officers would have a personal stake in Metro's success and would be more motivated to uphold its culture.

Deployment Model

Metro would improve engaged visibility at Metro stations and on-board Metro bus and rail vehicles as the primary objective of TCPSD. Engaged visibility would take precedence in deployment decisions. The objective of engaged visibility requires the deployment of officers on foot patrol where assisting, guiding, and supporting Metro riders and employees by being consistently present, reliable, and accessible in both emergency and non-emergency situations is paramount.

The TCPSD would utilize a zone-based deployment model to optimize public safety resource allocation. A zone-based deployment strategy is an industry proven method of deployment that increases visibility while reducing overall calls for service through presence. Zone deployments would allow officers to be accountable and build relationships with the riders, businesses, community, and employees throughout their zones.

The Zone Deployment model would divide the Metro system into six dedicated zones and Metro system-specific geographical areas where officers are assigned to the same zone daily. The existing deployment model for Metro's law enforcement contractors is constrained by jurisdictional boundaries. The current deployment model of officers is de-centralized and reactive, focusing on hot spots as they occur. Compared to the current police model, the proposed TCPSD officers could seamlessly move across the system network and not be restricted to jurisdictional boundaries.

Proposed zones do not include municipal bus routes and areas of the county where Metro does not provide transit service.

Financial Analysis

A thorough examination was undertaken to evaluate the costs involved in both implementing and maintaining the TCPSD. This analysis encompasses a range of factors, including personnel expenses, training investments, equipment procurement, and ongoing operational costs. A comparative study was also conducted, contrasting the cost disparities between contract law enforcement services and the potential long-term financial benefits derived from an internally managed approach. By comprehensively understanding these financial implications, Metro is better equipped to make informed recommendations regarding implementing TCPSD.

MULTI-AGENCY CONTRACT SERVICES FY24			
	Budgeted Positions	Field Deployment Pool	Avg. Daily Deployment
Sworn Officers	514	443	386
Support Staff	146		
Total Positions	**660**		
Total Cost			**$194,051,691**

The TCPSD's financial analysis evaluated the costs and benefits associated with four service models compared to the current multi-agency service model.

Service Model 1 – Current: This model would have the same number of officers deployed daily as the contract law enforcement services currently provide today of 386. By maintaining the same daily deployment headcount, this model provides a like-for-like comparison with the current multi-agency contract law enforcement model. Service Model 1 maintains the existing level of average daily deployment of sworn officers in the field with the same current level of public safety ecosystem layers (TSOs, Homeless Outreach, and Ambassadors), a replication of existing services. However, using a zone deployment model with all resources actively on the system, the current headcount would yield more engaged visible presence.

This model reduces redundancies in administrative positions and overhead from 146 to 80 compared to the current multi-agency contract police services. By streamlining these support positions, Metro significantly reduces unnecessary expenses and allocates resources more effectively. As a result, Metro would add 6 crisis intervention specialist positions deployed daily.

The addition of these specialists ensures that they can be partnered with officers to respond appropriately when someone on the transit system shows signs of distress, as they are today. This care-based first approach ensures that the right response is issued, prioritizing mental health support and de-escalation over traditional enforcement

measures for these safety incidents. By having crisis intervention specialists readily available, Metro can provide more comprehensive and compassionate support to individuals in need, ultimately enhancing the safety and well-being of the entire transit system.

POSITION	AVERAGE DEPLOYED
Transit Community Public Safety Personnel	386
Crisis Intervention	6
Total	**392**

The Service Model 1, for the same number of daily deployed sworn personnel, is estimated to cost **$154,440,303 per year** vs. $194,051,691 (Multi-Agency Contract Cost).

Service Model 2 -Enhanced: This model builds upon Service Model 1 by retaining the current daily zone deployment of 386 sworn personnel and increasing the daily deployment of non-law enforcement unarmed alternatives by 227 from 446 to 673, recognizing that the majority of safety concerns on the system are related to quality-of-life issues. This model adds to the number of daily deployments of the other safety layers, Ambassadors, Crisis Interventionists/Clinicians, and Homeless Outreach to create a more robust security framework. Each layer plays a vital role in maintaining a safe and secure system. It also allocates $5 million for innovative Public Safety Infrastructure Improvements at transit stations, aiming to enhance security measures and create safer environments for riders through state-of-the-art technology and strategic design upgrades.

The Service Model 2, for the same number of daily deployed sworn personnel and increased layer deployment, is estimated to cost **$192,566,505** per year vs. $194,051,691 (Multi-Agency Contract Cost).

	Non-Law Enforcement Alternatives Unarmed			Armed Resources
Avg. Daily Deployment Levels	Metro Transit Security Officers I	124	Law Enforcement	386
	Ambassadors	220	Metro Transit Security (TSO II, Sgts., Sr. Officers)	34
	Homeless Outreach	96		
	Crisis Intervention	6		
TOTAL		446		420
Enhanced Additional Layers	Ambassadors	141		
	Homeless Outreach	5		
	Crisis Intervention	81		
Total Deployed Resources		**673**		**420**

Service Model 3 -Decreased Sworn Officers: This service model reduces the number of officers from the baseline of daily deployed sworn officers of 386 by 40, or 12% to 346. With TCPSD, officers will be actively on the system, on foot patrols, and riding transit. The public will notice the increased presence more significantly than in the current multi-

agency model, where officers are not as visibly active on the system. Although there are fewer officers overall, the increased visibility through zones and foot patrols will still create a stronger sense of security and presence. All components outlined in Service Model 2, including Ambassadors, Homeless Outreach, and Crisis Interventionists/Clinicians and $5 million for innovative Public Safety Infrastructure Improvements, are carried forward.

The Service Model 3, with a decrease of daily deployed sworn personnel but the same enhanced layers, is estimated to cost **$181,510,775** per year vs. $194,051,691 (Multi-Agency Contract Cost).

	Non-Law Enforcement Alternatives Unarmed		Armed Resources	
Avg. Daily Deployment Levels	Metro Transit Security Officers	124	Law Enforcement	346
	Ambassadors	220	Metro Transit Security (TSO II, Sgts., Sr. Officers)	34
	Homeless Outreach	96		
	Crisis Intervention	6		
TOTAL		446		380
Enhanced Additional Layers				
	Ambassadors	141		
	Homeless Outreach	5		
	Crisis Intervention	81		
Total Deployed Resources		**673**		**380**

Service Model 4 -Increased Sworn Officers: This Model builds upon Service Model 2, by augmenting the daily deployment of sworn officers. All components outlined in Service Model 2, including Ambassadors, Homeless Outreach, and Crisis Interventionists and $5 million for innovative Public Safety Infrastructure Improvements, are carried forward. In addition to maintaining these crucial roles, Service Model 3 further bolsters TCPSD by proposing adding 80 more officers from the baseline of 386, or 20%, to the daily deployment, ensuring even greater presence and support across the system.

The total law enforcement personnel deployed daily would increase to 466, some organized into Flex Teams to enhance coverage and responsiveness for special operations during major/special events and to address "hot spots" within the transit system network.

	Non-Law Enforcement Alternatives Unarmed			Armed Resources	
Avg. Daily Deployment Levels	Metro Transit Security Officers I	124		Law Enforcement	466
	Ambassadors	220		Metro Transit Security (TSO II, Sgts., Sr. Officers)	34
	Homeless Outreach	96			
	Crisis Intervention	6			
TOTAL		446			500
Enhanced Additional Layers					
	Ambassadors	141			
	Homeless Outreach	5			
	Crisis Intervention	81			
		227			
Total Deployed Resources		**673**			**500**

The Increased Police Service Model is estimated to cost **$214,890,478** per year vs. $194,051,691 (Multi-Agency Contract Cost).

Recommended TCPSD Service Model

The models compared yielded similar results: improved efficiency, faster response times, and increased long-term fiscal sustainability, given the escalating contractual costs over time.

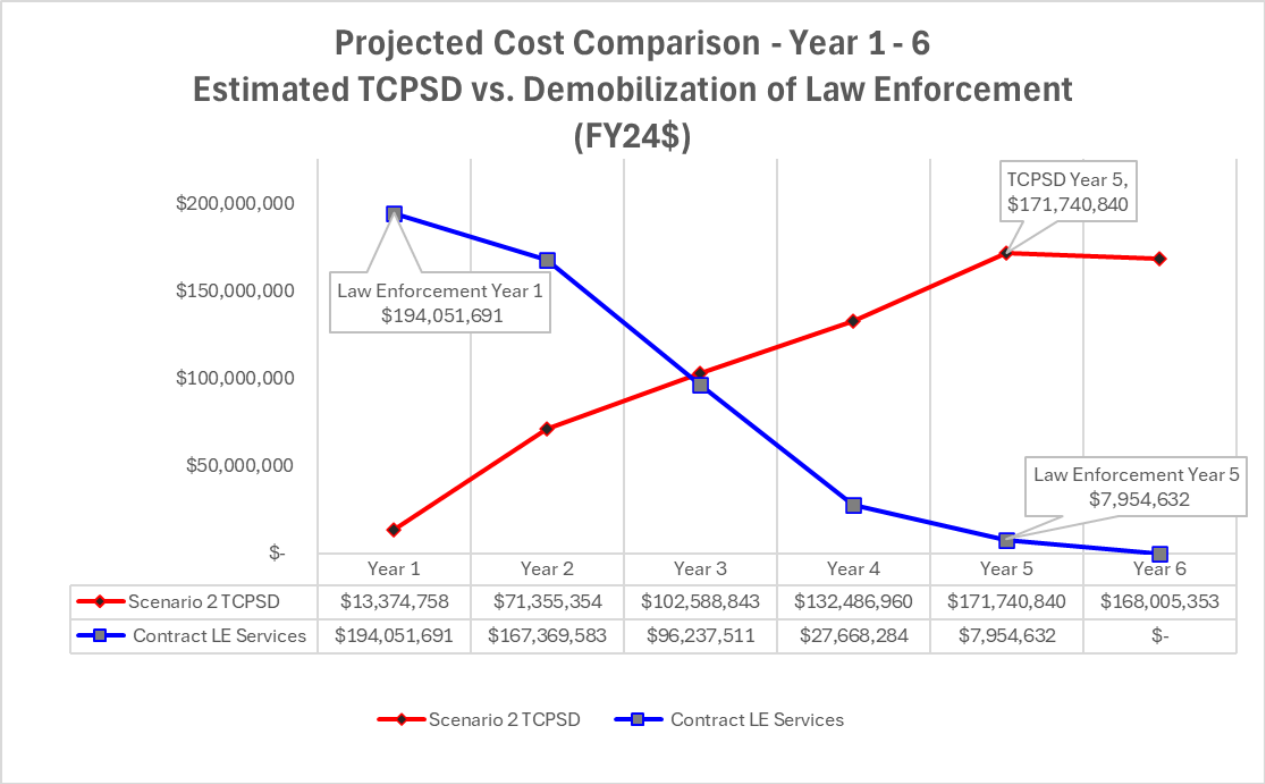
This report recommends implementing the **Enhanced Service Model 2** to optimize the TCPSD's performance, align with Metro safety priorities, and address customer and employee concerns. While traditional law enforcement functions remain essential, this model leverages the estimated cost difference to provide a more integrated and expansive level of service. Ensuring public safety involves incorporating a diverse range of response mechanisms, including Metro TSOs, Transit Ambassadors, Crisis Interventionists/Clinicians, and Homeless Outreach.

By strategically increasing these safety layers, the Enhanced Service Model enhances coordination, improves response times, and ensures that the specific needs of riders are met with a tailored approach based upon the prevalence of quality-of-life incidents on the Metro system. This holistic optimal strategy not only bolsters security but also fosters a safer and more supportive environment for all Metro users.

Transition Costs

The transition plan detailed in subsequent sections of this report involves replacing existing law enforcement contract services with a new in-house TCPSD over a five-year period. Budget projections indicate a substantial contrast in expenditures as the implementation progresses. The projections in the figure below outline expected labor, non-labor, and capital expenditures for each implementation plan year, compared to Metro's Fiscal Year 2024 (FY24) budget for law enforcement services, which is projected to escalate by 10-15 percent annually.

This assumes a direct comparison of contract services versus the cost of mobilizing the new TCPSD workforce. Actual costs would include direct costs for de-mobilizing contract law enforcement services over five years, beginning in year two of implementation. It is important to note that there would be an overall budget increase during FY25 – FY30 budget due to supplemental contract law enforcement services needed as the TCPSD is created. The contract services would inversely decrease as the incoming workforce is established.



	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Scenario 2 TCPSD	$13,374,758	$71,355,354	$102,588,843	$132,486,960	$171,740,840	$168,005,353
Contract LE Services	$194,051,691	$167,369,583	$96,237,511	$27,668,284	$7,954,632	$-

Operational Framework

The report outlines the operational strategies, structures, and protocols governing TCPSD's daily operations. It encompasses sections on training programs, jurisdictional partnerships, inter-department collaborations, and accountability measures to ensure the department's efficiency and effectiveness. This comprehensive operational framework establishes a blueprint for achieving TCPSD's strategic objectives, fostering a safer, more responsive, and community-focused Metro system.

The Operational Structure and Roadmap detail the three distinct phases forming the foundation of the TCPSD Implementation Plan. These phases are transition planning, resource planning and recruitment, and monitoring and evaluation of TCPSD. Upon Board approval, phase one transition planning can begin as early as July 1, 2024. Subsequently, phase two would focus on recruiting and training new personnel, with a substantial timeframe required (between years 2 – 5) to fully operationalize the most effective deployment model. Monitoring and evaluation would be ongoing, with overlapping activities as new recruits integrate into the transit system, ensuring a seamless execution of operations. These phases serve as a guide for the new TCPSD executive leadership to develop a comprehensive implementation plan, standard operating procedures, and policies.

Conclusion

Metro's customers and employees are the centerpiece of this Implementation Plan. The return to an in-house transit police department offers Metro a unique opportunity to have greater control over agency standards and professionalism, long-term fiscal health, and continuous improvement initiatives to better serve the needs of an evolving transit community. This strategic move, accompanied by a greater understanding of rider needs and a revitalized approach to public safety, creates a safer, more resilient transit system.

By establishing TCPSD, Metro can ensure all personnel are trained and equipped according to Metro's safety approach, maintain direct oversight and control over safety policies and procedures, and provide a nimble unified and consistent response to emergencies. This change would enhance Metro's ability to maintain a people-first, community policing approach to public safety, ensuring that all strategies and responses are consistent and aligned with Metro's values.

Introduction and Background

Section 2

An in-house policing strategy originates from the Metro Board of Directors' 2020 direction to fundamentally rethink the approach to public safety. In response, Metro conducted a thorough review of all aspects of Metro's safety and security challenges, resulting in the development of a multi-layer safety strategy. In December 2021, Metro adopted a Public Safety Mission and Values Statements that serve as the blueprint for launching new public safety initiatives and improving existing safety strategies.

Public Safety Mission

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

Public Safety Values Statements

- **Implementing a Human-Centered Approach:** Metro commits to pursuing a human-centered approach to public safety. This means working in partnership with historically neglected communities to build trust, identify needs, and create alternatives to traditional law enforcement models.
- **Emphasizing Compassion and a Culture of Care:** Metro commits to treating all transit riders, employees, and community members with dignity and respect. The key pillars of our approach to public safety are compassion, kindness, dependability, and fair treatment for all.
- **Recognizing Diversity:** Metro commits to recognizing and respecting the wide range of people and communities we serve. Metro would work with transit riders, community members, families, neighborhoods, and historically underserved groups to identify needs and tailor public safety approaches.
- **Acknowledging Context:** Metro understands that neglected communities have disproportionately endured the negative effects of systemic inequalities. Historically, institutions have excluded these same groups from decision-making. Metro's approach to public safety recognizes this context and seeks reparative models to minimize harm and promote inclusion.
- **Committing to Openness and Accountability:** Metro's commitment to public safety recognizes that the agency must operate with the highest ethical standards, prioritize transparency, and rely on community-defined accountability measures.

Metro has also invested in methods to improve public safety and address the needs of diverse riders while at the same time addressing challenges resulting from a housing affordability crisis, an opioid epidemic, and an untreated mental illness crisis that have brought safety concerns to the Metro system,

Metro's Layered Public Safety Ecosystem

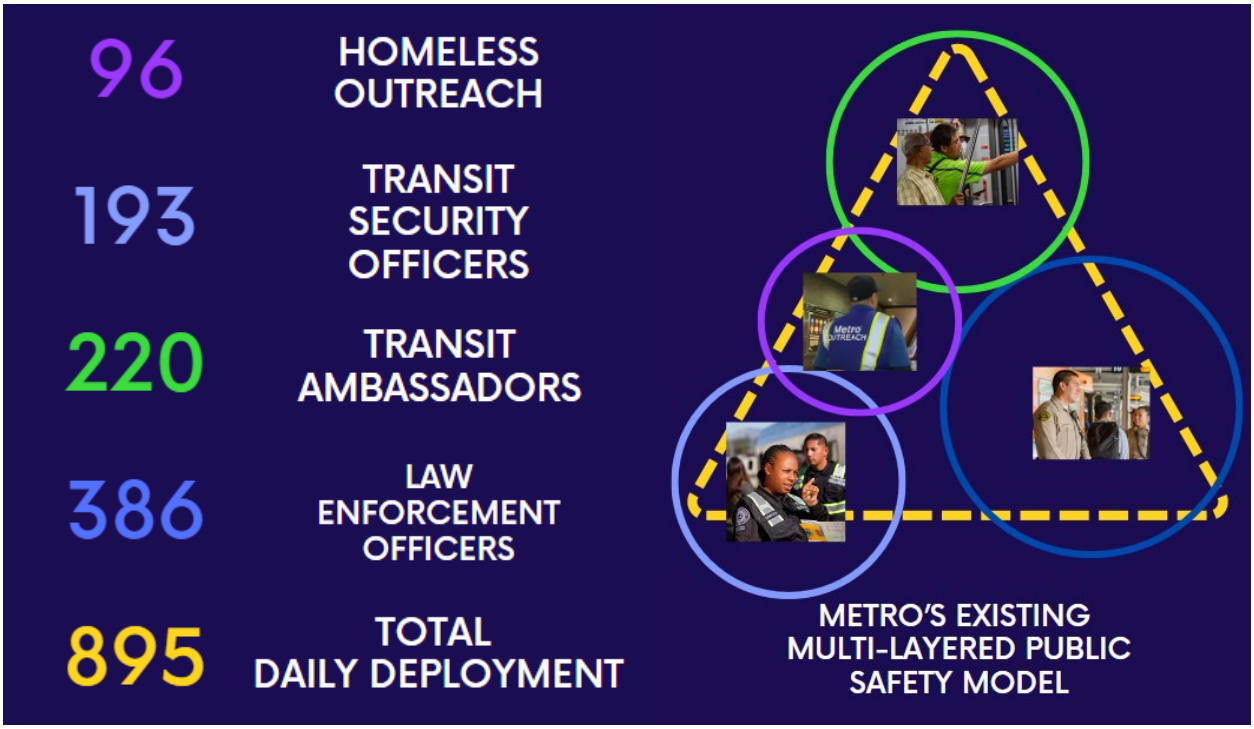
In February 2022, Metro introduced a comprehensive strategy to enhance public safety within the system. This initiative involved implementing a multi-layered public safety program to effectively address various safety and security concerns. Each layer in the public safety ecosystem adds value and enhances the overall security and safety of the Metro system. Instead of relying solely on a single strategy, a layered approach provides a more effective response to each safety issue by deploying the right resources to address the specific safety concern.

Metro's public safety ecosystem is comprised of four layers and utilizes various resource strategies to address the various safety concerns:

1) **Community Safety and Well-Being:** Provides a visible presence, assistance, guidance, and support to individuals.
    a. Transit Ambassadors: provide security awareness, de-escalation, customer information, maintenance reporting, and administer life-saving aid (CPR and naloxone).
2) **Prevention and Support:** Provide care response to social issues related explicitly to individuals experiencing homelessness, untreated mental health, and addiction issues.
    a. Homeless Outreach: outreach to riders, connection to services, administer naloxone
    b. Mental Health Crisis Response Teams: response to mental health crisis incidents
3) **Risk Intervention:** Maintain a safe and secure environment, protect people and property, and deter criminal activity through visible presence.
    a. Contract Security: patrol and secure facilities, crowd control for special events, and bus bridges
    b. Metro Transit Security: code of conduct enforcement, open/close stations, bus and train riding, de-escalation, administer life-saving aid (CPR and naloxone), and revenue collection.
4) **Response and Enforcement:** Swift and effective responses to incidents and criminal activity.
    a. Contract Law Enforcement: responding to calls needing law enforcement intervention, including safety emergencies, partnering on ancillary clean-up teams, supplementing field patrol with homelessness and mental health teams

Below are the current public safety personnel resources and their average daily allocations.

MULTI-LAYERED ECOSYSTEM	AVERAGE DAILY DEPLOYMENT
Metro Transit Security Officers	193
Metro Transit Ambassadors	220
Homeless Outreach	96
Contracted Law Enforcement	386



Current Metro Law Enforcement Contract Services

In February 2017, the Metro Board approved the multi-agency law enforcement services contract for a five-year base period with a not-to-exceed amount of $645 million through June 30, 2022. The contracts have been amended several times, and the current total contract value for the seven years is $1,110,563,642.86 through June 30, 2024.

LAW ENFORCEMENT AGENCY	TOTAL CONTRACTED POSITIONS	ACTUAL FIELD/PATROL DEPLOYMENT POOL	ACTUAL AVG. DAILY DEPLOYMENT ON METRO SYSTEM
Los Angeles Police Department	302	192	186
Los Angeles County Sheriff's Department	329	229	188
Long Beach Police Department	29	22	12
Total	**660**	**443**	**386**

In April 2022, Metro initiated a competitive procurement process for contract law enforcement services, given that the existing contracts were set to expire in June 2023. Proposals were received in October 2022 and were evaluated per the terms of the Request for Proposals (RFP), which sought to incorporate the lens of the new Public Safety Mission and Value Statements, as well as the Bias-Free Policing and Public Safety Data Analytics Policies. However, two of the proposing law enforcement agencies took material exceptions to the scope of work as well as Metro's contract terms and conditions. As a result, in March 2023, Metro determined that it was in the agency's best interest to cancel the RFP. At that time, the Board also authorized staff to explore the feasibility of creating an in-house transit public safety department that could uphold Metro's Public Safety Mission and Values Statements and related policies.

In June 2023, the Board received the findings of a feasibility study that examined the viability of establishing an internal Transit Community Public Safety Department (TCPSD) as a potential alternative to the existing multi-agency law enforcement contract services. The overarching findings of the study and closer assessment of the multi-agency service model highlighted the need for a transformative shift and a customized strategy in policing the Metro system. Specifically, dedicated staffing is essential to improving enhanced visibility, ensuring consistency, accountability, and specialized knowledge of the transit environment. Enhancing cultural alignment is also vital so officers within the system uphold shared values, objectives, and methodologies, fostering a unified and efficient force. Fiscal sustainability is another critical factor, requiring the development of a policing service model that remains financially viable over the long term while optimizing resources

without compromising service quality. Greater transparency in operations and decision-making processes is necessary to foster trust and accountability with the public. These elements collectively underscore the need for a more effective and efficient policing strategy for the Metro system. As a result, the Board directed the CEO to prepare a comprehensive implementation plan for Board consideration to bring public safety services in-house.

Background

Transit policing is a specialized area of law enforcement focused on ensuring the safety and security of public transportation systems. This specialized field is similar to other types of policing, such as campus or airport police, where officers are responsible for addressing the specific safety and security concerns inherent to those environments. Los Angeles County alone has three transportation-related in-house/specialized law enforcement entities: Los Angeles World Airport Police, Los Angeles Port Police, and Long Beach Port Security Unit.

Today, six of the ten largest transit agencies in the United States have an in-house transit police department (Appendix A). Transit police departments are responsible for addressing unique safety concerns that arise within transit systems, necessitating tailored solutions and approaches. Transit officers are trained to understand and appropriately respond to the distinct needs of transit riders and, therefore, excel in law enforcement techniques that foster relationship-building with the customers and employees they serve.

Metro's predecessor agencies, Southern California Rapid Transit District (SCRTD: 1964-1993), Los Angeles Metropolitan Transit Agency (LAMTA: 1958-1964), Metropolitan Coach Lines (MCL: 1953-1958), and Pacific Electric Railway (PE: 1911-1953) had a security department of special agents and patrol officers who conducted undercover and surveillance policing work to enforce laws, rules, fares, etc. They functioned as the primary liaison to the Los Angeles Police Department (LAPD) for crimes that required arrests. In August 1976, the SCRTD Board voted to pursue peace officer status for its agents. In 1978, SCRTD formed its own police department, the "Transit Public Safety Department."[2]

Metro has implemented and explored several contract policing service models over the past three decades in an attempt to effectively address the multifaceted safety needs of riders and the changing transit agency landscape. In 1996, the Metro Board approved merging the MTA Transit Police Department (MTA PD) into the LAPD and the Los Angeles Sheriff's Department (LASD). This approach stemmed from a campaign promise to expand the LAPD by then-Los Angeles Mayor Richard Riordan and a commitment by Metro to

[2] Los Angeles Transit Policing: History, Legislation, Resources – Metro's Primary Resources (metroprimaryresources.info)

increase security on the bus system in response to a settlement decision.[3] During this period, it was estimated that there were 370 police officers in the Transit Police Department. The merger occurred in November 1997. The security component of the MTA police was bifurcated between local law enforcement, and dedicated RTD Transit Security Officers who remained with Metro (which later became Metro Transit Security Officers).

However, as Metro approached the end of the five-year contracts with LAPD and LASD, it was determined that the arrangement had "proven costly, questionable in effectiveness, and complicated to manage."[4] Specifically, this unique arrangement (LAPD and LASD) led to higher-than-average security deployment costs than peer transit agencies. In addition, Metro's concerns about whether "services billed were services received" were also highlighted. As a result, in July 2002, Metro adopted a new security policy for developing a more effective and cost-efficient approach to providing security on the transit system. This new policy opened the door for competition between the County's various law enforcement agencies that might be interested in providing security services. Consequently, in February 2003, Metro approved an exclusive five-year agreement (inclusive of two one-year options) with LASD effective July 2003, citing benefits such as a streamlined command structure and increased field officers. It is also worth noting that LASD provided civilian fare inspectors on specified rail lines.

When the new transit policing Memorandum of Understanding (MOU) was awarded to LASD in February 2003, the Board requested a report on the efficacy of establishing an internal MTA Transit Police Department. Key findings from the report back in January 2004:

- Operating an internal transit police department would allow the MTA to reduce current security operating costs by 20% to 40%.
- Lower costs result when the MTA directly controls the transit policing function and can design a program with an optimum mix of sworn versus non-sworn personnel classifications and determine staffing levels for each labor group.
- An internal unit would also have lower costs because the MTA would only pay for the marginal cost of providing service instead of an outside agency's fully allocated cost model.
- Staff estimated that developing a new MTA Transit Police Department would take approximately five years to recruit and train sworn officers and civilian staff before the new unit could take over the entire regional transit policing program. During those five years, the new MTA Transit Police Department could ramp up by approximately 70 officers per year while the LASD demobilized by about the same number.

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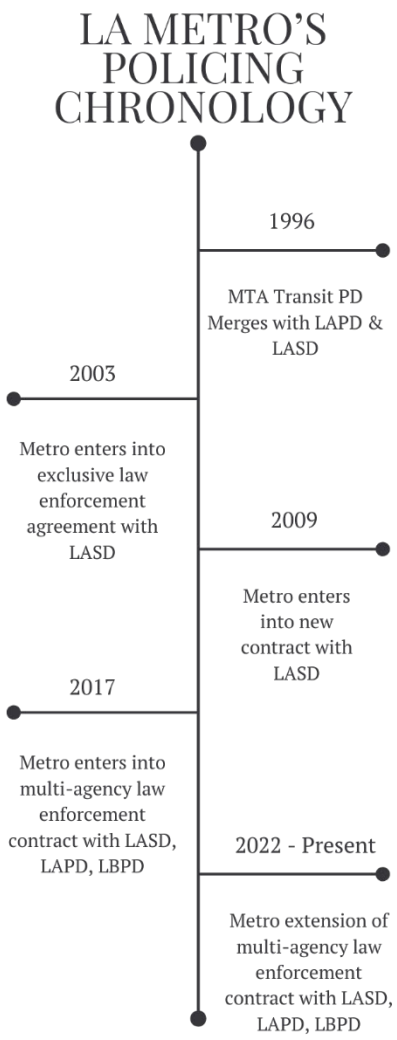
[3] https://boardarchives.metro.net/Items/1996/10_October/Items_A_1220.pdf

[4] January 23, 2003 Metro Board Meeting, Item #5 Security & Law Enforcement, Page 3

- The full cost advantage of an internal MTA Transit Police Department over contracting with a local law enforcement agency would not be realized until the end of year five. Approximately 20% of the total cost savings would be accrued yearly during the five-year program, not counting mobilization costs.

The Board took no action as the report was received and filed. Staff determined that with the LASD security program less than a year old, staff could not make a definitive judgment on the efficacy of the current program that would support a staff recommendation. Therefore, staff proposed allowing the LASD program to operate through the initial three-year MOU period from May 2003 to June 2006. Staff also proposed conducting a comprehensive security policy assessment, including an analysis of reestablishing an internal MT A Transit Police Department. The results of this study, including an assessment of the potential for improved service concerning each of the MTA Transit Policing Policy elements, would be reported to the Board in 2006.



Once the LASD program was established, Metro faced staffing issues, including inadequate coverage during shift changes, unpredictable staffing, and lengthy response times. In 2009, the Board approved a new contract with LASD that was subsequently extended until 2017.

In 2017, Metro transitioned back to a multi-agency model, contracting with LAPD, LASD, and the Long Beach Police Department (LBPD). This move aimed to address staffing shortcomings and enhance service quality by increasing law enforcement personnel to a consistent 314 over a 24-hour period, improving response times by over 50%, and ensuring greater contract compliance through defined performance metrics. In addition, the Board directed that "the Inspector General be tasked with annually auditing each law enforcement services contract to determine how key performance indicators are

measuring up against actual performance metrics. The audit ensures that Metro receives the services it is paying for."[5]

Metro appreciates its partnerships with LASD, LAPD, and LBPD throughout the years and deeply values the officers who have worked diligently to address the critical safety concerns of Metro riders and employees. However, it is important to acknowledge the constraints inherent in these contract service models.

[5] https://boardagendas.metro.net/board-report/2017-0113/

Challenges and Complexities of the Existing Multi-Agency Law Enforcement Model

Section 3

The current state of contract law enforcement services faces challenges arising from three distinct police agencies and policing models that are not fully aligned with Metro's safety approach. The multi-agency model increases operational complexities, escalates costs, complicates oversight, and poses difficulties in maintaining consistent service levels throughout the system.

In planning for the future, each new transit line that crosses into a new jurisdiction could require expanding the current multi-agency law enforcement service contract scope, further exacerbating the challenges. Managing multiple contracts is complicated in that Metro needs to ensure that the safety and security measures in place are robust, uniform, and adaptive to the needs of the expanding transit system and riders. Uniformity and nimbleness have proven to be a challenge with the current agencies and would become more complex with the planned addition of a new police agency in 2025, following the opening of the D line extension.

Governance

Despite Metro having one safety and security program, each agency operates independently, creating a complex and siloed structure under Metro's authority. The difference in approaches has resulted in inconsistent compliance enforcement, disconnected patrol strategies, delays in data and reporting, and response models that deviate from Metro's safety mission, vision, and values.

One significant issue with the current multi-agency contract police service model is that contract police officers report to their respective chain of command rather than directly to Metro. This reporting structure can lead to communication breakdowns and misalignment of safety priorities. When officers are primarily accountable to their agencies, there can be a lack of clarity and consistency in fulfilling the specific needs and expectations of Metro. This can result in inefficiencies, as Metro may not have the direct oversight needed to ensure that the contract officers are fully aligned with Metro's operational goals and requirements. Moreover, this indirect reporting line can complicate accountability and performance evaluations, making it difficult for Metro to enforce standards and address any issues promptly and effectively.

Having in-house police would be more effective. TCPSD officers would report directly to Metro, ensuring that their priorities are fully aligned with the agency's objectives. This direct line of accountability would enhance communication, streamline operations, and provide Metro with greater control over the enforcement of standards and protocols. It would also facilitate more effective performance management and quicker resolution of any issues, ultimately leading to a more cohesive and responsive policing service that is better suited to meet the specific needs of Metro.

Varied policing models

Having different police agencies with distinct policing cultures, policies, and approaches presents significant challenges that impede effective coordination and collaboration of Metro's system safety and security. Misalignments between Metro's expectations and the diverse practices of these police agencies lead to confusion, inconsistency, and inefficiency in delivering security services on the Metro system. These variations result in conflicting responses to incidents, differing levels of accountability, and difficulties in establishing unified safety and security protocols. These discrepancies have created operational hurdles and undermine Metro's ability to maintain a unified security strategy and establish trust and confidence in the overall security program.

Examples of operational differences between police agencies include:

- One Agency operates a response-to-service model, where officers are primarily in their vehicles and respond to incidents, contrasting with Metro's needs of an engaged presence at stations and riding the system;
- Another Agency operates an assigned deployment model, but staffing primarily relies on an overtime model. This reliance on different police officers each day limits officers 'ability to develop familiarity and build relationships with Metro riders and employees and perform their duties in keeping with Metro's safety mission and values; while
- The third Agency has an assigned deployment model, their staffing utilizes a hybrid of full-time and overtime staff. As is the case with the previous agency using an overtime model, staffing by different police officers daily limits officers' ability to develop familiarity and build relationships with Metro riders and employees and perform their duties in keeping with Metro's safety mission and values.

Misalignment of Culture and Values

In the existing multi-agency law enforcement model, the distinct policies, procedures, and safety strategies employed by contract agencies often diverge significantly from those of Metro. These agencies occasionally enforce their own methods, which can inadvertently undermine Metro's objectives. A notable example is one of the contract law enforcement agency's decision to deploy the BolaWrap, which starkly contrasts with Metro's approach to public safety, on the Metro system without securing prior concurrence or approval from Metro. Intended for restraining individuals, the BolaWrap is described as "a nonlethal device meant to bind a person with a quick-deploy whip-like cord." In August 2023, the contract law enforcement agency's governing body approved the extension of the BolaWrap pilot and extended the distribution of the BolaWrap launchers to the approximately 25 full-time officers assigned to the Metro system. The contract law enforcement agency did not contact Metro staff to inform them of this decision, nor had Metro approved its use on its system; rather, Metro was informed about the plan through local media coverage. In October 2023, following comments by Metro Board members,

the contract law enforcement agency notified Metro that the BolaWrap device would not be piloted on the Metro system.

In response to the most recent RFP for multi-jurisdictional law enforcement services in 2022, two of the four proposing agencies took material exceptions to the scope of work and Metro's contract terms and conditions.

- Scope of Work
    - 8 Can't Wait Policies adopted by the Metro Board. These policies aim to ensure accountability in policing that encourages de-escalation and reduction in the use of force.
    - Reporting Requirements. Timeliness of providing data, comprehensive data reporting and analytics, and adhering to Metro's desired key performance indicators and metrics to better align and assess individual agency outcomes, in compliance with the Public Safety Data Analytics Policy.
    - Management and Administration Duties of Personnel
- Terms and Conditions
    - Liquidated Damages
    - Terms of Convenience
    - Changes in Deployment

Oversight & Accountability Challenges

Metro currently has no mechanism for real-time tracking of resources. This has been a consistent issue for 28 years. Law enforcement contractors also have historically refused to share geo-location tracking data or real-time information about the location of the officers assigned to the Metro system. Metro cannot verify if officers are actively policing the Metro system and riding train and bus vehicles. In 2017, when the Board approved the motion to have the OIG annually audit the multi-agency model, the intent was to ensure that Metro receives the services it is paying for.

Metro funds analyst positions within the law enforcement contract services to provide monthly KPI reports and crime data for the three agencies. This data is essential to supplying Metro with insight into systemwide crime issues and trends, as well as providing insight into contract law enforcement performance in addressing calls for service, proactive vs reactive responses, and support to bus and rail operations. A continual challenge exists in the fact that each contract law enforcement agency classifies and captures crime data differently, has independent terminology, and has latency in responding to requests for information due to conflicting governance. For instance, for one contract law enforcement agency, data analytic support is unavailable several times during the week due to preexisting assignments or scheduled time off – despite the fact that Metro provides funding for a full-time dedicated crime analyst for each law enforcement agency. In those instances, requests can have a three to four day turnaround, which is incongruent when stakeholders have immediate needs for information. The schedules for the analytic support are determined by the respective agencies, not by Metro.

Metro does not have control over law enforcement personnel policy in the current multi-agency law enforcement model largely due to the Peace Officer Bill of Rights. Metro's ability to provide direct oversight of personnel that is deployed on the Metro system is greatly reduced when policies are developed, implemented, and managed by other entities. Specifically, Metro has consistently had challenges addressing staffing levels, officer or personnel use of overtime, attendance, location tracking, data reporting, and documentation. In an instance of non-compliance with contractual obligations, Metro currently audits the law enforcement performance and has the ability to adjust the monthly payment for services rendered and continued non-performance can result in credits to future payments.

On-Going Staffing Challenges

Many police departments have reported difficulties in recruiting and retaining officers nationally. Factors such as increased retirement, smaller applicant pools, and competition from other industries have contributed to this decline. According to a report by the Police Executive Research Forum (PERF) in 2019, about 86% of surveyed agencies experienced a decrease in qualified applicants over the previous five years.

Nationally, there is a police officer shortage; within our current contractors, this is the same. Two of the contract law enforcement agencies currently have a vacancy rate of 20% of its approved budgeted positions on the Metro contract. These vacancy rates are higher than the national vacancy rate average of 7%, as reported by PERF as recently as 2021.

One contract law enforcement agency has expressed that the Department has constraints and is understaffed by 1,200 deputies.[6]

Innovative recruitment methods and dedicated resources within Metro's Chief People Office serve as the foundation for ensuring that the TCPSD would overcome recruitment and retention challenges. It is also worth noting that the public transit system is a unique public safety environment that offers flexibility in response and a controlled environment that patrol officers assigned to patrol jurisdictions would not encounter on a regular basis. In the Recruitment & Retention section of this report – Metro details potential opportunities for growth within this new workforce of transit public safety personnel.

Financial Challenges of the Multi-Agency Model

Current costs of law enforcement services have risen consistently and dramatically. The last contract modification increased the contract by $194 million for a total contract value of $1.11 billion. Escalation year over year would only continue to impact Metro's ability to responsibly budget for this scope of services. A reasonable escalation is expected for an in-house or a contract policing model; however, with an in-house department – Metro would be able to implement better budget/cost controls. The existing contract law enforcement services are seeing an estimated 10-15% average escalation year over year, and Metro is not able to control this growth at a reasonable rate, given that the governance of the contract law enforcement agencies is not within Metro's control. Adding other jurisdictions to the model would further exacerbate these cost escalations.

LAW ENFORCEMENT AGENCY	TOTAL CONTRACT PRICE (ORIGINAL PLUS ALL MODS THRU 6/30/23)	FY23/24 Mod 7/1/23 THRU 6/30/24	REVISED CONTRACT PRICE TO DATE
LAPD	$ 511,991,742.36	$ 104,919,115.78	$ 616,910,858.14
LASD	$ 360,438,587.00	$78,975,281.52	$ 439,413,868.52
LBPD	$44,081,623.00	$ 10,157,293.20	$54,238,916.20
Total	**$916,511,952.36**	**$194,051,690.50**	**$1,110,563,642.86**

The multi-agency service contract model also includes excessively high overhead rates, with no tangible value gained from this expense. Instead, all allocated dollars should directly contribute to the safety and security of the Metro system.

[6] Robert Luna evaluates first year as Los Angeles County sheriff - ABC7 Los Angeles

FY24 LABOR COSTS	DIRECT LABOR COST	LABOR COSTS %	OVERHEAD COSTS	OVERHEAD %	OTHER DIRECT COSTS	FY 24 CONTRACT VALUE
LASD	$68,877,995.94	87.21%	$9,465,013.50	11.98%	$632,272.08	$78,975,281.52
LBPD	$7,754,058.56	74%	$1,938,514.64	19%	$464,720	$10,157,293.20
LAPD	$74,053,753.62	70.58%	$30,589,322.89	29.15%	$276,039.27	$104,919,115.78
Total	**$150,685,808.12**		**$41,992,851.03**		**$1,373,031**	**$194,051,690.50**

Office of the Inspector General (OIG) Audit Findings

Since the Board directive in February 2017, the annual OIG audit reports have consistently identified concerns regarding the deployment of contract law enforcement personnel on the Metro system. These concerns include insufficient police visibility on buses, trains, and at stations, as well as inconsistent staffing at key critical infrastructure locations.

According to the most recent OIG audit reports, the contract police agencies cannot provide complete enough information on the following deployment metrics: number of train and bus boardings, time spent riding trains and buses, and time spent at train stations. The reports also found that certain deployment practices "provide little visible security presence on the Metro Bus System." Many of the deployment challenges with contract police services appear intractable, with recurring themes dating back decades. This disagreement between Metro and the law enforcement entities about how to best deploy resources has been documented in the annual OIG audit reports, without resolution.

Single Governance, Control and Reporting: The Advantages of TCPSD's In-House Model

Examining the various contract requirements, such as personnel and training requirements, billing requirements, and reporting requirements, reveals that all three contracts have undergone revisions to align with the respective law enforcement agencies' internal policies or billing methodologies. This lack of uniformity in requirements has created significant challenges and undermines the effectiveness of the safety and security program.

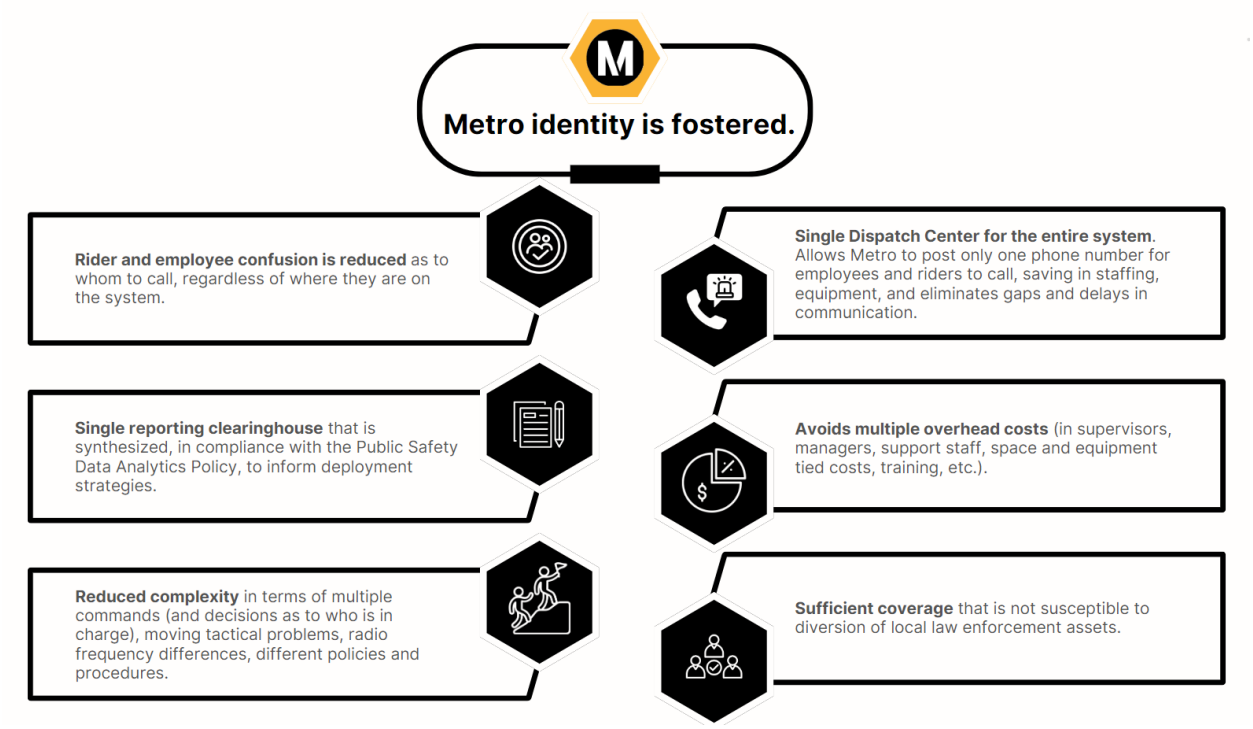
When evaluating the effectiveness of the current multi-agency model to an in-house TCPSD, it becomes apparent that the latter offers superior control and oversight. TCPSD's centralized approach ensures tighter control over financial processes, ensuring adherence to internal Metro policies and standards, and reducing the complexities of managing multiple agencies. This centralization minimizes the risk of billing discrepancies and streamlines budget allocation.

An in-house model would ensure better oversight and facilitate standardized reporting procedures, eliminating the discrepancies arising from varied contract requirements. This consistency in reporting enhances the accuracy and reliability of data, which is essential for effective decision-making and safety program evaluation.

Moreover, centralized training and recruitment mechanisms under an in-house model would simplify the process and ensure alignment with Metro safety objectives. It enables the establishment of standardized training protocols tailored to specific Metro needs, enhancing workforce proficiency and performance.

Also, by removing the need for resources to ensure contract compliance with multiple contractors, the in-house model significantly reduces administrative burden and operational complexities. This allows resources to be reallocated towards more strategic initiatives, ultimately improving program efficiency and effectiveness.

Achieving this consistency has been challenging with the multi-agency partner model. Transitioning to the TCPSD model provides better control and oversight, leading to standardized requirement implementation and enhancing overall safety program effectiveness. The TCPSD would allow for better alignment of goals and expectations and establish an effective framework for providing police services tailored to Metro's specific needs and priorities.



Goals and Objectives of an In-House Transit Community Public Safety Department

Section 4

Though transit police and local law enforcement are both dedicated to safeguarding public safety, the difference is within the specialized expertise, distinct responsibilities, and policing model that transit officers utilize to effectively address the dynamic safety needs within a transit system. This specialization allows transit officers to be more effective in their roles. Six of the largest transit systems in the United States have dedicated in-house transit police departments. Each agency can directly hire, train, and focus on retention strategies for their specialized transit police workforce.

Operational Framework

The public safety vision for this proposed TCPSD is in direct alignment with Metro's Safety Mission and Values, which emphasizes a culture of care through a visible and engaged public safety department, ensuring that every trip is not just safe but also positive and dignified.

Transit Community Public Safety Department Vision

"Provide consistent and responsive safety services, enhancing transit users' overall experience and well-being through a visible and engaged public safety ecosystem."

Metro's 2002 Transit Safety and Security Policy

"It is the MTA's policy to provide the highest quality, cost-effective, community-based security program possible through the deployment of a highly visible uniformed security presence that proactively and preventatively maintains order, protects customers, employees, and properties, and meets the actual and perceived security needs of our transit system."

—Adopted by the Board in 2002, containing ten major policy positions.

Building upon one of the major policy positions from the Board Adopted Security Policy of 2002, which articulated Metro's commitment to delivering an effective security program through the deployment of a highly visible uniformed security presence, it is evident that Metro's dedication to ensuring the safety and security of the transit system has remained unwavering. Although Metro's safety approach has remained aligned with this principle outlined in 2002, Metro also recognizes the system's evolving safety and security needs. As a result, Metro has explored the TCPSD model, which would better integrate the ecosystem strategies that were previously independent services into more effective unified responses on the transit system. By embracing this holistic approach, Metro aims to adapt and innovate its security strategies while upholding its steadfast commitment to providing a safe and secure transit system for all.

The TCPSD would be able to intrinsically infuse each layer of public safety with the agency's "People First" values. The integrated policing model would require collaboration and communication wherein, for each safety incident, the appropriate response is assigned, better utilizing the diverse resources and expertise (Homeless Outreach, Mental Health Crisis Response Teams, Ambassadors, TSOs and sworn officers) to work together to better address the crime, safety, and well-being issues on the system.

Compared to traditional policing strategies, in which enforcement measures are the primary response tool, TCPSD would take a more situational approach to effectively assess and address the various crimes and safety incidents occurring within the Metro system. While maintaining order and enforcing laws are essential, it's equally vital to strike a balance with a thorough assessment of each situation, identifying the most appropriate response to the perceived safety issue. Through department culture, training, and policies, the TCPSD policing model would allow for a more comprehensive and holistic response to safety issues within the Metro system utilizing the various components of the safety ecosystem.

By adopting and implementing the TCPSD, Metro can streamline the collaboration process significantly. This would involve having only one Chief responsible for ensuring the safety mission and values are instilled within the department and coordinating directly with all relevant safety ecosystem components, ensuring unified direction and oversight. For police, security, and Transportation Security Officers (TSOs), this unified command structure would facilitate better coordination, communication, and more efficient oversight. This contrasts sharply with our current method, which has been challenging to coordinate with contract law enforcement with three separate chains of command due to differences in priorities, resources, and organizational cultures.

Metro's Safety and Security Objectives

The public safety objectives create a clear roadmap to achieve the goals of visibility, consistency, and a specialized transit police workforce through each implementation phase. By establishing core objectives, Metro is seeking a balance between achieving both

enforcement and care-based strategies to address the critical public safety issues on the transit system today and the future. By setting clear and actionable objectives, the proposed TCPSD can track progress, measure success, and stay aligned with its goals.

- **Transit Public Safety Service Culture – Value-Based**
  Establishing a transit public safety culture that supports Metro's safety mission and values requires intentional efforts, direct control, and oversight to integrate these principles into every aspect of the safety and security program. Metro has been focused on implementing a human-centered and people-first approach to transit service, emphasizing the well-being of passengers and employees. TCPSD would foster a culture of care and compassion within law enforcement efforts, encouraging officers to prioritize empathy and understanding in their interactions with riders.

  Additionally, recognizing the diversity of the transit community and acknowledging the unique contexts in which safety concerns arise is vital. This can be achieved through specialized training that promotes cultural sensitivity and identifying community needs. Furthermore, a commitment to openness and accountability is essential, requiring transparency in policing practices and mechanisms to hold officers accountable for their actions. By taking these proactive steps, Metro can establish a culture in the TCPSD that reflects its safety mission and values, ensuring that the well-being and security of riders and employees remain paramount in all policing efforts.

  TCPSD: Direct establishment of human-centered policing culture, training such as cultural competency, de-escalation techniques, conflict resolution, and community policing. TCPSD officers are Metro employees who would have a sense of ownership of the Metro culture, establishing greater commitment and accountability. Officers would have a personal stake in Metro's success and would be more motivated to uphold its culture. Direct leadership that would hold all officers accountable.

  Multi-Agency: Currently, each agency holds distinct values and law enforcement objectives that do not necessarily align with Metro's people-first culture. They've crafted individual community engagement plans, resulting in discrepancies. Furthermore, each agency conducts its respective training, fostering inconsistency in training standards. Additionally, each agency maintains its reporting structure.

- **Specialized Metro Transit Community Public Safety Workforce**:
  The TCPSD workforce would possess specialized training and skills tailored to address the unique challenges and requirements of policing within the Metro system. Metro would have the authority to set required training, performance expectations, and disciplinary processes and shape the recruitment and selection process to ensure hiring employees are aligned with Metro's mission and values. This would enable Metro to establish a solid foundation for safety practices and ensure that public safety employees align with agency values and adhere to Metro's public safety policies. The

types of training are further discussed within the report under recruitment, training with a purpose.

TCPSD: 4 weeks of Metro Transit Public Safety training, with annual refresher training requirement

Multi-Agency: Currently, 4 hours of Metro transit overview training, one time, and 4hours of CPUC required rail safety training. This training is in addition to the POST certification training that all law enforcement officers must complete prior to service. Contract law enforcement officers are required to complete Rail Safety Training prior to service. One of the contract law enforcement agency's daily patrol officers are selected through a random, blind lottery system to work in an overtime capacity. Consequently, some officers may work overtime shifts only on a monthly or annual basis, depending on their preferences, limiting the opportunity to learn the nuances of policing on a transit system or get to know riders and employees.

- **Engaged Visibility:**
  Transit policing differs from local policing, with the former emphasizing "engaged visibility" and the latter emphasizing response to calls for service. The primary objective of the TCPSD is engaged visibility. Metro can better manage the officer's role by being visible on the system and proactively engaging and building relationships with the riding community while still being able to respond to calls for service as needed. Actively being on the system allows officers to effectively maintain order, enforce laws, assist those in need, and prevent crime.

  Safety findings from a summer 2021 survey, which included both customers and employees, found that women and nonbinary individuals tend to feel less safe than men on the Metro system.

  Despite the low overall crime rate on the Metro system, which is .4842%, less than one percent, per 1 million boardings (2023) compared to Metro's average daily ridership of 872,167, the perception of safety remains a concern. One crime that impacts Metro riders and employees is too many. Engaged visibility fosters trust, promotes positive police-community relationships, and enhances the effectiveness of law enforcement efforts. By being present and involved throughout the Metro system, officers can better understand riders' and employees' concerns, build rapport, and establish open lines of communication. This can lead to improved collaboration, increased community support, more effective crime prevention and problem-solving initiatives, and heightened crime and disorder deterrence. The challenge with the current model of contract law enforcement in this regard is that each law enforcement agency has a different approach to demonstrating visible presence and has a governance structure that is not controlled by Metro.

The evaluation of the local neighborhood policing pilots found that targeted foot patrol improved public confidence in the police, perceptions of crime, and feelings of safety—as well as reduced crime—when implemented alongside community engagement and problem-solving (Tuffin and others, 2006).[7]

TCPSD: Officers would patrol their assigned zones, ride buses and trains, conduct foot patrols at stations, and engage with staff and riders within their assigned stations during their shifts in a manner where Metro can track and account for their activity in real-time

Multi-Agency: Currently, the primary deployment is through vehicle patrols. OIG audit report stated: "The visible presence of LASD contract law enforcement personnel on the Metro System is very limited." This is due to the deployment of LASD patrol deputies in vehicles instead of foot patrol because of the need to respond to calls for service. According to the OIG audit report, LASD patrol deputies are assigned to ride trains on only 12 of the 178 weekly shifts. The opportunity for LASD patrol deputies to engage with Metro riders and employees is minimal with its current deployment method. Vehicle patrol is the primary LASD deployment strategy. LASD comprises 188 officers out of the 443 field deployment personnel in the multi-agency contract (42%), so prioritizing vehicle assignments does not align with Metro's objective of enhancing visible engagement.

An example of the benefit of not just presence but *engaged and visible* presence in the system is the use of Narcan. According to the CDC, in 2023, drug overdose deaths remain a leading cause of injury-related death in the United States. Metro is not immune to the impacts of this epidemic. In just the first two months of 2023 alone, Metro recorded more overdose related deaths on its system than the entire year of 2022. To prevent opioid overdose deaths on the system, in March April 2023, all Metro TSOs were trained to carry and use Naloxone (Narcan). to prevent deaths by drug overdoses. In April 2023, all Transit Ambassadors were trained and equipped with Narcan.

Despite similar officer deployments, the data speaks volumes: Metro Transit Safety Officers (TSOs), with an average daily deployment of 149 officers, administered 35 Narcan doses (3/23 - 3/24). Transit Ambassadors, averaging 220 on the system daily, administered 163 doses (4/23-3/24). Conversely, one contract law enforcement agency with an average daily deployment of 188 officers, administered only 29 doses (3/23-3/24). This is partly due to the inconsistent policies among the law enforcement agencies, two of the contract law enforcement agency's officers are not required to carry Narcan per their respective agency policy. This stark contrast underscores the importance of not just presence but active engagement in combating the opioid epidemic and any other safety issue on the Metro system. It suggests that through visible and engaged presence, Metro is better equipped to

[7] https://www.college.police.uk/research/what-works-policing-reduce-crime/visible-police-patrol

respond effectively to critical situations, highlighting the necessity for continued efforts to enhance police visibility and engagement within the Metro system.

Transparency and Accountability: Each layer of the public safety ecosystem relies on the availability of the appropriate resources to respond to the challenges within the transit system environment. Knowing where enforcement personnel are is paramount to achieving Metro's public safety objectives.

Currently, each law enforcement agency provides varying degrees of geo-location data, but none of it in a manner in which Metro has real-time visibility on deployed resources. available in real-time. On several occasions, one agency refused to provide Metro with geo-location data, and when it was eventually offered, it was not in a consistent or usable format. Accurate location ensures resource accountability and is critical for transparency and public trust when an incident occurs in the system.

> **TCPSD Location of Personnel:** Metro would use the System Operation Center (SOC) as an internal mechanism to ensure real-time information on personnel on the system.
>
> **Multi-Agency:**. Law enforcement contractors have historically refused to share geo-location tracking data or real-time information about the location of officers assigned to the Metro system, citing personnel matters. Metro cannot verify if officers are actively present on the Metro system and riding train and bus vehicles.

TCPSD would shape its priorities, policies, and practices based on insights from public stakeholders and a newly formed independent civilian review committee to ensure adherence to best practices, ethical standards, and community expectations. Accountability and ensuring a level of service are key to an effective public safety strategy.

> **TCPSD Data Reporting:** Daily data reporting and regular updates to the public dashboard within a reasonable period after each month closes with relevant trend reporting.
>
> **Multi-Agency Data Reporting:** Despite Metro funding a Crime Analyst for each law enforcement agency, it can take up to six weeks to obtain the crime data as different agencies provide information in varying formats, and a Metro verification process is required. There is a data gap for bus activity vs. rail activity. There is also missing data from local law enforcement response—most calls for service on the bus system are currently responded to by local patrol officers.
>
> **TCPSD Data Collection:** Can quickly access and utilize all safety data forms to enhance decision-making regarding safety strategies in compliance with the Public Safety Data Analytics Policy. Transit Watch App, Customer Surveys, Customer Complaint reporting (CCATS), Employee safety incident reporting, Transit Ambassador reports, Metro TSO statistics/data, and Homeless Outreach.

Multi-Agency Data Collection: Currently, each agency maintains its data, hindering Metro's ability to gain a comprehensive view of the entire systems' safety environment and quickly adapt to changes. In an environment where safety issues evolve daily, delays in accessing data render it ineffective. Uniformity can wield a significant influence on customer perception, subtly communicating a message about service cohesion and unity. A unified appearance not only enhances professionalism but also signifies a cohesive approach to service delivery, instilling confidence and trust in riders and employees.

When it comes to the multi-agency model, every agency boasts its unique model and culture. Maintaining a consistent image and level of service is a challenge with the current multi-agency model. Variations in operational protocols among different police agencies create confusion and undermine the perception of a unified front. Moreover, contractual inflexibility and management challenges arise, leading to operational disruptions.

An in-house police model presents a list of advantages for Metro:

- With an in-house police model, Metro would be able to directly recruit and hire staff who relate to Metro's safety culture, mission, and values. In addition to providing transit training to supplement POST certification, this would foster a cohesive environment where TCPSD is directly integrated into Metro, which will share common objectives and work smoothly together with all layers of the Safety Ecosystem. Employees who feel connected to Metro are more likely to remain loyal and dedicated, contributing to the long-term success of the department.
- An in-house approach allows for greater control over standards and fosters a shared sense of purpose among employees, ultimately enhancing both customer satisfaction and employee morale.
- Investing in an in-house policing model can foster a stronger connection with frontline employees. Knowing that their colleagues are working alongside them to ensure safety creates a supportive environment where everyone feels valued and protected. This camaraderie not only boosts morale but also strengthens the overall effectiveness of the policing efforts.
- Another key advantage of direct hiring is that it provides the opportunity to hire a diverse and talented team that can tackle various safety challenges.

	IN-HOUSE TRANSIT COMMUNITY PUBLIC SAFETY DEPARTMENT	CONTRACT LAW ENFORCEMENT SERVICES
Control	Full control over operations and standards	Limited control over service execution and standards
Unity and Cohesion	Promotes a unified approach and consistent culture	Disjointedness and varied cultures
Customization	Tailored to Metro's specific needs and values	Less flexibility in adapting to unique requirements
Loyalty and Commitment	Fosters loyalty and commitment to Metro's success	Committed to their respective agencies
Communication	Direct and seamless communication within Metro	Challenges in coordination and communication
Responsiveness	Swift response to emerging situations	Potential delays due to external coordination
Accountability	Clear accountability and oversight mechanisms	Dependent on each agency for compliance
Knowing Your Business	Deep understanding of the Metro's operations and goals	Limited knowledge of Metro's specific challenges
Difficulty with Quality Control	Rigorous adherence to quality standards	Challenges in maintaining consistent quality
Adaptability	Swift and immediate response	Delays in response due to external factors

Proposed Transit Community Public Safety Department Models

Section 5

The current multi-agency deployment model involves three separate and distinct law enforcement agencies, each operating within its jurisdictional limitations and span of coverage. This model often results in fragmented policing efforts, with each agency focusing on its specific area. Jurisdictional boundaries can hinder seamless communication and collaboration, affecting the overall efficiency and responsiveness of law enforcement activities. For example, an incident occurred in which the Bus Operations Control Center attempted to notify law enforcement of a security incident on a bus that was in one agency's jurisdiction, but the direction of travel would take it to another jurisdiction. The attempt at coordinating a response from law enforcement was unsuccessful due to confusion about which agency should respond, resulting in no resources being dispatched to support. Bringing the policing function in-house would create a unified service better aligned with the agency's goals.

Metro is focused on achieving a balance between enforcement and care-based strategies to improve the safety of Metro riders and employees on the transit system. Focusing on riders' well-being through an engaged, proactive, and care-based approach supports Metro's mission to address each person's unique needs instead of defaulting to the use of force and law enforcement. Addressing societal issues on transit is intimately aligned with improving the system's safety and security. The care-based model of proactive engagement recognizes the need to mitigate societal issues by supporting those experiencing homelessness, substance abuse, mental health challenges, etc., rather than citing or arresting them as the first step. This approach swiftly connects those in need with care.

The department would embody a modern model of proactive community transit policing using training that is specific to the transit environment, inter-agency collaboration, and accountability measures to operationalize public safety strategies and responses. An in-house policing function would streamline operations, foster a more integrated approach to community safety, and improve accountability and resource allocation, ensuring consistent policy implementation and a cohesive strategy that supports our mission.

Deployment Model

Metro would improve engaged visibility at Metro stations and on-board Metro bus and rail vehicles as the primary objective of TCPSD. Re-allocating officers to foot patrols to ride vehicles and frequent transit stations and creating co-response teams would be at the core of this new deployment strategy. Of course, call response would still occur, but engaged visibility takes precedence in deployment decisions. The objective of engaged visibility requires the deployment of officers on foot patrol where assisting, guiding, and supporting Metro riders and employees by being consistently present, reliable, and accessible in both emergency and non-emergency situations is paramount. Dedicated police personnel stationed at assigned locations, terminals, and aboard trains and buses can engage with riders and employees consistently and would get to know Metro riders and employees.

Zone-Based Deployment

The TCPSD would utilize a zone-based deployment model to optimize public safety resource allocation. A zone-based deployment strategy is an industry proven method of deployment that increases visibility while reducing overall calls for service through presence. Zone deployments allow officers to be accountable and build relationships with the riders, businesses, community, and employees throughout their zones. This deployment style aligns with the Department of Justice (DOJ) Community Oriented Policing model, which encourages Police departments to connect with the community. Having the same person(s) assigned to the same area creates a sense of community.

The Zone Deployment model divides the Metro system into six dedicated zones and Metro system-specific geographical areas where officers are assigned to the same zone daily. The existing deployment model for Metro's law enforcement contractors is based on jurisdictional boundaries. The current deployment model of officers is de-centralized and reactive, focusing on hot spots as they occur. Compared to the current police model, the proposed TCPSD could seamlessly move across the system network and not be restricted to jurisdictional boundaries. The current contract police services have jurisdictions where an officer is limited to their geographical service boundaries. Included below is a proposed zone map, which would be further refined pursuant to additional assessment.

Traditionally, officer deployment is determined based on an analysis of the total reported events, directed patrol activity, administrative tasks (writing reports), officer-initiated activity, customer calls for service, complaints, calls for service to law enforcement, employee feedback, and community surveys that inform those areas where patrols should be focused. For the TCPSD, a team of analysts and law enforcement leaders would review data compliant with the Public Safety Data Analytics Policy and consider system expansion, customer comment data, and ridership to identify areas for adjusting zone deployments. These zones would be reviewed regularly to assess their effectiveness and efficiency. These zones can be changed, adjusted, or edited at any time since the Metro

ecosystem, with the addition of the TCPSD, is not limited to jurisdictions like the multi-agency model.

Implementing this zone model would ensure more comprehensive coverage and quicker response times to service calls. By strategically dividing the area into zones, TCPSD officers can be deployed more efficiently, reducing the distance and time required to reach incident locations. This approach minimizes delays and enhances the overall effectiveness of the response. As a result, the improved coverage and reduced response times would lead to greater safety and satisfaction for both riders and employees, fostering a more reliable and trustworthy public safety service. Moreover, prompt access to a TCPSD officer in the system aligns with the service-oriented and community-centric safety approach desired by Metro.

Also, this plan would expand the multi-layered approach to be more inclusive of bus stops and bus depots, increase bus and rail riding teams, and enhance station coverage to include an increased presence late at night and on weekends.

With the zone deployments, officers would be assigned to patrol the rail lines. In deploying officers to bus routes, officers would be assigned to ride on buses to support Metro TSOs when needed and patrol fixed post stations. Bus routes would be patrolled with officers riding on buses, assigned to stations where riders frequently travel through stations, and areas where incidents are reported.

In November 2023, SSLE began using the proposed six zones for Metro transit security deployment as a pilot to verify the effectiveness of this zone concept. The six-zone deployment concept is still in use. Metro Transit Security has provided the following benefits:

- It is easy to identify where officers and supervisors are deployed.
- It minimizes supervisor response time when requested in support of the Transit Security Officers.
- It has increased Transit Security Officers' confidence by knowing that a supervisor or their fellow officer and supervisor is close by and ready to respond to their needs.

Benefits of Zone-Based Deployment

The Zone-Based deployment model offers numerous benefits that contribute to Metro riders' overall safety and well-being. The model would strengthen the direct coordination and collaboration with existing ecosystem layers, such as Ambassadors and Homeless Outreach personnel in each zone. Each zone would adopt a holistic approach to addressing rider safety needs, facilitating quicker responses to emerging issues and better coordination of resources. With a focus on quality-of-life issues and proactive engagement, this model can address community concerns through strategic collaboration and better resource allocation, fostering a safer and more secure environment.

- Accountability
- Increased Presence
    - Enhanced visibility of officers
    - Officer familiarity with riders/employees/community stakeholders
    - Rider recognition of officers
- Improved Operations
    - Better allocation of resources
    - Proactively addressing issues that may arise while also working to deter crimes.
    - Consistent assignment of officers to perform foot patrols throughout their shifts.
    - Officers taking ownership of their zones foster a sense of responsibility and accountability, leading to increased effectiveness and community trust.

This zone model allows officers to become more familiar with riders and understand the unique community needs within their assigned zones. The model aims to improve community engagement by allowing officers to focus on solving problems unique to their assigned areas. This zone-based deployment also highlights and underscores the need for officers to understand the cultural complexities that exist throughout the Metro service area. This deployment approach, coupled with additional tools for community engagement, would help Metro further its goals of enhancing safety and security throughout the system. A number of other deployment models were examined; however, the zone-based approach, as outlined in this section, is the best fit for achieving Metro's goals. (See Appendix B)

Co-Response & Collaboration

As discussed, Metro TCPSD officers can be deployed with substance abuse and/or crisis intervention specialists/clinicians as crisis co-response teams. Each zone would have at least one crisis co-response team assigned to respond to calls and do proactive engagement on board trains, buses, and at Metro transit stations. By integrating crisis intervention specialists into teams with transit police officers, Metro would promote a more compassionate and effective response to crisis situations, reduce the likelihood of escalation or use of force, and improve outcomes for individuals in distress. The specialist would offer immediate support and connect individuals with treatment resources while officers ensure the safety of the scene. All layers of Metro's public safety, including transit ambassadors, transit security officers, contract security, multi-disciplinary homeless outreach teams, and law enforcement, are essential contributors. This collaborative approach reflects a growing recognition of the importance of integrating mental health expertise into public safety responses and promoting trauma-informed approaches to crisis intervention.

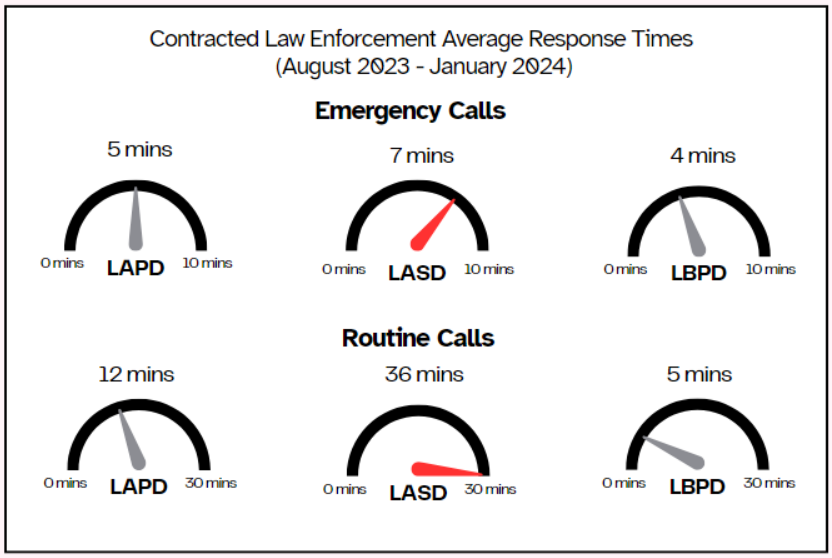
Metro has developed a zone-based deployment model that incorporates elements of problem-oriented policing and community-oriented policing within the unique transit environment, seamlessly weaving Metro's transit network into the communities that it serves. This model would be assessed for its effectiveness over time and would be adjusted according to the needs of the system and the workforce capacity. Crisis Interventionists/Clinicians would be staff that are trained and partnered directly with law enforcement teams to assess situations and address issues in real-time. This is a proven co-response model that other transit agencies employ as a best practice.

With these care-based strategies integrated into the TCPSD model, conditions inside the station can be clean and safe, with all interventions operational and personnel visible to the public. With better-coordinated police and co-responders, isolated instances of inappropriate activity are addressed within minutes. This model can be expanded systemwide on the bus and rail system with the support of an in-house law enforcement unit that can be quickly deployed to address critical response needs.

Enhanced Safety: Visible Presence, Faster Response

The TCPSD would improve response times through the new deployment model. With zoned deployment and adequate resourcing, bus and rail incidents would be able to have a quicker law enforcement or ecosystem response when needed. The current multi-agency model has fallen short, impacting rider and employee confidence. The new department KPIs would aim for a minimum 50 percent reduction in response times for Routine Calls. The multi-agency model has limitations due to the varying policing approaches and jurisdictional coverage. This results in inconsistent response times across different parts of the Metro system.

While there's no national standard for police response times, the dynamic nature of a transit system means that calls are in constant motion with buses and trains. Without active foot patrols on the system, response times can be significantly delayed. Additionally, large coverage spans due to jurisdictional boundaries put the multi-agency model at a disadvantage compared to the in-house police department model. Metro riders and employees would benefit from officers on foot patrols actively patrolling the system. Engaged police visibility is pivotal in addressing pressing issues like opioid overdoses within the Metro system.



The figure above shows the average response times on the rail system for each law enforcement agency during six months (August 2023 – January 2024) for routine calls and emergency calls. Routine calls are defined: as of a non-priority nature that do not require a priority response from the field unit(s). Examples of routine incidents include (but are not limited to) the following: Report calls for vehicle burglary or vandalism, and the reporting party is home, at work, or in another safe place away from the scene of the incident/crime. Patrol checks of specific areas or locations not currently involved in suspicious or criminal activity. Emergency calls are anything requiring a code 3 response (calls for service of a violent nature). Examples of emergency calls include (but are not limited to) the following: Felony crimes in progress; just occurred crimes (such as assault with a deadly weapon, burglary, and robberies) with the suspect still in the area; all life-threatening situations, such as accidents with injuries, assaults in progress, fights involving multiple parties, etc.

For routine calls, Long Beach PD response times are much lower than LAPD and LASD, given that their area of responsibility only includes a small segment of the Metro A Line. Conversely, the LASD service area spans from Azusa (A Line) to Santa Monica (E Line), which can explain why some routine calls for service are beyond 40 minutes.

The data examined in this section and depicted above shows response times on the rail system. Metro has requested data related to calls for service on the bus system – however, there are discrepancies with reporting calls for service that are handled by local patrol divisions of law enforcement agencies.

In the City of Los Angeles, upwards of 95% of calls for service on the bus system are responded to and handled by LAPD's local patrol divisions. The exceptions would be the G Line busway and the J Line Harbor transitway, which each have an LAPD Transit unit assigned to them. Another exception would be bus transit centers, such as Patsaouras Bus

Plaza and North Hollywood Station, that are adjacent to rail stations where LAPD Transit has fixed post officers who can respond more quickly from the adjacent station than a field unit.

Outside of the City of Los Angeles, 100% of the calls for service on the bus system are handled by the LASD Transit unit. However, depending on how the call for service is received (via Bus Operation Control or 911), the local law enforcement agency may be the first responder to the call. In those instances, the local law enforcement agency would contain the scene and detain any suspects pending the arrival of LASD Transit, who would then take over investigative responsibility for the call for service. The exception is traffic collisions involving a bus, which are handled by local law enforcement.

With the establishment of the TCPSD, riders and employees would benefit from unified response strategies and manageable deployment zones, each adequately resourced and supported by foot patrols. This would ensure consistent response times across the entire Metro system. Metro would have the ability to effectively assign and quickly adjust resources and personnel to zones and coverage, which would improve response times.

Preventing Bus Operator Assaults

Every Metro employee should be able to conduct their work without the fear of harassment or violence. Unfortunately, public transit agencies nationwide have witnessed a troubling surge in assaults on operators. The cause and contributors to operator assaults vary widely; studies have identified broader societal trends, such as mental health issues and economic and social factors, to these random acts of violence, such as mental health issues and economic and social factors. Metro has taken proactive steps by delving into research to identify best practices and analyzing data, aiming to implement effective safety measures for its staff. In response to feedback from operators and alarming data indicating a rise in assaults, Metro introduced bus-riding teams as a strategic intervention.

Currently, Metro has four (4) Bus Riding Teams to provide a high-visibility uniformed presence on Metro buses. TSOs enforce Code of Conduct violations and fare evasion while riding buses. Additionally, TSOs engage with bus operators to learn of other areas of the designated bus line where operators are having recurring issues. Three (3) Transit Security Officers comprise a Bus-riding Team: Two (2) TSO I and one (1) TSO II. Metro does not currently pair TSOs with law enforcement for bus-riding teams. During the initial bus-riding team pilot, Metro paired TSOs with law enforcement officers. However, this model had some challenges because the two contract law enforcement agencies that perform bus boardings each deploy differently.

Feedback from bus operators at monthly RAP Sessions is incorporated into resource allocation planning efforts to measure the effectiveness of bus-riding teams. The feedback overall is very positive. Many operators have commented that when a team is visible and available on their bus or along their route, they can focus on driving and ensuring rider

safety. These teams on board remove the requirement for Operators to handle the Code of Conduct or fare issues that typically arise throughout their shift, and they have a greater sense of security. They would like to see the teams riding their lines more often and for longer periods. Their concern is consistency, they want a team for more than one week at a time.

With TCPSD, it would be recommended to have in-house sworn officers dedicated to support and supplement the TSO teams with back-up requests, arrests, and criminal activity, duties beyond the TSOs authority. The current lack of police support, which results in extended response time for backup requests or arrest requests, is an ongoing challenge for the BRTs that can be eliminated with the creation of the TCPSD.

Technology Resources for Deployment

The establishment of the new Department presents an opportunity to integrate modern advancements in public safety technology aimed at preventing and reducing crime within the system. Technology holds a pivotal role in transitioning deployment strategies from reactive and response-based methods to proactive and preventive measures. System Security and Law Enforcement (SSLE) is currently assessing technological opportunities for compatibility with Metro's Bias-Free and Public Safety Analytics policies, considering their potential utilization within TCPSD.

The recommended approach involves achieving a balance between leveraging technology to enhance efficiency and retaining enough well-trained officers to uphold public safety standards and foster community trust.

The enhanced technology resources and modern methodologies for identifying resources and identifying operational needs for deployment would help the TCPSD create daily deployment plans to surgically place personnel on bus and train lines where they can have the most impact. The in-house model facilitates better integration compared to a multi-agency approach, which constrains technology use, application, and coordination.

Metro's System Security and Law Enforcement coordinates emergency response and dispatch for incidents on the Metro bus and rail system at the Security Operations Center (SOC). To support an In-House TCPSD, the SOC would be upgraded to incorporate new technology that would provide dispatch and geo-location capabilities for all law enforcement and security personnel assigned to respond to various incidents systemwide.

The SOC would maintain constant surveillance and preparedness for incidents, employing a multi-layer unified virtual command structure to oversee operations and ensure seamless communication and action. Having access to real-time geo-location tracking has been a consistent challenge with the multi-jurisdictional law enforcement model. By exploring innovative technologies, Metro can address this challenge quickly and better plan and allocate resources to serve Metro riders and employees.

Improved Overall Deployment Strategies

The proposed deployment model recommended for the TCPSD summary highlights the factors differentiating TCPSD from existing multi-agency contract law enforcement. These functions are *not currently* being performed to Metro's standards:

- A unified deployment strategy with supervisors deployed in the field to assist and support the patrol units and ecosystem synthesis.
- Officers would be deployed in zones for their shifts, having dedicated areas of responsibility and keeping a consistent presence with stakeholders.
    - The zone deployment model is designed to significantly enhance officer presence throughout the system.
    - The zone deployment model also allows quicker incident response times since officers would be deployed throughout the system.
    - It puts officers in the field for their entire shifts with focused deployments in designated areas, making them more accessible.
    - Officers would patrol their assigned zones, ride trains, monitor bus hubs, conduct foot patrols at stations, and engage with staff and riders within their assigned stations during their shifts.
- The proposed deployment model is a transformational shift from the current model, which is not designed to have exclusive personnel performing dedicated presence patrols throughout Metro.
- Specialized Units: During the TCPSD's initial development, the existing contract law enforcement special units (canine, forensics, etc.) would continue to be contracted until the TCPSD can seek adequate experience, training, and certifications for officers to gain specializations.

Zone Model Deployment Staffing

The allocation of personnel across the six zones would be determined by the TCPSD Chief once on board. The recommended numbers of TCPSD officers in each zone would vary based on an analysis of factors such as line complexity, station density, and the presence of major transit hubs. This strategic approach ensures that resources are optimally distributed to meet the diverse safety needs and challenges across different zones within the system.

Contract Law Enforcement Deployed Positions

The current Multi-Agency contractors have a field deployment of 443 with 386 deployed daily and 146 support staff.

LAW ENFORCEMENT AGENCY	FY24 BUDGET		
	BUDGETED POSITIONS*	FIELD/PATROL DEPLOYMENT**	AVERAGE DAILY DEPLOYMENT ON SYSTEM***
Los Angeles Police Department			
Field/Patrol Officers	192	192	186
Special Units	32		
Patrol/Special Unit Sergeants	3		
Support Staff	75		
Los Angeles Police Department Subtotal	302	192	186
Los Angeles County Sheriff's Department			
Field/Patrol Officers	204	229	186
Special Units	41		
Patrol/Special Unit Sergeants	17		
Support Staff	67		
Los Angeles County Sheriff's Department Subtotal	329	229	186
Long Beach Police Department			
Field/Patrol Officers	18	18	10
Special Units	3		
Patrol/Special Unit Sergeants	4	4	2
Special Units	4		
Long Beach Police Department Subtotal	29	22	12
Law Enforcement Agency Total	**660**	**443**	**386**

Budgeted positions reflect full-time and overtime staff assigned to the contract per most recent modifications/labor agreements.
**Field/Patrol Deployment is reflective of personnel on overtime for LAPD and LBPD; however, LASD employees are on a full-time basis; it is essential to note that not every single vacancy is filled rather these figures represent the maximum numbers that can be filled; and are inclusive of budgeted field/patrol personnel
***This figure is a more accurate representation of actual numbers deployed. Actual numbers deployed are based on each agency's most recent monthly billing/deployment documents.

In-House Deployment Model Scenarios

Four service models for TCPSD were developed to enhance public safety and operational efficiency within the Metro system. Each approach was examined to ensure alignment with Metro's strategic objectives, resulting in a safer, more responsive, and community-focused policing framework. The models are as follows:

Service Model 1 – Current: This model maintains the current level of 386 law enforcement officers deployed daily in the field and the current level of public safety ecosystem layers (Homeless Outreach and Ambassadors) but adds an additional 6 Crisis Interventionists/Clinicians deployed daily.

Service Model 2 – Enhanced: This model builds upon Service Model 1, retaining the current daily deployments of 386 sworn personnel with an **increase** in the daily deployment of non-law enforcement unarmed alternatives by 227, increasing the public safety ecosystem layers of Homeless Outreach, Crisis Interventionists/Clinicians, and Ambassadors. It also allocates $5 million for innovative Public Safety Infrastructure Improvements at transit stations, aiming to enhance security measures and create safer environments for riders through state-of-the-art technology and strategic design upgrades.

Service Model 3 – Decrease in Sworn Officers: This service model reduces the number of officers from the baseline of 386 daily deployed sworn officers by 40, or 12%, to 346. All components outlined in Service Model 2, including Ambassadors, Homeless Outreach, Crisis Interventionists/Clinicians, and $5 million for innovative Public Safety Infrastructure Improvements, are carried forward.

Service Model 4 – Increase in Sworn Officers: This Model builds upon Service Model 2 by augmenting the daily deployment of sworn officers by adding 80 (20%) more officers to the baseline of 386 to 466 daily deployment. All components outlined in Service Model 2, including Ambassadors, Homeless Outreach, Crisis Interventionists/Clinicians, and $5 million for innovative Public Safety Infrastructure Improvements, are carried forward.

The significant change in these models lies in the strategic redeployment of officers. Instead of patrolling large areas in vehicles, the officers would be dedicated to patrolling the transit system on foot within one of the six dedicated zones. This focused approach would significantly enhance officer visibility and presence within transit areas, such as stations, platforms, and onboard vehicles. Furthermore, as previously stated, the zone deployment would improve response times to incidents occurring within the transit system. Officers deployed on the system would be able to respond quickly to emergencies, reducing the time it takes to address issues and enhancing overall safety.

Each model also includes a relief factor to ensure around-the-clock shift coverage to ensure there are no gaps in daily deployments. This allows for personnel to take scheduled, pre-planned, unplanned, or other types of leave to take time off from their regularly scheduled shifts, which requires strategies to cover shifts for those personnel

who are absent. Additionally, the daily needs for day-to-day operations with training, incidents that require large-scale responses to events or incidents, and re-direction of personnel need to consider relief factor calculations for strategically calculating deployments.

Variables Considered

- Schedules: The types of schedules worked are a relevant factor in identifying the coverage needed. Whether 8, 10, 12-hour schedules, fixed permanent, or rotating shifts, agencies would need to consider the frequency and type of schedule changes that would be anticipated for their agency needs.
- Leave Amount: The number of days provided to staff for their leave is also relevant to account for the number of days that are expected for staff to take leave.
- Expected Coverages: Whether an agency decides to have all shifts fully covered at all times, or if there is an expectation of absences and shifts not being filled for minimum staff requirements as per contractual obligations, required coverages in certain deployment areas where staff must be present at all times, or alternatives to coverage needs are also part of the consideration and analysis.
    - With the assumption that only 75 percent of the officers assigned would be available for patrol (25 percent absent due to court, sick, training, vacation, etc.) the industry standard for ICMA, Center for Public Safety Management, suggests that a 25 percent absentee rate is a general standard for purposes of relief coverages (McCabe, .
- Percentage Allocations: Relief factor percentages can range from 10-30 percent according to industry best practices from the Department of Justice, Community Oriented Policing (COPS), Office of Justice Protections (OJP), and others that identify a need for relief based on the expectation that staff would need to take time office, balanced along with agency needs to determine what type of coverages are needed, where gaps may exist in deployments, and how absences would be covered.
- Relief Factor: The recommended ten (10) percent relief factor is calculated in the proposed calculations based on industry research and the nature of work for future Metro developments. With existing ecosystem layers and the opportunity to cover visibility across the Metro landscape with supplemental personnel in Flex Teams and Roving Patrols, TSOs, and Ambassadors, a ten (10) percent relief allocation is projected to satisfy coverage needs.

Financial Impact Analysis

Section 6

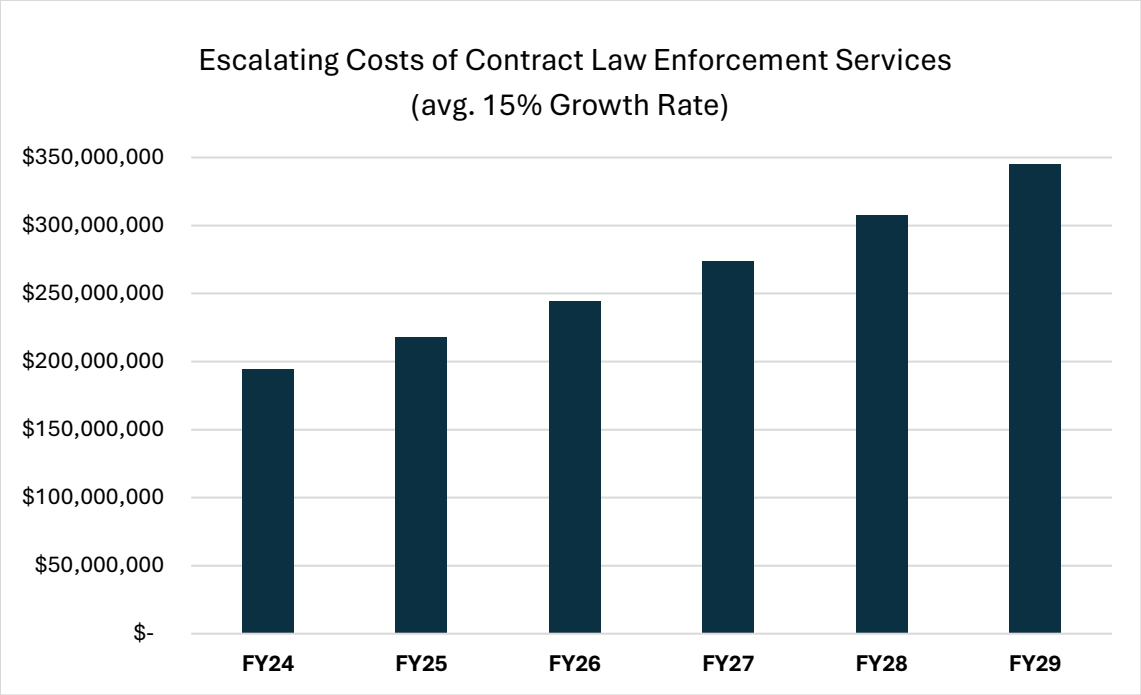
With a detailed understanding of the operational framework in place, the financial impact of establishing an in-house transit public safety department is the next step. This section examines the costs of implementing and maintaining TCPSD, including personnel, training, equipment, and ongoing operational expenses. Also analyzed is the cost difference between contract law enforcement services and the long-term financial benefits of a streamlined, in-house approach. Understanding the financial implications allows for informed decision-making regarding the implementation of TCPSD.

Purpose

The purpose of the TCPSD's financial analysis is to evaluate the costs and benefits associated with the four proposed models for structuring the department: the Current Model, the Enhanced Model, and the Comprehensive Model. This analysis provides a detailed comparison of each model's financial implications and potential public safety impacts.

Escalating Contract Law Enforcement Costs

The current transit safety model relies heavily on contract law enforcement services, incurring significant ongoing expenses for personnel, equipment, training, and facilities. The current model's financial forecast highlights its unsustainable nature, necessitating a strategic shift towards a more financially viable and community-centric approach to transit public safety. The table below outlines the projected cost escalation for salaries included within the multi-agency law enforcement contracts. The figures included in the table are estimates based on historical data and are subject to actual cost adjustments as current contracts are renegotiated yearly.



BUDGET YEAR	CONTRACT LE SERVICES
FY24	**$ 194,051,691**
FY25	$ 217,725,997
FY26	$ 244,288,568
FY27	$ 274,091,774
FY28	$ 307,530,970
FY29	$ 345,049,748

Financial Overview of Models

For the TCPSD, Metro has examined the costs for the four models for the new department to ensure that there would be no gaps in policing services. There would be a significant reduction in overhead costs and in the number of administrative/non-sworn staff compared to the current Multi-Agency contract, given that Metro would be able to retain the administrative capacity within the department across the entire service area (most staff reductions eliminated redundancies in Multi-Agency administration).

This financial analysis evaluates the impacts of four proposed service models for structuring the TCPSD over a six-year period, with five years dedicated to implementation and year six serving as the baseline for future department annual costs. The analysis involves collecting and examining current budget data, including each model's personnel, operational, equipment, and training costs.

The cost difference and return on investment (ROI) are assessed by comparing the financial outcomes of the four models. The analysis also evaluates each model's community impact to understand how changes in the public safety structure may affect service delivery and public perception of safety on the transit system.

Long-term financial sustainability is projected based on the year six baseline, ensuring the chosen model supports sustainable public safety operations and fiscal responsibility. This comprehensive approach aims to provide a clear, data-driven foundation for selecting the most effective and financially sound service model for the public safety department.

Each service model projects a five-year phased program roll-out, as outlined in the next section: Operational Structure and Roadmap. The Operational Structure and Roadmap section details a phased approach to hiring, recruitment, training, and start-up needs, including technology improvements to support the Implementation.

As the report highlights, Metro's current public safety service model relies heavily on contract law enforcement services provided by multiple local jurisdictions in Los Angeles County. In fiscal year 2024 (FY24), the multi-agency service model was budgeted at $194,051,691 for contract law enforcement services. The service level for this multi-agency service model includes the daily deployment of 386 field-based law enforcement officers system-wide. Due to the existing governance structures of the Los Angeles Police Department, Los Angeles County Sheriff's Department, and Long Beach Police Department, these contracts include heavy administrative and overhead costs with 146 positions.

MULTI-AGENCY CONTRACT SERVICES FY24			
	Budgeted Positions	Field Deployment Pool	Avg. Daily Deployment
Sworn Officers	514	443	386
Support Staff	146		
Total Positions	**660**		
Total Cost			**$194,051,691**

Service Model 1 – Current

In Service Model 1, TCPSD would have the same number of officers deployed daily as the multi-agency contract law enforcement services currently provide today. By maintaining the same deployment headcount, this model provides a like-for-like comparison with the current contract law enforcement model regarding daily deployment. There are differences in this service model deployment pool and support staff budgeted positions compared to the current multi-agency contract service model. Having the same number of administrative positions as in the multi-agency contract service model is excessive and inefficient. Additionally, having too few officers in field deployment could prevent Metro from sustaining the average of 386 deployments. A healthy pool of officers is necessary to ensure coverage, reduce overtime, and prevent a decline in officers' well-being.

In this model, overhead and redundant administrative positions have been reduced by streamlining these roles from the three law enforcement agencies into one single department. A well-managed deployment pool is essential to maintaining the average deployment levels, preventing coverage gaps, and reducing the need for costly overtime to fill those gaps. This approach enhances operational efficiency, promotes fiscal responsibility, and ensures continuous, reliable service.

The anticipated cost difference in the service model is due to reduced redundancies in administrative positions and overhead from the current contract police services. As a result, Metro could ensure the daily deployment of six crisis interventionists/clinicians, which is an increase from today's multi-agency law enforcement service contract.

The addition of these specialists ensures that they can be partnered with officers to respond appropriately when someone on the transit system shows signs of distress. This care-based first approach ensures that the right response is issued, prioritizing mental health support and de-escalation over traditional enforcement measures. By having crisis intervention specialists readily available, Metro can provide more comprehensive and compassionate support to individuals in need, ultimately enhancing the safety and well-being of the entire transit system.

SERVICE MODEL 1 – CURRENT	AVG. DEPLOYED	POOL	BUDGETED
Sworn	386	596	632
Admin Support			68
Crisis Interventionist	6		12
Total	**392**		**712**

This approach maximizes the available officers' impact, enhances the transit system's safety and security, and builds a stronger, more visible law enforcement presence that aligns with the specific needs of riders and employees. Officers would patrol their assigned

zones, ride trains, conduct foot patrols at stations, and engage with staff and riders. Additionally, Roving Officers would support TSOs by patrolling rail stations and bus areas. Teams would provide public safety enforcement on foot, assisting ecosystem layers and bus operators alongside TSOs. There would be Roving Officers that would be roving rail stations and providing support to TSOs on buses.

This shift is designed to leverage the same number of officers more effectively. Metro is estimated to see cost differences due to reduced overhead and redundant administrative positions.

This Service Model maintains the current daily deployment of 386 law enforcement officers in the field, with 446 non-law enforcement alternative public safety ecosystem layer personnel deployed daily. The layers include field-based staff of Homeless Outreach, Metro Transit Security Officers, Crisis Interventionists/Clinicians, and Ambassadors.

	NON-LAW ENFORCEMENT ALTERNATIVES UNARMED		ARMED RESOURCES	
Avg. Daily Deployment Levels	Metro Transit Security Officers I	124	Law Enforcement	386
	Ambassadors	220	Metro Transit Security (TSO II, Sgts., Sr. Officers)	34
	Homeless Outreach	96		
	Crisis Intervention	6		
Total	**446**			**420**

This Service Model sets a new baseline for the same number of field-based law enforcement personnel at **$154,440,303 per year**. This baseline occurs in Year 6, after a full transition from contracted services to 100% staffing levels for the TCPSD. The TCPSD Service Model 1 costs include labor, non-labor, and capital start-up costs during years 1-5 of the proposed phased Implementation Plan.

Financial Analysis: Labor, Non-Labor, & Capital/Start-Up Costs

						Total 5-YR Implementation	Year 6
Personnel Onboarded	**9**	**250**	**138**	**159**	**156**	**712**	712
Sworn	5	206	127	152	142		
Admin Support	4	44	11	7	14		
	Year 1	**Year 2**	**Year 3**	**Year 4**	**Year 5**		**Year 6**
Labor	$ 1,865,792	$ 39,677,061	$ 65,038,436	$ 86,701,660	$ 119,249,145		$ 118,861,602
Non-Labor	$ 5,989,341	$ 16,240,343	$ 21,735,304	$ 28,437,748	$ 34,509,794		$ 35,578,701
Capital	$ 5,519,625	$ 4,277,950	$ 4,097,103	$ 5,043,672	$ 5,757,381		$ -
Total	**$ 13,374,758**	**$ 60,195,354**	**$ 90,870,843**	**$ 120,183,080**	**$ 159,516,320**	**$ 444,140,353**	**$ 154,440,303**

The current model involves a phased approach to personnel onboarding over a five-year period, followed by a stabilization phase in the sixth year:

- Year 1: Onboarding begins with 9 personnel, comprising the hiring of the Chief of Public Safety and key leadership personnel, 5 sworn officers, and 4 non-sworn staff.
- Year 2: Significant expansion with 25% of total department projected staff; hiring 250 new personnel, including 206 sworn officers and 44 support staff, including 12 crisis interventionists.
- Year 3: Onboarding 138 personnel, with 127 sworn officers and 11 support staff.
- Year 4: Addition of 159 personnel, comprising 152 sworn officers and 7 support staff.
- Year 5: Final onboarding phase with 156 personnel, including 142 sworn officers and 14 support staff.

Total (5 Years): 712 personnel are onboarded by the end of year 5, maintaining this number into year 6 as the baseline.

Financial Projections

The initial year focuses on foundational expenses, including capital investments in infrastructure and essential non-labor expenditures. The projected start-up costs in year 1 are $13,374,758.

Year 2 reflects a substantial increase in personnel costs due to significant onboarding, accompanied by ongoing non-labor and capital expenses, projected at $60,195,354.

Year 3 shows continued growth in labor costs as additional personnel are hired, with moderate increases in non-labor and capital expenditures of a projected $90,870,843.

Year 4 marks another significant increase in labor costs, reflecting the cumulative impact of previous onboardings, along with rising non-labor and capital expenses of a projected $120,183,080.

Year 5, The final year of implementation sees the highest expenditures, particularly in labor, as the department reaches full staffing levels projected at $159,516,320.

The total cost over the five-year implementation period amounts to approximately $444 million, covering labor, non-labor, and capital expenses essential for establishing and expanding the public safety department. In year six, the department stabilizes with an annual operating cost of $154 million, reflecting ongoing labor and non-labor expenses with no new capital investments.

Summary

Service Model 1 budget outlines a detailed financial plan for establishing a public safety department with a phased personnel onboarding process and corresponding financial

investments over six years. The first five years focus on building the department's capacity, culminating in a fully operational baseline in year six. By then, the annual cost stabilizes at approximately $154 million, ensuring the department is well-resourced to maintain public safety operations. This model emphasizes careful planning and gradual implementation to achieve a sustainable and effective public safety department. This plan projects a significant cost difference compared to existing multi-agency law enforcement service contracts.

It is not recommended to continue the current deployment model with the same number of law enforcement personnel and safety ecosystem layers due to its limitations in addressing the multifaceted nature of safety concerns on the Metro system. While traditional law enforcement functions remain vital, relying solely on this approach overlooks the need for a more comprehensive multi-layer safety ecosystem program. True effectiveness in ensuring public safety involves the integration of various safety response mechanisms. By enhancing other layers of safety, such as Metro TSO's, Transit Ambassadors, and Homeless Outreach, Metro can better address issues on the system. Most safety concerns on Metro, such as code of conduct violations, fare evasion, homelessness, and overall quality of life issues, require a nuanced and multifaceted approach. By increasing the presence of non-law enforcement personnel who can effectively report and respond to these issues, Metro can create a more balanced and responsive safety program, ensuring the right response to the safety situation.

	Annual Hire	Annual Hire	Annual Hire	Annual Hire	Annual Hire	Total Hire	
Sworn	5	206	127	152	142	632	632
Non-Sworn	4	44	11	7	14	80	80
	9	250	138	159	156	**712**	**712**
Total Staff - Sworn	5	211	338	490	632		
Total Staff - Non- Sworn	4	48	59	66	80		

Labor Cost	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**	**Total 5 year Implementation Cost**	**Year 6**
Labor	$ 1,243,861	$ 25,764,707	$ 39,992,290	$ 57,084,440	$ 74,772,763	$ 198,858,061	$ 78,511,401
Benefits	$ 621,931	$ 12,882,354	$ 19,996,145	$ 28,542,220	$ 37,386,382	$ 99,429,031	$ 39,255,701
Field Training Pay	$ -	$ 30,000	$ 50,000	$ 75,000	$ 90,000	$ 245,000	$ 94,500
Overtime	$ -	$ 1,000,000	$ 5,000,000	$ 1,000,000	$ 7,000,000	$ 14,000,000	$ 1,000,000
Total	**$ 1,865,792**	**$ 39,677,061**	**$ 65,038,436**	**$ 86,701,660**	**$ 119,249,145**	**$ 312,532,092**	**$ 118,861,602**

Operations- Non-Labor	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**	**Total 5 year Implementation Cost**	
Officers Uniforms & Equipment	$ 31,500	$ 1,304,050	$ 1,063,850	$ 1,380,100	$ 1,507,100	$ 5,286,600	$ 1,010,500
Police Training Academy	$ -	$ 786,500	$ 721,500	$ 832,000	$ 760,500	$ 3,100,500	$ 277,375
Post Recertification/Continuance	$ 3,750	$ 158,250	$ 253,500	$ 367,500	$ 474,000	$ 1,257,000	$ 474,000
In-House Training Program Costs	$ 150,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 1,350,000	$ 300,000
Recruitment	$ 15,360	$ 632,832	$ 390,144	$ 466,944	$ 436,224	$ 1,941,504.00	$ 107,520.00
						$ -	
Insurance	$ 4,000,000	$ 8,000,000	$ 12,000,000	$ 16,000,000	$ 20,000,000	$ 60,000,000	$ 20,700,000
Workers Compensation	$ 33,335	$ 1,406,737	$ 2,253,446	$ 3,266,830	$ 4,213,544	$ 11,173,892	$ 4,213,544
General Liability	$ 35,630	$ 1,503,586	$ 2,408,588	$ 3,491,740	$ 4,503,632	$ 11,943,176	$ 4,503,632
						$ -	
IT Support of ESOC	$ -	$ -	$ 175,000	$ 140,000	$ 100,000	$ 415,000	$ 100,000
						$ -	
Dept. Administration Costs	$ 500,000	$ 350,000	$ 350,000	$ 350,000	$ 350,000	$ 1,900,000	$ 350,000
Dept. Public Safety Equipment	$ -	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 200,000	$ 50,000
Dept. Annual Dues	$ -	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 800,000	$ 200,000
						$ -	
Professional Services	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 1,000,000	$ 200,000
Contracted Jail Services/Evidence	$ -	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 600,000	$ 150,000
Building Leases (Deployment Sites)	$ 861,431	$ 881,718	$ 902,606	$ 925,964	$ 948,124	$ 4,519,843	$ 970,607
Vehicle maintenance	$ 158,335.00	$ 316,670	$ 316,670.00	$ 316,670	$ 316,670.00	$ 1,425,015	$ 1,425,015
Canine Operations							$ 546,508
Total Cost of Non Labor	**$ 5,989,341**	**$ 16,240,343**	**$ 21,735,304**	**$ 28,437,748**	**$ 34,509,794**	**$ 106,912,530**	**$ 35,578,701**

TOTAL OPERATIONS LABOR & NON-LABOR	**$ 7,855,133**	**$ 55,917,404**	**$ 86,773,740**	**$ 115,139,408**	**$ 153,758,939**	**$ 419,444,622**	**$ 154,440,303**

Capital/Start-up Costs						
Support Operations (CAD/AVL/RMS)	$ 4,400,000	$ 1,650,000	$ 1,650,000	$ 1,650,000	$ 1,650,000	$ 11,000,000
Body Cameras	$ 18,500	$ 762,200	$ 469,900	$ 562,400	$ 525,400	$ 2,338,400
Radios	$ 17,500	$ 721,000	$ 444,500	$ 532,000	$ 497,000	$ 2,212,000
MPV	$ 3,625	$ 149,350	$ 92,075	$ 110,200	$ 102,950	$ 458,200
Dept Public Safety Equipment	$ 450,000	$ -	$ -	$ -	$ -	$ 450,000
IT Support of ESOC	$ 250,000	$ 250,000	$ -	$ -	$ -	$ 500,000
Canine Operations & Equipment	$ -	$ -	$ 680,228	$ 1,408,072	$ 2,186,031	$ 4,274,331
Vehicle	$ 350,000	$ 700,000	$ 700,000	$ 700,000	$ 700,000	$ 3,150,000
Storage	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 50,000
Police Personnel Lockers	$ 20,000	$ 35,400	$ 50,400	$ 71,000	$ 86,000	$ 262,800
Total	**$ 5,519,625.00**	**$ 4,277,950.00**	**$ 4,097,103.00**	**$ 5,043,672.00**	**$ 5,757,381.00**	**$ 24,695,731.00**

TOTAL OPERATIONS + CAPITAL	**$ 13,374,758**	**$ 60,195,354**	**$ 90,870,843**	**$ 120,183,080**	**$ 159,516,320**	**$ 444,140,353**

Service Model 2 – Enhanced

This model builds upon Service Model 1, retaining the current daily deployments of 386 sworn personnel. It also significantly increases the number of Crisis Interventionists/Clinicians from a daily deployment of 6 to 87.

	AVG. DEPLOYED	POOL	BUDGETED
Sworn	386	596	632
Admin Support			68
Crisis Intervention/Clinician	87	126	126
Total			**826**

Recognizing that law enforcement is just one component of Metro's multi-layered safety program, this model adds to the number of daily deployments of critical safety layers, Crisis Interventionists/Clinicians, Ambassadors, and Homeless outreach services to create a more robust security framework to address prevalent quality-of-life issues. Each layer plays a vital role in maintaining a safe and secure system.

	NON-LAW ENFORCEMENT ALTERNATIVES UNARMED		ARMED RESOURCES	
Avg. Daily Deployment Levels	Metro Transit Security Officers I	124	Law Enforcement	386
	Ambassadors	220	Metro Transit Security (TSO II, Sgts., Sr. Officers)	34
	Homeless Outreach	96		
	Crisis Intervention	6		
Total		446		420
Enhanced Additional Layers	Ambassadors	141		
	Homeless Outreach	5		
	Crisis Intervention	81		
Total		227		
Total Daily Deployed Resources		**673**		**420**

This model increases the daily deployment of non-law enforcement unarmed alternatives by 227, increasing the public safety ecosystem layers of Homeless Outreach, Crisis Interventionists/Clinicians, and Ambassadors. It also allocates $5 million for innovative Public Safety Infrastructure Improvements at transit stations, aiming to enhance security

measures and create safer environments for riders through state-of-the-art technology and strategic design upgrades.

Increasing non-law enforcement unarmed alternatives ensures extensive coverage across all transit areas, including stations, platforms, and onboard vehicles. Service Model 2 provides a unique opportunity for Metro to supplement TCPSD with additional Multi-layer safety program personnel that would respond to rider and employee public safety concerns differently.

This model aims to balance enforcement with care-based strategies. This multi-layered approach ensures comprehensive coverage and support. Officers would patrol their assigned zones, ride trains, conduct foot patrols at stations, and engage with staff and riders, fostering a community-oriented presence. Roving Officers would provide additional support by patrolling rail stations and bus areas, ensuring a rapid response to incidents, and assisting TSOs on buses.

Expanding Ambassadors, Crisis Interventionists/Clinicians, and Homeless Outreach offer numerous benefits that extend beyond traditional policing, fostering a more holistic and community-oriented approach. This approach enables proactive problem-solving, addresses underlying issues, and provides necessary resources. Supporting vulnerable populations, particularly those with mental health issues, becomes more effective, leading to better outcomes and reducing conflicts.

This multi-faceted strategy emphasizes both enforcement and community care, promoting safety while building trust within the community. Ultimately, this balanced approach enhances immediate safety outcomes and contributes to the long-term safety of the system.

Financially, this model utilizes the projected cost-difference realized during the transition from contracted services to an in-house model to increase the number of field-based personnel to increase visible presence on Metro and allocating funding for innovative Public Safety Infrastructure Improvements at transit stations.

Service Model 2 involves a phased approach to personnel onboarding over a five-year period, followed by a stabilization phase in the sixth year:

- Year 1: Onboarding begins with 9 personnel, comprising the hiring of the Chief of Public Safety and key leadership personnel, 5 sworn officers, and 4 support staff.
- Year 2: Hiring 364 new personnel, including 206 sworn officers and 158 support staff. This includes the hiring of 126 crisis interventionists/clinicians.
- Year 3: Onboarding 138 personnel, with 127 sworn officers and 11 support staff.
- Year 4: Addition of 159 personnel, comprising 152 sworn officers and 7 support staff.
- Year 5: Final onboarding phase with 156 personnel, including 142 sworn officers and 14 support staff.

Total (5 Years): 826 personnel are onboarded by the end of year 5, maintaining this number into year 6 as the baseline.

						Total 5-YR Implementation	Year 6
Personnel Onboarded	**9**	**364**	**138**	**159**	**156**	**826**	826
Sworn	5	206	127	152	142		
Support Staff	4	158	11	7	14		
	Year 1	**Year 2**	**Year 3**	**Year 4**	**Year 5**		**Year 6**
Labor	$ 1,865,792	$ 50,837,061	$ 76,756,436	$ 99,005,560	$ 131,473,665		$ 132,426,652
Non-Labor	$ 5,989,341	$ 16,240,343	$ 21,735,304	$ 28,437,748	$ 34,509,794		$ 35,578,701
Capital	$ 5,519,625	$ 4,277,950	$ 4,097,103	$ 5,043,672	$ 5,757,381		$ -
Total	**$ 13,374,758**	**$ 71,355,354**	**$ 102,588,843**	**$ 132,486,980**	**$ 171,740,840**	**$ 491,546,773**	**$ 168,005,353**

Financial Analysis: Additional Resources for Public Safety Layers

As outlined in this report's previous TCPSD Model section, transitioning to the in-house model would lead to cost savings, comparing FY24 budget actuals and assumed projections for the multi-agency law enforcement contracts. Service Model 2 utilizes the baseline of these projected cost differences to bring additional staff on board and invest in infrastructure upgrades during the phased Implementation Plan. The figure below itemizes the recommended resources at their full capacity under the fully staffed TCPSD.

PUBLIC SAFETY LAYER	DESCRIPTION	NUMBER OF POSITIONS	TOTAL COST
Community Safety & Wellbeing	Ambassador	200	$16,448,640
Community Safety & Wellbeing	Ambassador Field Supervisor	20	$1,812,512
Prevention & Support	Homeless Outreach Staff (2 MDTs)	10	$1,300,000
	Personnel Total	**230**	**$19,561,152**
Safety Infrastructure Investments	Technology Upgrades for Rail & Bus Safety		$5,000,000
	Total Recommendation		**$24,561,152**

*Personnel Costs are calculated at the fully burdened rate, FY24 dollars.
***Ambassador costs are calculated at the fully burdened contracted rate, FY24 dollars.

Service Model 2, for the same number of daily deployed sworn personnel and increased layer deployment, is estimated to cost **$192,566,505** per year vs. $194,051,691 (Multi-Agency Contract Cost).

Total Service Model 2 Cost

TCPSD Cost	$168,005,353
Enhanced	$19,561,152
Technology	$5,000,000
Total	**$192,566,505**

Financial Projections

Each year of implementation, the Service Model 2 staffing and budget would apply. In addition, 20 percent of the proposed additional resources would be added to the annual budget. At least $1 million annually in Technology Upgrades for Rail & Bus Safety would be budgeted.

The figure below highlights the projected costs of Service Model 2 during the phased Implementation Plan. In year 6, the baseline year of TCPSD, the total cost for Service Model 2 remains slightly lower than the current FY24 budgeted amount for the contract multi-agency law enforcement services. Comparatively, the FY24 budget for the multi-agency law enforcement contracts is $194 million, and this Service Model 2 for the TCPSD at the baseline, year 6, is approximately $192.5 million.

IMPLEMENTATION	ESTIMATED TCPSD BUDGET	PUBLIC SAFETY LAYERS	COSTS
Year 1	$13,374,758	$4,912,230	$18,286,988
Year 2	$71,355,354	$9,824,461	$81,179,815
Year 3	$102,588,843	$14,736,691	$117,325,534
Year 4	$132,486,980	$19,648,922	$152,135,902
Year 5	$171,740,840	$24,561,152	$196,301,992
Year 6*	$168,005,353	$24,561,152	$192,566,506

The total cost over the five-year implementation period amounts to approximately $492 million, covering labor, non-labor, and capital expenses essential for establishing and expanding the public safety department.

Summary

Service Model 2, TCPSD would maintain the same number of officers deployed daily as the contract law enforcement services currently provide. Recognizing that law enforcement is just one component of Metro's multi-layered safety program, this model increases critical safety layers, such as Ambassadors, Crisis Interventionist/Clinicians and Homeless

outreach, to create a robust security framework. Each layer plays a vital role in maintaining a safe and secure environment.

The current FY24 Multi-Agency contract costs approximately $194 million annually (in FY24$), while this Service Model reutilizes cost difference to enhance other components of the Metro Safety Ecosystem, such as Transit Ambassadors and programs supporting individuals experiencing homelessness or infrastructure improvements i.e. fare gates, cameras. By focusing on preventive safety measures and addressing potential issues before they escalate to situations requiring law enforcement intervention, Metro can adopt a more effective and proactive approach to maintaining safety and security within the transit system.

	Annual Hire	Annual Hire	Annual Hire	Annual Hire	Annual Hire	Total Hire	
Sworn	5	206	127	152	142	632	632
Non-Sworn	4	158	11	7	14	194	194
	9	364	138	159	156	**826**	**826**
Total Staff - Sworn	5	211	338	490	632		
Total Staff - Non- Sworn	4	162	173	180	194		

Labor Cost	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**	**Total 5 year Implementation Cost**	**Year 6**
Labor	$ 1,243,861	$ 33,204,707	$ 47,804,290	$ 65,287,040	$ 83,385,493	$ 230,925,391	$ 87,554,768
Benefits	$ 621,931	$ 16,602,354	$ 23,902,145	$ 32,643,520	$ 40,998,172	$ 114,768,121	$ 43,777,384
Field Training Pay	$ -	$ 30,000	$ 50,000	$ 75,000	$ 90,000	$ 245,000	$ 94,500
Overtime	$ -	$ 1,000,000	$ 5,000,000	$ 1,000,000	$ 7,000,000	$ 14,000,000	$ 1,000,000
Total	**$ 1,865,792**	**$ 50,837,061**	**$ 76,756,436**	**$ 99,005,560**	**$ 131,473,665**	**$ 359,938,512**	**$ 132,426,652**

Operations- Non-Labor	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**	**Total 5 year Implementation Cost**	
Officers Uniforms & Equipment	$ 31,500	$ 1,304,050	$ 1,063,850	$ 1,380,100	$ 1,507,100	$ 5,286,600	$ 1,010,500
Police Training Academy	$ -	$ 786,500	$ 721,500	$ 832,000	$ 760,500	$ 3,100,500	$ 277,375
Post Recertification/Continuance	$ 3,750	$ 158,250	$ 253,500	$ 367,500	$ 474,000	$ 1,257,000	$ 474,000
In-House Training Program Costs	$ 150,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 1,350,000	$ 300,000
Recruitment	$ 15,360	$ 632,832	$ 390,144	$ 466,944	$ 436,224	$ 1,941,504.00	$ 107,520.00
						$ -	
Insurance	$ 4,000,000	$ 8,000,000	$ 12,000,000	$ 16,000,000	$ 20,000,000	$ 60,000,000	$ 20,700,000
Workers Compensation	$ 33,335	$ 1,406,737	$ 2,253,446	$ 3,266,830	$ 4,213,544	$ 11,173,892	$ 4,213,544
General Liability	$ 35,630	$ 1,503,586	$ 2,408,588	$ 3,491,740	$ 4,503,632	$ 11,943,176	$ 4,503,632
						$ -	
IT Support of ESOC	$ -	$ -	$ 175,000	$ 140,000	$ 100,000	$ 415,000	$ 100,000
						$ -	
Dept. Administration Costs	$ 500,000	$ 350,000	$ 350,000	$ 350,000	$ 350,000	$ 1,900,000	$ 350,000
Dept. Public Safety Equipment	$ -	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 200,000	$ 50,000
Dept. Annual Dues	$ -	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 800,000	$ 200,000
						$ -	
Professional Services	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 1,000,000	$ 200,000
Contracted Jail Services/Evidence	$ -	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 600,000	$ 150,000
Building Leases (Deployment Sites)	$ 861,431	$ 881,718	$ 902,606	$ 925,964	$ 948,124	$ 4,519,843	$ 970,607
Vehicle maintenance	$ 158,335.00	$ 316,670	$ 316,670.00	$ 316,670	$ 316,670.00	$ 1,425,015	$ 1,425,015
Canine Operations							$ 546,508
Total Cost of Non Labor	**$ 5,989,341**	**$ 16,240,343**	**$ 21,735,304**	**$ 28,437,748**	**$ 34,509,794**	**$ 106,912,530**	**$ 35,578,701**

TOTAL OPERATIONS LABOR & NON-LABOR	**$ 7,855,133**	**$ 67,077,404**	**$ 98,491,740**	**$ 127,443,308**	**$ 165,983,459**	**$ 466,851,042**	**$ 168,005,353**

Capital/Start-up Costs						
Support Operations (CAD/AVL/RMS)	$ 4,400,000	$ 1,650,000	$ 1,650,000	$ 1,650,000	$ 1,650,000	$ 11,000,000
Body Cameras	$ 18,500	$ 762,200	$ 469,900	$ 562,400	$ 525,400	$ 2,338,400
Radios	$ 17,500	$ 721,000	$ 444,500	$ 532,000	$ 497,000	$ 2,212,000
MPV	$ 3,625	$ 149,350	$ 92,075	$ 110,200	$ 102,950	$ 458,200
Dept Public Safety Equipment	$ 450,000	$ -	$ -	$ -	$ -	$ 450,000
IT Support of ESOC	$ 250,000	$ 250,000	$ -	$ -	$ -	$ 500,000
Canine Operations & Equipment	$ -	$ -	$ 680,228	$ 1,408,072	$ 2,186,031	$ 4,274,331
Vehicle	$ 350,000	$ 700,000	$ 700,000	$ 700,000	$ 700,000	$ 3,150,000
Storage	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 50,000
Police Personnel Lockers	$ 20,000	$ 35,400	$ 50,400	$ 71,000	$ 86,000	$ 262,800
Total	**$ 5,519,625.00**	**$ 4,277,950.00**	**$ 4,097,103.00**	**$ 5,043,672.00**	**$ 5,757,381.00**	**$ 24,695,731.00**

TOTAL OPERATIONS + CAPITAL	**$ 13,374,758**	**$ 71,355,354**	**$ 102,588,843**	**$ 132,486,980**	**$ 171,740,840**	**$ 491,546,773**

Service Model 3 – Decrease in Sworn Officers

This service model reduces the number of officers from the baseline of daily deployed sworn officers of 386 by 40, or 12%, to 346. With TCPSD, officers will be actively on the system, on foot patrols, and riding transit. The public will notice the increased presence more significantly than in the current multi-agency model, where officers are not as visibly active on the system. Although there are fewer officers overall, the increased visibility through zones and foot patrols will create a stronger sense of security and presence.

	AVG. DEPLOYED	POOL	BUDGETED
Sworn	346	536	572
Admin Support			68
Crisis Intervention/Clinician	87	126	126
Total			**766**

All components outlined in Service Model 2, including Ambassadors, Homeless Outreach, and Crisis Interventionists/Clinicians and $5 million for innovative Public Safety Infrastructure Improvements, are carried forward.

	NON-LAW ENFORCEMENT ALTERNATIVES UNARMED		ARMED RESOURCES	
Avg. Daily Deployment Levels	Metro Transit Security Officers I	124	Law Enforcement	346
	Ambassadors	220	Metro Transit Security (TSO II, Sgts., Sr. Officers)	34
	Homeless Outreach	96		
	Crisis Intervention	6		
Total		446		380
Enhanced Additional Layers	Ambassadors	141		
	Homeless Outreach	5		
	Crisis Intervention	81		
Total		227		
Total Daily Deployed Resources		**673**		**380**

Service Model 3 involves a phased approach to personnel onboarding over a five-year period, followed by a stabilization phase in the sixth year:

- Year 1: Onboarding begins with 9 personnel, comprising the hiring of the Chief of Public Safety and key leadership personnel, 5 sworn officers, and 4 non-sworn staff.
- Year 2: Hiring 304 new personnel, including 146 sworn officers and 158 support staff. This also includes the hiring of 126 crisis interventionists/clinicians.
- Year 3: Onboarding 138 personnel, with 127 sworn officers and 11 support staff.
- Year 4: Addition of 159 personnel, comprising 142 sworn officers and 14 support staff.
- Year 5: Final onboarding phase with 156 personnel, including 142 sworn officers and 14 support staff.

Total (5 Years): 766 personnel are onboarded by the end of year 5, maintaining this number into year 6 as the baseline.

						Total 5-YR Implementation	Year 6
Personnel Onboarded	**9**	**304**	**138**	**159**	**156**	**766**	766
Sworn	5	146	127	152	142		
Support Staff	4	158	11	7	14		
	Year 1	**Year 2**	**Year 3**	**Year 4**	**Year 5**		**Year 6**
Labor	$ 1,865,792	$ 42,521,061	$ 68,024,636	$ 89,837,170	$ 122,541,430		$ 122,318,502
Non-Labor	$ 5,989,341	$ 14,805,443	$ 20,787,724	$ 27,490,168	$ 33,562,214		$ 34,631,121
Capital	$ 5,519,625	$ 3,802,450	$ 4,097,103	$ 5,043,672	$ 5,757,381		$ -
Total	**$ 13,374,758**	**$ 61,128,954**	**$ 92,909,463**	**$ 122,371,010**	**$ 161,861,025**	**$ 451,645,209**	**$ 156,949,623**

Additional Resources for Public Safety Layers

PUBLIC SAFETY LAYER	DESCRIPTION	NUMBER OF POSITIONS	TOTAL COST
Community Safety & Wellbeing	Ambassador	200	$16,448,640
Community Safety & Wellbeing	Ambassador Field Supervisor	20	$1,812,512
Prevention & Support	Homeless Outreach Staff (2 MDTs)	10	$1,300,000
	Personnel Total	**230**	**$19,561,152**
Safety Infrastructure Investments	Technology Upgrades for Rail & Bus Safety		$5,000,000
	Total Recommendation		**$24,561,152**

*Personnel Costs are calculated at the fully burdened rate, FY24 dollars.
***Ambassador costs are calculated at the fully burdened contracted rate, FY24 dollars.

The Service Model 3, with the reduction of daily deployed sworn personnel and increased layer deployment, is estimated to cost **$181,510,775** per year vs. $194,051,691 (Multi-Agency Contract Cost).

Total Service Model 3 Cost

TCPSD Cost	$156,949,623
Enhanced	$19,561,152
Technology	$5,000,000
Total	**$181,510,775**

Financial Projections

Each year of implementation, the Service Model 3 staffing and budget would apply. In addition, 20 percent of the proposed additional resources would be added to the annual budget. At least $1 million annually in Technology Upgrades for Rail & Bus Safety would be budgeted during the implementation, and $5 million every year after.

The figure below highlights the projected costs of Service Model 3 during the phased Implementation Plan. In year 6, the baseline year of TCPSD, the total cost for Service Model 3 remains lower than the current FY24 budgeted amount for the contract multi-agency law enforcement services. Comparatively, the FY24 budget for the multi-agency law enforcement contracts is $194 million, and this Service Model 3 for the TCPSD at the baseline, year 6, is $181.5 million.

IMPLEMENTATION	ESTIMATED TCPSD BUDGET	PUBLIC SAFETY LAYERS	COSTS
Year 1	$13,374,758	$4,912,230	$18,286,988
Year 2	$61,128,954	$9,824,461	$70,953,415
Year 3	$92,909,463	$14,736,691	$107,646,154
Year 4	$122,371,010	$19,648,922	$142,019,932
Year 5	$161,861,025	$24,561,152	$186,422,177
Year 6*	$156,949,623	$24,561,152	$181,510,775

The total cost over the five-year implementation period amounts to approximately $451 million, covering labor, non-labor, and capital expenses essential for establishing and expanding the public safety department.

Summary

The Service Model 3 budget outlines a detailed financial plan for establishing a public safety department with a phased personnel onboarding process and corresponding financial investments over six years. The first five years focus on building the department's capacity, culminating in a fully operational baseline in year six. By then, the annual cost stabilizes at approximately $182 million, ensuring the department is well-resourced to

maintain public safety operations. This model emphasizes careful planning and gradual implementation to achieve a sustainable and effective public safety department.

As mentioned earlier, enhancing the additional safety layers of Ambassadors, Crisis Interventionists/Clinicians, and Homeless Outreach is fundamental to a comprehensive safety program, ensuring the appropriate deployment of resources to various safety situations. These layers provide visible presence, assistance, guidance, and support to individuals through different strategies, allowing the police to concentrate on response and enforcement. Despite a reduction in the number of sworn officers, the public will notice an increased presence more significantly than in the current multi-agency model, where officers are not as visibly active on the system. Additionally, with the investment in technology and infrastructure improvements designed to provide security with fewer personnel or more effective use of personnel, the public will still see and feel an enhanced safety service. The strategic focus on zones and foot patrols will enhance visibility and create a stronger sense of security, even with fewer officers overall.

	Annual Hire	Annual Hire	Annual Hire	Annual Hire	Annual Hire	Total Hire	
Sworn	5	146	127	152	142	572	572
Non-Sworn	4	158	11	7	14	194	194
	9	304	138	159	156	**766**	**766**
Total Staff - Sworn	5	151	278	430	572		
Total Staff - Non- Sworn	4	162	173	180	194		

Labor Cost	Year 1	Year 2	Year 3	Year 4	Year 5	Total 5 year Implementation Cost	Year 6
Labor	$ 1,243,861	$ 27,660,707	$ 41,983,090	$ 59,174,780	$ 76,967,620	$ 207,030,058	$ 80,816,001
Benefits	$ 621,931	$ 13,830,354	$ 20,991,545	$ 29,587,390	$ 38,483,810	$ 103,515,029	$ 40,408,001
Field Training Pay	$ -	$ 30,000	$ 50,000	$ 75,000	$ 90,000	$ 245,000	$ 94,500
Overtime	$ -	$ 1,000,000	$ 5,000,000	$ 1,000,000	$ 7,000,000	$ 14,000,000	$ 1,000,000
Total	**$ 1,865,792**	**$ 42,521,061**	**$ 68,024,636**	**$ 89,837,170**	**$ 122,541,430**	**$ 324,790,088**	**$ 122,318,502**

Operations- Non-Labor	Year 1	Year 2	Year 3	Year 4	Year 5	Total 5 year Implementation Cost	
Officers Uniforms & Equipment	$ 31,500	$ 926,050	$ 988,850	$ 1,305,100	$ 1,432,100	$ 4,683,600	$ 935,500
Police Training Academy	$ -	$ 786,500	$ 721,500	$ 832,000	$ 760,500	$ 3,100,500	$ 277,375
Post Recertification/Continuance	$ 3,750	$ 113,250	$ 208,500	$ 322,500	$ 429,000	$ 1,077,000	$ 429,000
In-House Training Program Costs	$ 150,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 1,350,000	$ 300,000
Recruitment	$ 15,360	$ 448,512	$ 390,144	$ 466,944	$ 436,224	$ 1,757,184.00	$ 107,520.00
						$ -	
Insurance	$ 4,000,000	$ 8,000,000	$ 12,000,000	$ 16,000,000	$ 20,000,000	$ 60,000,000	$ 20,700,000
Workers Compensation	$ 33,335	$ 1,006,717	$ 1,853,426	$ 2,866,810	$ 3,813,524	$ 9,573,812	$ 3,813,524
General Liability	$ 35,630	$ 1,076,026	$ 1,981,028	$ 3,064,180	$ 4,076,072	$ 10,232,936	$ 4,076,072
						$ -	
IT Support of ESOC	$ -	$ -	$ 175,000	$ 140,000	$ 100,000	$ 415,000	$ 100,000
						$ -	
Dept. Administration Costs	$ 500,000	$ 350,000	$ 350,000	$ 350,000	$ 350,000	$ 1,900,000	$ 350,000
Dept. Public Safety Equipment	$ -	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 200,000	$ 50,000
Dept. Annual Dues	$ -	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 800,000	$ 200,000
						$ -	
Professional Services	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 1,000,000	$ 200,000
Contracted Jail Services/Evidence	$ -	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 600,000	$ 150,000
Building Leases (Deployment Sites)	$ 861,431	$ 881,718	$ 902,606	$ 925,964	$ 948,124	$ 4,519,843	$ 970,607
Vehicle maintenance	$ 158,335.00	$ 316,670	$ 316,670.00	$ 316,670	$ 316,670.00	$ 1,425,015	$ 1,425,015
Canine Operations							$ 546,508
Total Cost of Non Labor	**$ 5,989,341**	**$ 14,805,443**	**$ 20,787,724**	**$ 27,490,168**	**$ 33,562,214**	**$ 102,634,890**	**$ 34,631,121**

TOTAL OPERATIONS LABOR & NON-LABOR	**$ 7,855,133**	**$ 57,326,504**	**$ 88,812,360**	**$ 117,327,338**	**$ 156,103,644**	**$ 427,424,978**	**$ 156,949,623**

Capital/Start-up Costs						
Support Operations (CAD/AVL/RMS)	$ 4,400,000	$ 1,650,000	$ 1,650,000	$ 1,650,000	$ 1,650,000	$ 11,000,000
Body Cameras	$ 18,500	$ 540,200	$ 469,900	$ 562,400	$ 525,400	$ 2,116,400
Radios	$ 17,500	$ 511,000	$ 444,500	$ 532,000	$ 497,000	$ 2,002,000
MPV	$ 3,625	$ 105,850	$ 92,075	$ 110,200	$ 102,950	$ 414,700
Dept Public Safety Equipment	$ 450,000	$ -	$ -	$ -	$ -	$ 450,000
IT Support of ESOC	$ 250,000	$ 250,000	$ -	$ -	$ -	$ 500,000
Canine Operations & Equipment	$ -	$ -	$ 680,228	$ 1,408,072	$ 2,186,031	$ 4,274,331
Vehicle	$ 350,000	$ 700,000	$ 700,000	$ 700,000	$ 700,000	$ 3,150,000
Storage	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 50,000
Police Personnel Lockers	$ 20,000	$ 35,400	$ 50,400	$ 71,000	$ 86,000	$ 262,800
Total	**$ 5,519,625.00**	**$ 3,802,450.00**	**$ 4,097,103.00**	**$ 5,043,672.00**	**$ 5,757,381.00**	**$ 24,220,231.00**

TOTAL OPERATIONS + CAPITAL	**$ 13,374,758**	**$ 61,128,954**	**$ 92,909,463**	**$ 122,371,010**	**$ 161,861,025**	**$ 451,645,209**

Service Model 4 – Increase in Sworn Officers

Service Model 4 further bolsters TCPSD by proposing adding 80 more officers from the baseline of 386, or 20%, to the daily deployment, ensuring even greater presence and support across the system. The total law enforcement personnel deployed daily would increase to 466, some organized into Flex Teams to enhance coverage and responsiveness for special operations during major/special events and to address "hot spots" within the transit system network.

	AVG. DEPLOYED	POOL	BUDGETED
Sworn	466	721	757
Admin Support			68
Interventionists/Clinicians	87	126	126
Total			**951**

All components outlined in Service Model 2, including Ambassadors, Homeless Outreach, and Crisis Interventionists/Clinicians and $5 million for innovative Public Safety Infrastructure Improvements, are carried forward.

	NON-LAW ENFORCEMENT ALTERNATIVES UNARMED		ARMED RESOURCES	
Avg. Daily Deployment Levels	Metro Transit Security Officers I	124	Law Enforcement	466
	Ambassadors	220	Metro Transit Security (TSO II, Sgts., Sr. Officers)	34
	Homeless Outreach	96		
	Crisis Intervention	6		
Total		446		500
Enhanced Additional Layers	Ambassadors	141		
	Homeless Outreach	5		
	Crisis Intervention	81		
Total		227		
Total Daily Deployed Resources		**673**		**500**

The increased number of officers could enable more proactive policing, allowing for continuous monitoring and quick identification of potential threats. This expansion and focus on foot patrols would deter criminal activities, as the visible and abundant law enforcement presence would discourage misconduct. With more officers dedicated to the transit system, there would be a greater opportunity for community engagement and relationship-building with riders and Metro employees. This increased interaction would improve public trust and confidence in the transit system's safety and provide valuable insights and feedback to further refine security strategies.

Officers would patrol their assigned zones, ride trains, conduct foot patrols at stations, and engage with staff and riders. Additionally, Roving Officers would support TSOs by patrolling rail stations and bus areas. Teams would provide public safety enforcement on foot, assisting ecosystem layers and bus operators alongside TSOs. There would be Roving Officers that would be roving rail stations and provide support to TSOs on buses. This model includes Flex teams. Each Flex team addresses hot spot areas and provides a visible presence at areas where incidents are reported based on data, customer requests, and staff reports of incidents of trouble areas from daily reports. These teams would also support special events and service disruptions as needed.

Service Model 4 involves a phased approach to personnel onboarding over a five-year period, followed by a stabilization phase in the sixth year:

- Year 1: Onboarding begins with 9 personnel, comprising the hiring of the Chief of Public Safety and key leadership personnel, 5 sworn officers, and 4 support staff.
- Year 2: Significant expansion with hiring 417new personnel, including 259 sworn officers and 158 support staff, including 126 crisis intervention/clinicians.
- Year 3: Onboarding 163 personnel, with 152 sworn officers and 11 support staff.
- Year 4: Addition of 184 personnel, comprising 177 sworn officers and 7 support staff.
- Year 5: Final onboarding phase with 178 personnel, including 164 sworn officers and 14 support staff.

Total (5 Years): 951 personnel are onboarded by the end of year 5, maintaining this number into year 6 as the baseline.

						Total 5-YR Implementation	Year 6
Personnel Onboarded	**9**	**417**	**163**	**184**	**178**	**951**	951
Sworn	5	259	152	177	164		
Support Staff	4	158	11	7	14		
	Year 1	**Year 2**	**Year 3**	**Year 4**	**Year 5**		**Year 6**
Labor	$ 1,865,792	$ 58,100,061	$ 87,937,586	$ 114,300,767	$ 151,450,208		$ 152,672,718
Non-Labor	$ 5,989,341	$ 17,637,838	$ 23,300,208	$ 30,397,477	$ 36,760,103		$ 37,656,608
Capital	$ 5,519,625	$ 4,697,975	$ 4,295,228	$ 5,241,797	$ 5,931,731		$ -
Total	**$ 13,374,758**	**$ 80,435,874**	**$ 115,533,022**	**$ 149,940,041**	**$ 194,142,042**	**$ 553,425,736**	**$ 190,329,326**

Additional Resources for Public Safety Layers

PUBLIC SAFETY LAYER	DESCRIPTION	NUMBER OF POSITIONS	TOTAL COST
Community Safety & Wellbeing	Ambassador	200	$16,448,640
Community Safety & Wellbeing	Ambassador Field Supervisor	20	$1,812,512
Prevention & Support	Homeless Outreach Staff (2 MDTs)	10	$1,300,000
	Personnel Total	**230**	**$19,561,152**
Safety Infrastructure Investments	Technology Upgrades for Rail & Bus Safety		$5,000,000
	Total Recommendation		**$24,561,152**

*Personnel Costs are calculated at the fully burdened rate, FY24 dollars.
***Ambassador costs are calculated at the fully burdened contracted rate, FY24 dollars.

The Service Model 4, with the increase in daily deployed sworn personnel and increased layer deployment, is estimated to cost **$214,890,478** per year vs. $194,051,691 (Multi-Agency Contract Cost).

Total Service Model 4 Cost

TCPSD Cost	$190,329,326
Enhanced	$19,561,152
Technology	$5,000,000
Total	**$214,890,478**

Financial Projections

The initial year focuses on foundational expenses, including capital investments in infrastructure and essential non-labor expenditures. The projected start-up costs in year 1 are $13,374,758.

Year 2 reflects a substantial increase in personnel costs due to significant onboarding, accompanied by ongoing non-labor and capital expenses, projected at $80,435,874.

Year 3 shows continued growth in labor costs as additional personnel are hired, with increases in non-labor and capital expenditures of a projected $115,533,022.

Year 4 marks another significant increase in labor costs, reflecting the cumulative impact of previous onboardings. Along with rising non-labor and capital expenses, the projected cost is $149,940,041.

Year 5, The final year of implementation sees the highest expenditures, particularly in labor, as the department reaches full staffing levels projected at $194,142,042.

Financial Projections – Enhanced Layers

Each year of implementation, the Service Model 4 staffing and budget would apply. In addition, 20 percent of the proposed additional resources would be added to the annual budget. At least $1 million annually in Technology Upgrades for Rail & Bus Safety would be budgeted during the implementation, and $5 million every year after.

The figure below highlights the projected costs of the Comprehensive Service Model during the phased Implementation Plan. In year 6, the baseline year of TCPSD, the total cost for the Comprehensive Service model is higher than the current FY24 budgeted amount for the contract law enforcement services. Comparatively, the FY24 budget for the multi-agency law enforcement contracts is $194 million, and this Comprehensive Service Model for the TCPSD at the baseline, year 6, is $211,113,005.

IMPLEMENTATION	ESTIMATED TCPSD BUDGET	PUBLIC SAFETY LAYERS	COSTS
Year 1	$13,374,758	$4,912,230	$18,286,988
Year 2	$80,435,874	$9,824,461	$90,260,335
Year 3	$115,533,022	$14,736,691	$130,269,713
Year 4	$149,940,041	$19,648,922	$169,588,963
Year 5	$194,142,042	$24,561,152	$218,703,194
Year 6*	$190,329,326	$24,561,152	$214,890,478

Summary

The Service Model 4 budget outlines a detailed financial plan for establishing a public safety department with a phased personnel onboarding process and corresponding financial investments over six years. The first five years focus on building the department's capacity, culminating in a fully operational baseline in year six. By then, the annual cost stabilizes at approximately $214 million, ensuring the department is well-resourced to maintain public safety operations. This model emphasizes careful planning and gradual implementation to achieve a sustainable and effective public safety department.

	Annual Hire	Annual Hire	Annual Hire	Annual Hire	Annual Hire	Total Hire	
Sworn	5	259	152	177	164	757	757
Non-Sworn	4	158	11	7	14	194	194
	9	417	163	184	178	**951**	**951**
Total Staff - Sworn	5	264	416	593	757		
Total Staff - Non- Sworn	4	162	173	180	194		

Labor Cost	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**	**Total 5 year Implementation Cost**	**Year 6**
Labor	$ 1,243,861	$ 38,046,707	$ 55,258,390	$ 75,483,845	$ 96,240,138	$ 266,272,942	$ 101,052,145
Benefits	$ 621,931	$ 19,023,354	$ 27,629,195	$ 37,741,922	$ 48,120,069	$ 133,136,471	$ 50,526,073
Field Training Pay	$ -	$ 30,000	$ 50,000	$ 75,000	$ 90,000	$ 245,000	$ 94,500
Overtime	$ -	$ 1,000,000	$ 5,000,000	$ 1,000,000	$ 7,000,000	$ 14,000,000	$ 1,000,000
Total	**$ 1,865,792**	**$ 58,100,061**	**$ 87,937,586**	**$ 114,300,767**	**$ 151,450,208**	**$ 413,654,413**	**$ 152,672,718**

Operations- Non-Labor	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**	**Total 5 year Implementation Cost**	**Year 6**
Officers Uniforms & Equipment	$ 31,500	$ 1,637,950	$ 1,287,600	$ 1,635,100	$ 1,774,450	$ 6,366,600	$ 1,204,550
Police Training Academy	$ -	$ 916,500	$ 851,500	$ 962,000	$ 858,000	$ 3,588,000	$ 324,925
Post Recertification/Continuance	$ 3,750	$ 198,000	$ 312,000	$ 444,750	$ 567,750	$ 1,526,250	$ 567,750
In-House Training Program Costs	$ 150,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 1,350,000	$ 300,000
Recruitment	$ 15,360	$ 795,648	$ 466,944	$ 543,744	$ 503,808	$ 2,325,504.00	$ 125,952.00
						$ -	
Insurance	$ 4,000,000	$ 8,000,000	$ 12,000,000	$ 16,000,000	$ 20,000,000	$ 60,000,000	$ 20,700,000
Workers Compensation	$ 33,335	$ 1,760,088	$ 2,773,472	$ 3,953,531	$ 5,046,919	$ 13,567,345	$ 5,046,919
General Liability	$ 35,630	$ 1,881,264	$ 2,964,416	$ 4,225,718	$ 5,394,382	$ 14,501,410	$ 5,394,382
						$ -	
IT Support of ESOC	$ -	$ -	$ 175,000	$ 140,000	$ 100,000	$ 415,000	$ 100,000
						$ -	
Dept. Administration Costs	$ 500,000	$ 350,000	$ 350,000	$ 350,000	$ 350,000	$ 1,900,000	$ 350,000
Dept. Public Safety Equipment	$ -	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 200,000	$ 50,000
Dept. Annual Dues	$ -	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 800,000	$ 200,000
						$ -	
Professional Services	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 1,000,000	$ 200,000
Contracted Jail Services/Evidence	$ -	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 600,000	$ 150,000
Building Leases (Deployment Sites)	$ 861,431	$ 881,718	$ 902,606	$ 925,964	$ 948,124	$ 4,519,843	$ 970,607
Vehicle Maintenance	$ 158,335.00	$ 316,670	$ 316,670.00	$ 316,670.00	$ 316,670.00	$ 1,425,015	$ 1,425,015
Canine Operations							$ 546,508
Total Cost of Non Labor	**$ 5,989,341**	**$ 17,637,838**	**$ 23,300,208**	**$ 30,397,477**	**$ 36,760,103**	**$ 114,084,967**	**$ 37,656,608.00**

TOTAL OPERATIONS LABOR & NON-LABOR	**$ 7,855,133**	**$ 75,737,899**	**$ 111,237,794**	**$ 144,698,244**	**$ 188,210,311**	**$ 527,739,380**	**$ 190,329,326**

Capital/Start-up Costs						
Support Operations (CAD/AVL/RMS)	$ 4,400,000	$ 1,650,000	$ 1,650,000	$ 1,650,000	$ 1,650,000	$ 11,000,000
Body Cameras	$ 18,500	$ 958,300	$ 562,400	$ 654,900	$ 606,800	$ 2,800,900
Radios	$ 17,500	$ 906,500	$ 532,000	$ 619,500	$ 574,000	$ 2,649,500
MPV	$ 3,625	$ 187,775	$ 110,200	$ 128,325	$ 118,900	$ 548,825
Dept Public Safety Equipment	$ 450,000	$ -	$ -	$ -	$ -	$ 450,000
IT Support of ESOC	$ 250,000	$ 250,000	$ -	$ -	$ -	$ 500,000
Canine Operations & Equipment	$ -	$ -	$ 680,228	$ 1,408,072	$ 2,186,031	$ 4,274,331
Vehicle	$ 350,000	$ 700,000	$ 700,000	$ 700,000	$ 700,000	$ 3,150,000
Storage	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 50,000
Police Personnel Lockers	$ 20,000	$ 35,400	$ 50,400	$ 71,000	$ 86,000	$ 262,800
Total	**$ 5,519,625**	**$ 4,697,975**	**$ 4,295,228**	**$ 5,241,797**	**$ 5,931,731**	**$ 25,686,356**

TOTAL OPERATIONS + CAPITAL	**$ 13,374,758**	**$ 80,435,874**	**$ 115,533,022**	**$ 149,940,041**	**$ 194,142,042**	**$ 553,425,736**

Recommendation

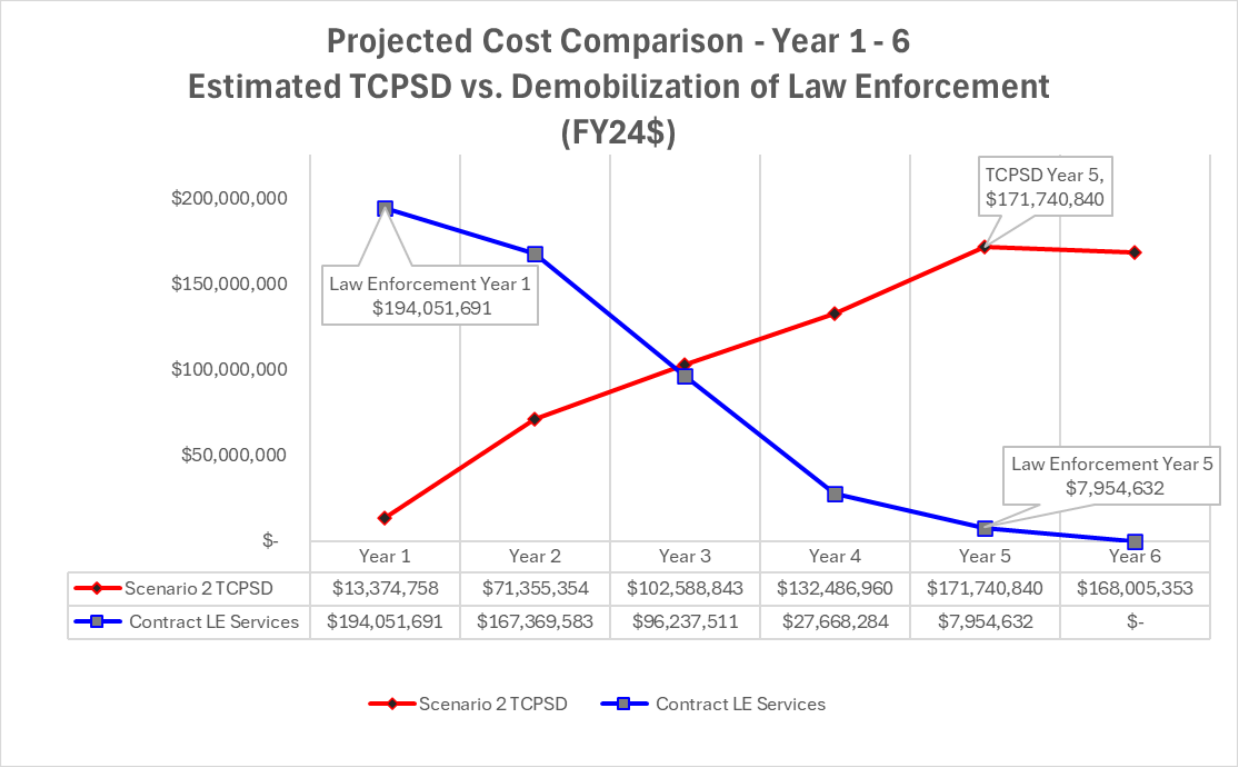
Service Model 2 is strongly recommended for the TCPSD. While traditional law enforcement functions remain essential, this model capitalizes on the estimated cost difference and provides a more integrated level of service. Ensuring public safety entails integrating various response mechanisms, including Transit Ambassadors, Crisis Interventionists/Clinicians and Homeless Outreach. With additional public safety ecosystem layers staff to address safety concerns using care-based strategies and investing in technology and infrastructure improvements, Metro can provide a safer transit environment for riders and employees. To create a genuinely inclusive and effective safety strategy, it is crucial to consider and implement alternative approaches alongside traditional policing. Many safety concerns stem from underlying social issues such as mental health, homelessness, and substance abuse. Deploying trained homeless outreach teams or crisis intervention teams can address these root causes more effectively than traditional law enforcement, providing support and resources to those in need.

By adopting Service Model 2, Metro can expand and enhance alternatives to policing. Integrating these expanded alternatives with traditional policing creates a more nuanced and responsible safety framework that acknowledges and respects all riders' diverse experiences and needs. This holistic approach enhances overall safety, builds trust, reduces fear, and fosters a more inclusive and supportive transit environment for everyone.

Transition Costs

To fully recruit and set up the in-house police force, Metro would need a five-year ramp-up period. During this time, Metro would systematically hire new officers and concurrently reduce the reliance on contract law enforcement services. This phased approach initially allows Metro to maintain current law enforcement contracts while gradually decreasing them each year as the in-house department grows. By year six, the department would be fully established, and the annual costs would reflect a stable operational budget without the added burden of initial capital expenditures. This approach ensures a smooth transition, maintaining public safety and operational efficiency throughout the process and ultimately leading to a more cohesive, responsive, and cost-effective policing model.

As the capacity builds within the in-house TCPSD, Metro would concurrently reduce the budget and scope of services for the multi-jurisdictional contracts. Metro would create a phase-out plan, identifying what resources would be needed to retain and supplement the growth of the in-house transit personnel services.



	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Scenario 2 TCPSD	$13,374,758	$71,355,354	$102,588,843	$132,486,960	$171,740,840	$168,005,353
Contract LE Services	$194,051,691	$167,369,583	$96,237,511	$27,668,284	$7,954,632	$-

Seamless communication and coordination with supplementary law enforcement services would ensure a responsive, adaptive, and accountable TCPSD.

Considering Labor Negotiations & Union Costs

Navigating the labor negotiation process for the new transit police workforce would require a process spanning from six months to a year. Initial dialogues would begin upon Board approval, followed by formal bargaining sessions where proposals are negotiated, leading to agreements on wages, benefits, and working conditions. Once a consensus is reached, a contract would be drafted and ratified, solidifying the employment terms for the transit police team. Labor Relations would lead these negotiations to ensure alignment and budget capacity for certain aspects such as wages, benefits, working conditions, disciplinary procedures, and other terms of employment for Metro TCPSD employees. Existing labor unions could potentially engage in this negotiation process.

Comparing Costs of Transit Agency Models Nationally

To ensure the development of a comprehensive and effective transit public safety plan, Metro utilized peer review and engaged experts from the transit and law enforcement industry. Experts from various transit agencies and the law enforcement industry provided valuable insights and shared best practices, enabling staff to tailor Metro's approach to meet the unique needs of the growing transit system. These collaborations helped Metro identify potential efficiencies, enhance service quality, and establish robust governance structures within the proposed TCPSD.

In comparing other transit agencies' in-house policing models, there is a clear cost-benefit to the additional controls that would be in place. The Washington Metropolitan Area Transit Authority (WMATA) shows a small incremental change between FY22 and FY23. The Metropolitan Atlanta Regional Transportation Authority (MARTA) shows a decrease in costs and a reduction in staff between FY20 and FY23. The in-house approach provides stronger fiscal control mechanisms to control scope creep and cost escalations year over year.

WMATA

METRO TRANSIT POLICE

FY2023 APPROVED BUDGET OPERATING EXPENSE BY YEAR: MTPD						
(Dollars in Thousands)	**2020 Actual**	**2021 Actual**	**2022 Budget**	**2023 Budget**	**$ Change**	**% Change**
Personnel	$59,513	$58,483	$69,362	$68,552	($810)	(1.2%)
Non-Personnel	$8,085	$8,320	$9,480	$10,263	$783	8.3%
Total Cost	**$67,598**	**$66,803**	**$78,842**	**$78,815**	**($28)**	**0.0%**
Authorized Positions	731	704	662	688	26	3.9%

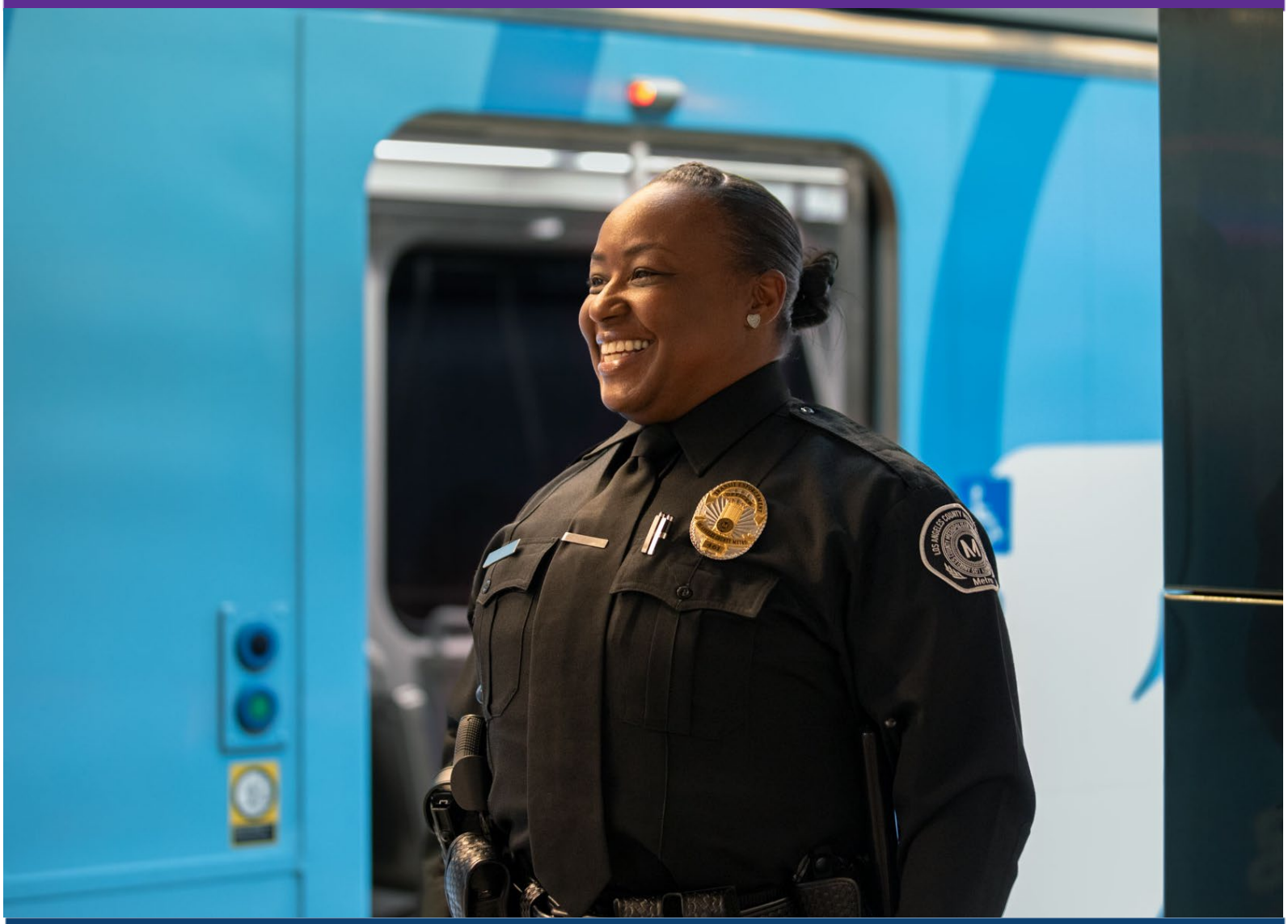
MARTA

CATEGORY OF EXPENSE	FY20 ACTUAL	FY21 ACTUAL	FY22 ACTUAL	FY23 BUDGET	FY23 CHANGE
Labor	$45,172,884	$41,024,224	$37,396,063	$44,373,376	$6,977,313
Non-Labor	$788,883	$465,008	$745,348	$669,742	($75,606)
Gross Operating Total	**$45,961,767**	**$41,489,231**	**$38,141,411**	**$45,043,119**	**$6,901,708**
Allocation	**($4,627,755)**	**($2,617,530)**	**($1,735,066)**	**($7,023,286)**	**($5,288,220)**
Net Operating Expense	**$41,334,011**	**$38,871,701**	**$36,406,345**	**$38,019,833**	**$1,613,488**
Total Headcount	**461**	**438**	**454**	**449**	**-5**

Moving forward, Metro would continue to partner with transit agencies nationally to cost control mechanisms, trends and best practices. Engaging nationally and periodically review progress, ensuring that strategies remain aligned with evolving standards and operational challenges. This ongoing collaboration would help us maintain a high level of safety, efficiency, and fiscal responsibility within the TCPSD.

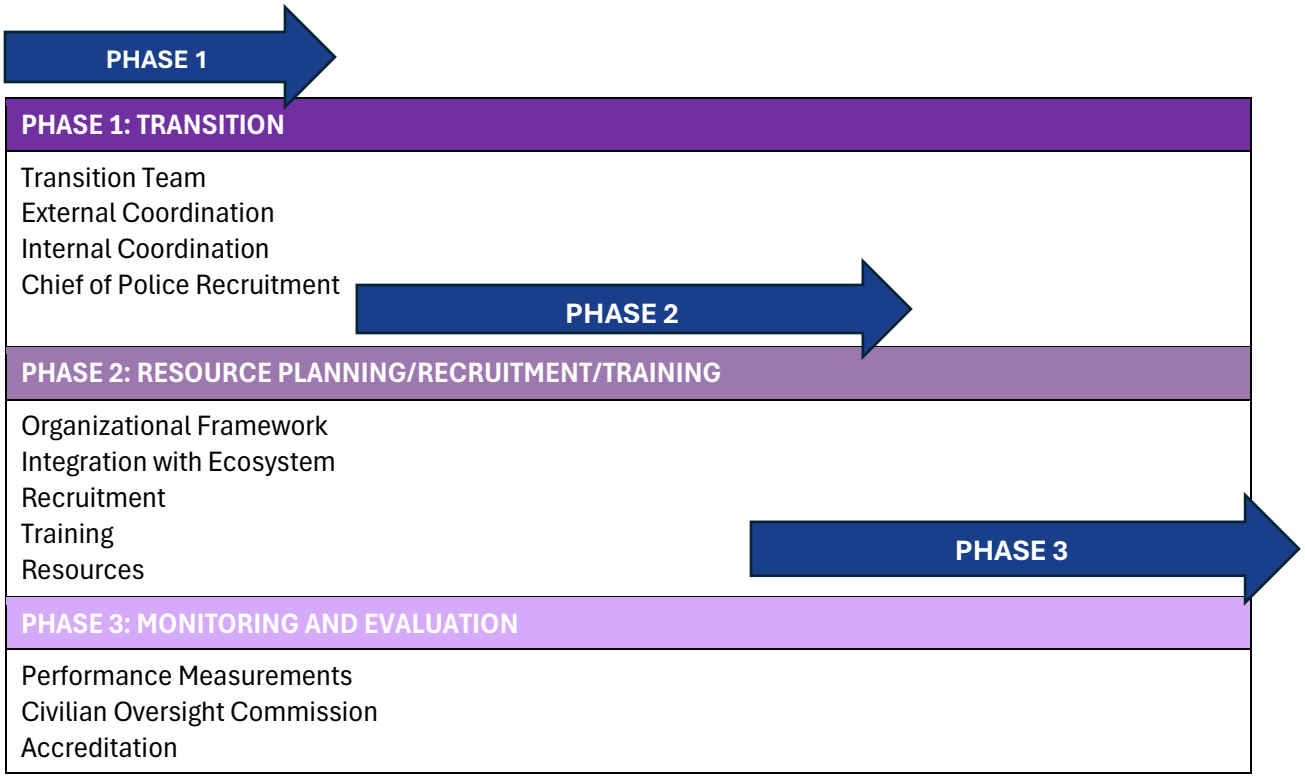
Operational Structure and Roadmap

Section 7



Having established a clear vision of the in-house police department and the principles guiding its creation, this section will detail the specific strategies, structures, and protocols that would define daily operations. The section discusses training programs, inter-agency collaborations, and accountability measures that would ensure the in-house police department operates efficiently and effectively. By laying out this comprehensive operational framework, Metro aims to provide a blueprint for achieving the department's strategic objectives to foster a safer, more responsive, and community-focused Metro system.

There are three phases in the Operational Structure and Roadmap that form the basis for the TCPSD Implementation Plan. The phases are Phase One: transition planning, Phase Two: resource planning and recruitment, and Phase Three: monitoring and evaluation over five years. These phases include an estimated timeline for implementation over five fiscal years after Board approval. With Board approval – phase one can begin as early as July 1, 2024. It is anticipated that with the completion of specific activities during Phase One, the department would move into officer recruitment and training of new personnel during Phase Two. Phase Two would require a substantial timeframe (between years 2 – 5) to fully bring on board the resources needed to operationalize the most effective deployment model. Monitoring and evaluation would be an ongoing process, with overlap as new recruits begin to work on the transit system and operations are underway. The three phases are detailed in the next section, Operational Structure and Roadmap, as a guide for the new TCPSD executive leadership to build a thorough strategic plan, standard operating procedures, and policies.



Phase 1 – Transition Planning

The first step in the implementation plan for transitioning to an in-house model involves the formation of a dedicated Transition Team of subject matter experts. This team would serve as the cornerstone for orchestrating a seamless shift toward the envisioned department, ensuring effective coordination both internally and externally. It would be imperative to engage a consultant with a deep understanding of law enforcement dynamics, encompassing specialized policing such as campus or airport policing, to lead this effort. This team would comprise of members who possess expertise in law enforcement, security, bus and rail transit operations, social services, and change management. Leveraging this external expertise, particularly in multi-jurisdictional coordination, would enable the development of a comprehensive transition plan.

The Transition Team would oversee mutual aid agreements and current contract law enforcement services to mitigate operational gaps during the transition period. Internally, the team would spearhead inter-departmental coordination and facilitate the development of operational policies essential for the department. Of note, all current contract law enforcement agencies have agreed to cooperate with a transition if the Board decides to bring law enforcement services in-house.

External – Multi-Jurisdictional Coordination:

- Collaborate on a transition plan in conjunction with multi-agency contractors.
- Utilize mutual aid agreements to ensure coverage during the transition period as new officers are recruited and onboarded.
- Strategically reduce contract law enforcement services as the department expands.
- Establish contracts for specialized services and units such as K-9 teams.
- Address the needs and management of detention facilities.
- Create the framework for community engagement and public stakeholder process (Implement Communications Plan)

Internal – Inter-departmental Coordination and TCPSD Development with the new Police Chief:

- Foster inter-departmental coordination and cooperation under the leadership of the selected Police Chief.
- Hire leadership and administrative support team.
- Develop operational policies and standard operating procedures for the department.

Mutual Aid and Cooperation with Other Law Enforcement Agencies (MOUs)

California's Mutual Aid Law outlines responsibilities for mutual aid. Surrounding law enforcement agencies are required to respond to local emergencies and calls for service, and response agencies are required to assist at the direction of the requesting agency's Chief of Police. When mutual aid is requested, support must be sustained for the duration of the event or incident. Conversely, the new TCPSD must be prepared to offer other equivalent assistance to other agencies. Cal. Code Regs. Tit. 19, § 2415 - Mutual Aid of Article 4. Standardized Emergency Management System

Beyond Mutual Aid obligations, desirable collaborations with other law enforcement agencies and the Los Angeles County Police Chiefs Association in the form of memorandums of understanding to govern emergency response, specialized services, cooperative training (tabletop and full-scale exercises), and to establish clear response plans to emergencies, calls for service, and large scaled events would be created in partnership with law enforcement agencies in the region.

Sustaining Operations and Deployment

The need to sustain patrol coverage with the existing law enforcement contractors is key throughout the implementation of the future TCPSD. Existing contracts with law enforcement agencies would remain in place, and a phased transition of incoming TCPSD officers would occur alongside the existing law enforcement deployment to ensure adequate service levels are sustained and that there are no gaps in deployment coverages. Clear deployment plans with daily deployment operations, timelines, and service level agreements would be drafted and evaluated weekly and updated as needed.

Detention Facilities

TCPSD would utilize existing detention facilities, jails, and arrest processing centers from partnering agencies to process arrestees, detain prisoners awaiting arraignments, and holdings for warrants, processing holds, and all detentions. A review of costs and memorandums of understanding would be negotiated with each agency to ensure that California detention standards are met while aligning any requirements with future accreditation requirements and Metro policies.

Specializations

There are specialized functional areas that TCPSD would explore for interagency collaboration agreements where mission-critical functions would need to be performed from the inception of the department. TCPSD would explore contractual agreements for criminal investigations, K-9, tactical response units, processing and detention of individuals, and other specialized areas that Metro would not be able to perform initially. Sustainment of these types of functions throughout the implementation period is essential for a seamless deployment.

- For Metro, it would be ideal for sustaining investigations where detectives, forensic processing, investigative units, canine, explosives detections, emergency services units, and other areas where multiple years of training and experience are required for expertise at a reasonable cost to the agencies providing these services.
- The TCPSD would benefit from sustaining the use of these specializations during the five-year implementation period since these are critical functional areas where continued support is needed to sustain investigative operations.
- Metro would conduct professional development and training to create specialized units internally while transitioning services from partnering agencies until such a time that Metro can fully and independently complete these functions in-house.

Executive Recruitment

A pivotal first hire during this phase would be the Chief of Police, who must be POST-certified. This leadership position would set the stage for subsequent efforts to recruit officers and public safety department personnel. Metro intends to use a recruiter who specializes in Public Safety leadership positions.

Engaging Metro's customers and employees in the recruitment of a new Chief is vital to ensure the selection resonates with the transit community's expectations. The recruitment process would be widely publicized across multiple channels, ensuring broad awareness and participation. This would include various communication platforms such as local media, social media, and community meetings, focusing on transparency and inclusiveness. Recognizing that some community groups are often underrepresented, targeted outreach efforts would be included to ensure all voices are heard. These groups may include people of color, non-English speakers, and riders of all economic levels. Metro would host an event such as "Meet the Candidates" that would help foster direct interactions between the transit community and candidates. The CEO would incorporate this feedback into the final hiring decision.

The ideal candidate for the position of Transit Police Chief should embody visionary leadership, accessibility, and a commitment to collaboration within a diverse transit community. They should demonstrate experience in implementing innovative strategies for transit safety through positive engagement and partnerships and maintaining frequent communication with various stakeholders. The candidate should also possess extensive experience as a public safety executive, showcasing creativity, collaboration, and solution-oriented leadership skills. They would need a deep understanding of the complexities of a transit environment, particularly within the culturally diverse County of Los Angeles, and possess a commitment to active community engagement.

Furthermore, the candidate should not only value principles of diversity, equity, and inclusion but also demonstrate a dedication to translating these principles into tangible results through values-based decision-making.

Metro's Authority

There are no statutory changes required, specifically in CPUC code section 30504 which details provisions related to Metro's authority to maintain a specific law enforcement unit within the agency.

Phase 2 – Organizational Framework

Functional Organizational Chart

To establish a robust and efficient in-house transit policing model, a well-structured organizational chart and a detailed position allocation list are essential. The organizational chart outlines the hierarchy and reporting relationships within the Transit Community Public Safety Department (TCPSD), ensuring clarity in roles and responsibilities. The position allocation list details the specific positions required, their functions, and the distribution of personnel across different areas of the transit system.

The organizational chart for the TCPSD is designed to optimize operational efficiency and ensure effective management of resources. It also takes into account the distinct functional areas – allowing for Operations and Administration functions to integrate and also maintain governance over their respective units. The TCPSD would contain strategic, operational units under the oversight of the Chief of Police – Internal Affairs, Financial, Administration, and Operations.

The Administration function of the department would encompass several key areas essential for efficient and effective public safety operations. It fosters positive community relationships, manages emergency and non-emergency communications, maintains accurate records and property storage, and ensures officers are well-equipped. Additionally, it develops policies and certifications to uphold high standards, conducts thorough investigations supported by specialized units, and oversees personnel recruitment, training, and professional development.

The Community Engagement Unit is a pivotal part of the TCPSD administration function. This unit would employ social work principles to ensure that interactions with the public are conducted with empathy, respect, and a focus on positive outcomes. A key component of this unit is Crisis Intervention. The Crisis Intervention unit would address mental health crises and other urgent social issues within the transit system. Staffed with specialists trained in social work and mental health care, the group would be equipped to de-escalate situations and provide appropriate support. They would operate on core social work principles such as empathy, empowerment, and respect for individual dignity, aiming to understand the root causes of distress and work towards holistic solutions. Crisis Intervention Specialists would be partnered with TCSPD to ensure that when someone on the transit system shows signs of distress, the response is immediate, appropriate, and care-based. They would also be trained to provide resources and referrals to social

services and Metro's homeless outreach teams, helping to address underlying issues such as homelessness, addiction, and mental health challenges.

Another vital aspect of the Community Engagement Unit is Community Outreach. The Community Outreach team would work to establish and maintain positive relationships with transit riders and the broader community. They would conduct regular outreach activities, educational programs, and public safety campaigns to raise awareness and build trust. This unit would engage with community members through various initiatives, including workshops, forums, and direct interactions, to understand their concerns and work collaboratively towards solutions.

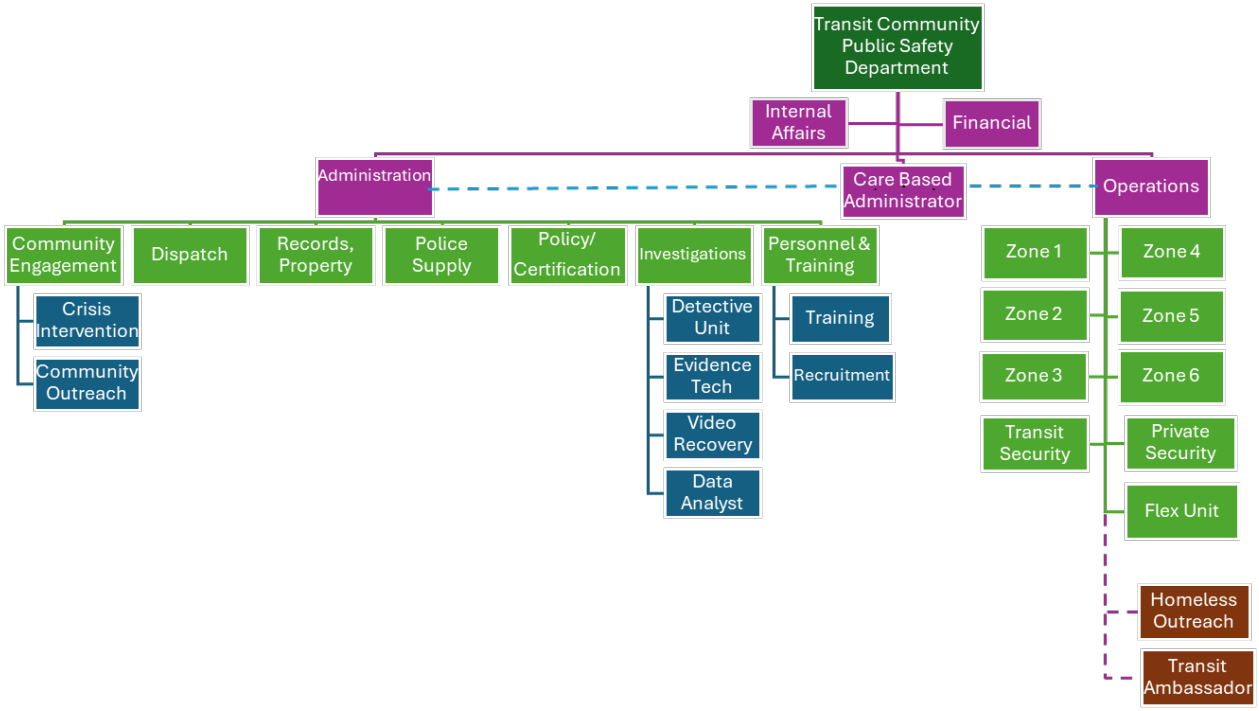
By integrating these specialized roles within the Community Engagement Unit, the TCPSD ensures a comprehensive approach to public safety that prioritizes care, compassion, and community collaboration. This holistic strategy not only addresses immediate safety concerns but also fosters long-term positive relationships.

The operations function within the TCPSD is structured to ensure comprehensive oversight and effective management of public safety across the transit system. The system is divided into six zones (Zones 1 to 6), each responsible for localized security and safety operations. This zone approach allows for focused attention on specific areas, ensuring that incidents are promptly addressed and that there is a continuous visible security presence.

Metro Transit Security would oversee code of conduct enforcement, open/close stations, bus and train riding, and revenue collection. conducting regular patrols and managing incidents to ensure passenger safety. Complementing this, Contract Security provides additional personnel and resources, enhancing overall security through supplementary patrols and coordinated efforts with the Transit Security unit. The Flex Unit adds further versatility, being ready for rapid deployment to any zone area requiring increased police intervention, thus addressing dynamic and emergency issues swiftly.

Supporting these operational efforts are the Homeless Outreach and Transit Ambassador units. These functions are not housed within the TCPSD, however; they will work closely and seamlessly communicate in the field, share data and best practices to address issues. The Homeless Outreach team addresses the needs of homeless individuals within the transit system, connecting them with necessary services and reducing their impact on the transit environment. The Transit Ambassador unit focuses on customer service and community relations, assisting passengers with information and support, and fostering positive relationships with the public.

Functional Organizational Chart



The department includes the following key positions and their hierarchical relationships:

- **Chief of Police:** Leads the TCPSD, oversees all operations, and reports directly to the Metro CEO.
- **Deputy Chief of Police:** Assists the Chief in managing the department and supervises key divisions.
- **Care-Based Administrator:** Manages Crisis Interventionists/Clinicians and coordinates all care-based resources.
- **Captains:** Manages specific divisions, zones or major operational areas within the TCPSD.
- **Lieutenants:** Oversee daily operations, supervise field-based staff, including Sergeants and officers, and ensure compliance with policies.
- **Detectives:** Conduct criminal investigations and collaborate with other law enforcement agencies.
- **Internal Affairs:** Handle internal investigations and ensure accountability within the department.
- **Sergeants:** Supervise field officers and ensure effective implementation of policing strategies.
- **Senior Transit Public Safety Officers (Sr. TPSO):** Provide experienced oversight and support to Transit Public Safety Officers.

- **Transit Public Safety Officers (TPSO):** Conduct patrols, engage with the community, respond to incidents, and enforce transit rules and regulations.
- **Field Training Officers (FTO):** Provide training and mentorship to new officers.

The position allocation list specifies the number of personnel and their distribution within the TPSD, ensuring adequate coverage and specialized support:

SERVICE MODEL 2 ENHANCED - TCPSD PERSONNEL ALLOCATION - 826			
POSITION TITLE	**NO.**	**POSITION TITLE**	**NO.**
Chief of Police	1	Care-Based Administrator	1
Assistant Chief	2	Administration & Records Staff	15
Captain	3	Public Information Officer	2
Lieutenant	16	Data/Crime Analyst	11
Detective	10	Management Analyst/PM	10
Internal Affairs	4	Recruiter	4
Sergeant (pool)	74	Equipment & Property Control Staff	11
Sr. Transit Public Safety Officer (pool)	86	Crisis Interventionists/Clinicians	126
Transit Public Safety Officer (pool)	400	Community Liaison	6
Field Training Officer (pool)	36	Dispatch	8
Total Sworn Positions	632	Total Support Positions	194

Recruitment & Staffing

The Chief People Office (CPO) assigned to recruit for the TCPSD would play a crucial role during both the initiation phase and throughout the establishment of the department. While the current human resources team can facilitate the initial hiring of executive and administrative personnel, it is recommended that a dedicated human resources unit be assigned within the TCPSD. Each year, beginning year 2, Metro would recruit at least 25% of the sworn workforce. This would allow for a fully staffed department, as projected, by year 5. This dedicated unit would focus on supporting hiring, retention, and overall human resource needs, particularly assisting candidates in navigating the application process, especially regarding specialized requirements for law enforcement positions. This unit would also prioritize recruiting diverse populations and setting goals and strategies for engaging women and people of color in positions from entry-level to leadership roles. The TCPSD organizational structure also includes a personnel recruitment functional unit, with staff assigned to work closely with CPO as this phase continues beyond year 2.

Having a public safety infrastructure on the transit system that supports the diverse backgrounds and needs of riders is important; and that starts with each individual hire before they are deployed on the system. Specific hiring goals would be defined by quarter to identify the number of people hired and what training programs they would be expected to complete for entry, supervisory, and specialty positions. The goal would be to have the entire department personnel on-board by the end of year 5.

The law enforcement profession is in a recruitment crisis, which has resulted in law enforcement agencies competing to attract, recruit, and retain personnel from the same small pool of potential police candidates. This may not be a barrier to Metro's ability to stand up the TCPSD. Metro's research on transit recruiting found that agencies nationwide have not reported challenges with finding recruits. The New York MTA, for example, recently had over 11,000 transit police applicants and has hired over 300 new officers over the past two calendar years. During the past three years, the New York MTA has recruited and hired over 500 new officers. Furthermore, even mid-sized transit agencies such as Houston Metro, Denver RTD, and Greater Cleveland are at full staff.

Recruitment Strategies

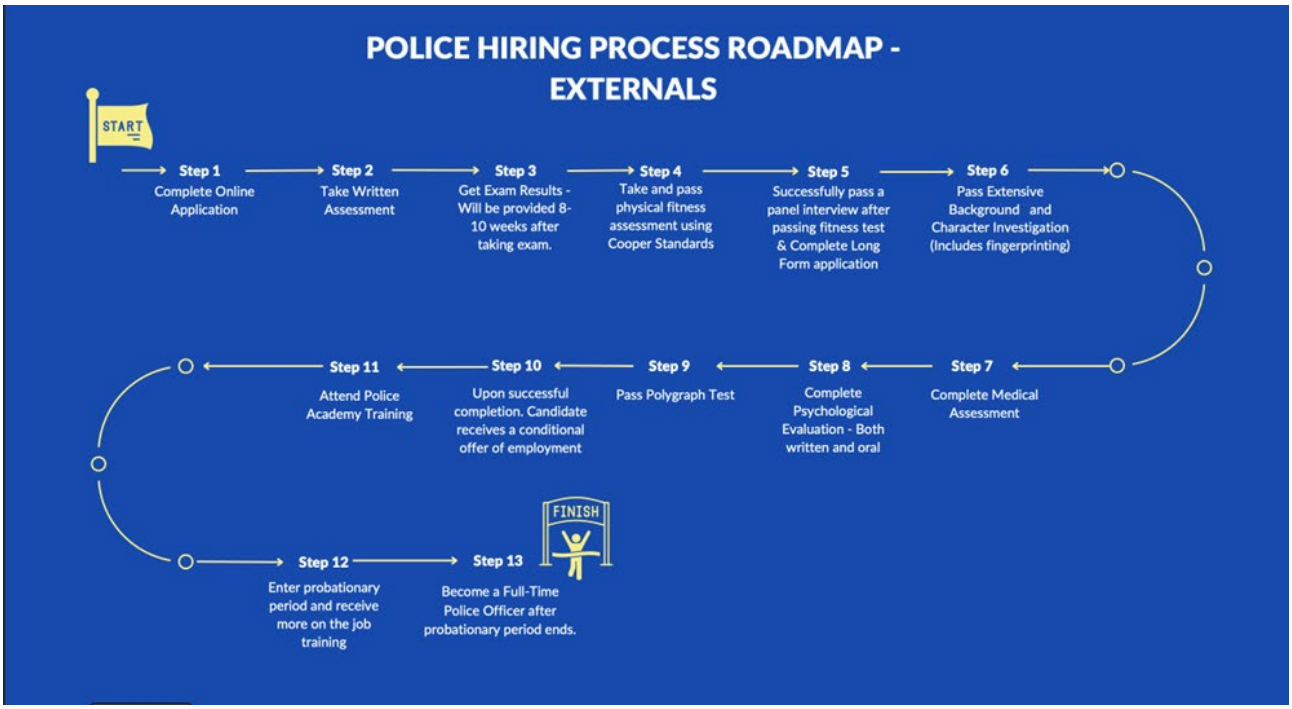
Establishing the TCPSD requires a thoughtful approach to recruiting and hiring personnel, including officers. Metro would implement various innovative recruitment strategies for the positions. It would be paramount for recruitment strategies to include communicating clear expectations for the roles. Human resources and training staff would make concerted efforts to infuse the culture of the agency and the new public safety culture of service and people first into each recruitment effort.

Candidates may be recruited from cadet programs, internships at colleges and universities, part-time employees/work-study programs, career fairs at Hispanic-serving and HBCU institutions, educational conferences and social events, and similar events where potential candidates can receive information about employment opportunities.

Recruiting women and candidates of color is challenging for law enforcement agencies nationwide. Metro would work to create a targeted program that has goals for recruitment and retention of women-identifying officers and people of color. Hiring fairs that prioritize jobs for women and people of color would be identified and accessed as networks for the future workforce. During Phase One – Metro can develop and establish "MetroEmpowersHer: Join Metro's Strong Women in Uniform" or "SheProtects: Metro's Women in Transit Public Safety," recruitment campaigns aimed at bringing women into the TCPSD frontline. The department should have specific targets for recruiting, hiring, and supporting women in these roles.

Diversity and inclusion are emphasized in recruitment efforts to ensure that the TCPSD mirrors the demographics of the community it serves. Partnerships with organizations like the National Association of Women Law Enforcement Executives (NAWLEE), International Association of Chiefs of Police (IACP), and National Organization of Black Law

Enforcement Executives (NOBLE), alongside engagement with local community and civic groups further strengthen Metro's recruitment outreach.



In order to optimize the recruitment process and manage costs effectively, the new recruitment strategy for TCPSD would budget for four dedicated recruiters and allocate $3,100 per officer in recruitment costs. This strategic investment ensures that Metro has the necessary resources to attract, evaluate, and onboard. Additionally, Metro would leverage the resources within our Chief People office to streamline operations and enhance the efficiency of the recruitment efforts. This approach not only aligns with Metro's commitment to fiscal responsibility but also supports the goal of maintaining a robust and capable law enforcement department.

Opportunity for Internal Metro Staff Transfers & External Lateral Recruitment Efforts

Metro personnel who are already familiar with the transit environment and operations would have the opportunity to transition to law enforcement roles within the new department. Metro would provide specialized training and support to facilitate the transition of internal staff to law enforcement positions, ensuring they are equipped with the necessary skills and knowledge to serve effectively. There would also be recruitment efforts for existing law enforcement officers/personnel seeking lateral transfers into the TCPSD. (See Appendix C: Hiring Roadmaps - Internal, Lateral)

Additional Recruitment Strategies

Metro's recruitment strategies for sworn law enforcement positions are comprehensive and innovative, aiming to attract diverse and qualified candidates. To reach a wide audience, job openings are advertised extensively across various channels, including online job boards, social media platforms like Instagram, Facebook, YouTube, and X, as well as local newspapers and community organizations. The agency would leverage digital media with regularly updated videos and communication messages to showcase the benefits of joining Metro's new Transit Community Public Safety Department.

A strong marketing campaign and media strategies would be employed, utilizing Metro's resources, such as advertisements on buses, trains, and stations, to create visibility and interest among potential candidates. Collaborations with local colleges and universities target recent graduates with degrees in criminal justice or related fields, while partnerships with military transition programs attract veterans with relevant experience and skills.

The agency actively participates in job fairs and recruitment events throughout the County to attract candidates from diverse backgrounds and would continue to do so for the TCPSD specifically. Additionally, a mentoring and career support program is offered to newly hired candidates, providing guidance and assistance in navigating the challenges inherent in law enforcement work. An internal Police Explorer program would be established to cultivate a pipeline for future public safety officers within the organization.

Metro's dedicated Recruitment Page on Metro.net can provide detailed information about the competitive hiring strategy, including sign-on bonuses, salary ranges, promotional opportunities, benefits, retirement plans, and additional benefits such as training, education support, and unique perks like childcare and transportation passes. These comprehensive recruitment strategies reflect Metro's commitment to building a skilled, inclusive, and community-focused law enforcement team.

California State Minimum Selection Standards

The minimum peace officer selection standards are outlined in Government Code Sections 1029, 1031, and 1031.4. Every California peace officer must be:

- Free from any disqualifications for employment, including felony convictions (GC 1029)
- Legally authorized to work in the United States by federal law.
- At least 21 years of age for specified peace officers (GC 1031.4)
- Fingerprinted for purposes of search of local, state, and national fingerprint files to disclose any criminal record.
- Of good moral character, as determined by a thorough background investigation.
- A high school graduate passes the General Education Development test or other high school equivalency test approved by California Department of Education or

has attained a two-year, four-year, or advanced degree from an accredited or approved institution.
- Found to be free from any physical, emotional, or mental condition, including bias against race or ethnicity, gender, nationality, religion, disability, or sexual orientation, which might adversely affect the exercise of the powers of a peace officer. *https://post.ca.gov/Peace-Officer-Candidate-Selection-Standards*

Planning for the Transition and Supplementary Services

The transition from the multi-jurisdictional law enforcement model to the new TCPSD model would begin in Year 1 with meticulous transition planning. In support of the Implementation Plan, a dedicated team would be assembled to outline a phased roadmap for the transition. Simultaneously, recruitment efforts would be initiated to fill critical leadership positions within the new department, including the appointment of a Chief of Police and essential command staff members. This groundwork would set the stage for the comprehensive transformation ahead.

By Year 2, the core personnel recruitment drive would be in full swing. The department would actively seek out experienced law enforcement professionals skilled in community policing, transit safety, and public engagement. Collaborative efforts with external law enforcement agencies would ensure a seamless transition period, maintaining continuity of services while the new department takes shape. Metro aims to recruit, train, and hire at least 20 percent of the proposed workforce each year of implementation, beginning year 2, a total of 100 percent by the end of year 5. Protocols would be established for collaborating with external law enforcement agencies, ensuring that supplementary services can seamlessly integrate with the new department's operations when needed. As Years 3 - 4 unfold, the department's capabilities would expand further. Finally, in Year 5, the vision of a fully operational Transit Community Public Safety Department would become a reality. The phased transition from multi-agency contracts to an in-house department would be completed.

Training With a Transit Purpose

In California, the Peace Officer Standards Training (POST) lays the foundation for law enforcement officers' basic skills and knowledge. However, transit-specific training is crucial for a new public safety department operating within the transit environment. Currently, under the existing multi-agency law enforcement model, each law enforcement officer is required to complete before reporting for patrol on Metro the Rail Safety Training and a training 4 hour in "Transit Policing" that is only taken once and does not require renewal. The Rail Safety training is a 4-hour certification course that is designed to provide a basic level of personal safety to navigate the Metro transit system safely. This training/certification requires renewal every two years.

TCPSD would require all new recruits and personnel to undergo extensive and intensive transit-specific field-based training prior to attending the academy and regular re-certification. Transit-specific training familiarizes officers with the unique dynamics of public transportation systems.

Given the high level of public interaction in transit policing, officers would undergo training in customer service principles, effective communication with diverse populations, and foster positive relationships with transit riders and Metro employees. This includes addressing passenger inquiries, helping vulnerable populations, and promoting a safe and welcoming transit environment. Transit environments pose unique challenges in de-escalating conflicts and managing disruptive behavior due to the confined spaces of buses, trains, or stations. Specialized transit training provides officers with tailored de-escalation tactics for these situations, emphasizing communication skills and conflict resolution strategies,

Transit police officers must be prepared to handle emergencies such as medical incidents, security threats, or natural disasters within transit facilities or vehicles. Training covers rail safety and grade crossing awareness, emergency response protocols, evacuation procedures, first aid/CPR techniques, and coordination with emergency services and transit personnel.

Transit officers often collaborate with transit agencies, local law enforcement, emergency responders, and Metro front-line personnel. Training emphasizes the importance of interagency cooperation, joint operations, information sharing, and coordinated responses to incidents or emergencies affecting transit operations. Training performed in collaboration with ecosystem agencies, for example, would assist in facilitating hips through daily operational strategies and refining processes. Similarly, training with Metro staff, law enforcement, and other stakeholders would help to improve responses, identify gaps, and assist leaders with recognizing areas of expertise and agency needs.

Staff would collaborate with training academies and educational institutions to develop courses and training modules specific to transit policing, ensuring a pipeline of well-trained recruits which would be different from traditional trainees. Appendix D features the current list of POST required training and a recommended list of transit-specific training modules that would be created or adapted to Metro's public safety needs. Some of the training courses are described below.

Transit-Specific Field Training

Best practices derived from NY MTA, BART, Vancouver, CA, Metro Transit, and Denver RTD require transit police to be prepared for the unique situations presented within the transit environment. Specialized transit-specific field training (4 weeks) prior to enrollment in the police academy is required. Some agencies require additional training every year as refresher training. Metro has also previously developed and implemented field-based

training for Homeless Outreach and Transit Ambassador staff. Metro would implement a similar Transit-Specific Field Training Program for all new officers.

Pre-service field-based training would offer hands-on experience in transit-specific scenarios, helping officers develop practical skills in providing customer service, responding to transit emergencies, collaboration, and de-escalation. During the training curriculum and practical experience, personnel would experience hands-on specific challenges and dynamics of transit environments, such as dealing with the diverse ridership and navigating the Metro bus and rail system. This field training also fosters teamwork and collaboration among officers as they learn to coordinate responses and support each layer of the public safety ecosystem in dynamic situations. This training would also improve accountability and ownership – creating a personal connection and investment in the transit environment and supporting the Metro people-first culture. This field-based training would also effectively create an early mechanism for identifying personnel that are not the right fit for the agency or not in alignment with the Board's adopted Public Safety Vision and Goals.

Recommendations for Transit-Specific Training Curriculum

TCPSD proposes to create a formal transit-specific training curriculum that includes extensive field-based experience to infuse a people-first and transit first culture into new recruits. This transit-specific and field-based training would be essential to professionalize the workforce and create cohesiveness amongst ecosystem partners, developing a workforce culture that is aligned with the needs and expectations of Metro. This formal curriculum would culminate in 12 weeks of transit specific field-based training that would follow successful completion of the POST academy training. New recruits would have to pass each element of the transit specific field-based training to move forward to a full-time patrol assignment on Metro.

The transit-specific training complements POST by providing officers with the specialized knowledge, skills, and strategies necessary to effectively police the public transportation system. This training ensures that officers are well-prepared to handle the unique challenges, responsibilities, and scenarios encountered in the dynamic and diverse transit environment. The content of this additional transit-specific training would be adapted into a refresher training, at least every year, providing opportunities to reinforce the culture and standards of Metro.

Customer Experience Training

To re-imagine policing in a transit environment, officers must be trained to core values such as *serving first* and emphasizing behavioral standards of empathy. Impressing a customer service perspective where respect, communication, and courtesy are paramount. Onboarding officers with the perspective that their role is to provide a service to the ridership would help build a well-aligned public safety department that reflects the values of Metro.

Culture Alignment Training

Incorporate training sessions specifically focused on the department's culture, values, and goals. This training would help officers understand the core values and behaviors expected of them, as well as how these align with the department's mission and vision. By clearly articulating the desired culture and its importance, Officers would gain a deeper understanding of how their actions contribute to the overall success of the department.

Community Oriented Policing & Problem-Solving Training

Community Oriented Policing & Problem-Solving training is a community-based law enforcement approach that recognizes that community involvement is critical to successfully addressing crime, social, and quality of life issues, such as recognizing mental health issues and interfacing with vulnerable populations.

Crisis Intervention Training (CIT)

This program creates connections between law enforcement, mental health providers, hospital emergency services, and individuals with mental illness and their families. Law enforcement personnel receiving this training become better informed and prepared to engage with persons coping with mental illness issues.

The training includes a best practices approach to address the needs of persons safely and effectively in crisis. Crisis communication is the foundation of this program, and law enforcement personnel learn skills to de-escalate crises realistically. Trainees are taught how to affect behavioral change through active listening, developing empathy and rapport, and influencing the person in crisis. The program is four days long and is team-taught by tenured law enforcement instructors and licensed mental health clinicians.

National Alliance on Mental Illness (NAMI)[2] shares that recent research has reported that CIT is associated with improved officer attitude and knowledge about mental illness. They are more confident in how to engage and help. This has led to a reduction in arrests of people with mental illness while rendering the aid or services the individual needs[3]. Understanding how to manage incidents involving those experiencing mental health issues shortens the amount of time Law enforcement spends on these types of calls and allows them to focus on system crime deterrence.

Integrated Communications Assessment and Tactics (ICAT)

The inclusion of Reality Base Training (RBT) is essential in training law enforcement personnel. Pioneered with the Dallas Police Department, Scenario-Based Training (SBT) or Reality Based Training (RBT) *"places the student into a setting that simulates a real-life encounter to test his/her ability to respond to an incident while acting within the law and departmental policy."* One of the benefits of RBT is that it allows students to experience various situations under stress, so they understand how they would react to the problem. Experiencing the stress before they reach the system and experiencing it for real is enlightening to the students and helps them understand how they may need to adjust. In Denver, for the RTD Police, officers and personnel are trained in basic train operation and

are provided the ability to ride along with Operators to better understand the complexities of their job. Having direct training on vehicles and understanding the needs of employees would help improve coordination during an emergency.

Rail Safety Training & FTA Transit Safety Training

Certification in Rail Safety would continue to be a requirement for TCPSD personnel. Understanding how to travel and work safely in the transit environment serves to protect not only the public but also fellow transit employees. Opportunities exist to further train sworn law enforcement members in FTA-sponsored training courses. These courses raise awareness for the prevention and response to workplace violence that may occur in the system against transit employees. Attending the same courses that are taught to line personnel helps provide insight and understanding when responding to a transit employee who has been victimized by violence. The training curriculum would include FTA Courses available via the National Transit Institute include Violence in the Transit Workplace – Prevention, Response and Recovery, Assault Awareness and Prevention for Transit Operators, Identifying Human Trafficking, and Transit-Terrorism Awareness.

Recognizing the need to identify, fund, and support training based on Metro riders' and employees' evolving safety needs is of great importance. Most law enforcement agencies are very good at this; remaining committed to that end becomes challenging. Prioritizing training is a challenge that competes with the needs of service in most organizations. A report by the LA Times highlighted that as recently as 2022, an audit indicated that LASD was not meeting the training requirements[5]. Emphasizing and remaining resolved to maintain training requirements is a good first step in distinguishing a new law enforcement department. TCPSD would establish a division that oversees and monitors the continuous training for all members serving in a public safety role.

Pension & Benefits

The current implementation plan includes estimated labor costs that are fully burdened to incorporate base salaries + benefits and pension. These costs include escalations for cost of living and factor in the rate of hiring, year over year. Phase Two of the implementation plan would require a detailed analysis of pension and benefit plans for public safety employees in the new Transit Community Public Safety Department (TCPSD), sworn and non-sworn. There are several key factors to examine to ensure the plans are competitive, sustainable, and supportive of the new workforce's needs. At this time – the pension and benefits liability for Metro as an agency are to be determined, based on specifics contained within the retirement plan for new safety employees. Benefits packages that exist today for represented and non-represented employees serve as the basis for determining the burdened rate in the financial cost estimates for the new TCPSD. To move forward with recruiting any new staff for the department, Metro's Chief People Office (CPO) Pension & Benefits team would need to seek approval for a new California Public Employees Retirement System (CalPERS) pension plan for sworn law enforcement staff.

Initial analysis of other public agencies statewide reveals that CalPERS provides a specific pension plan for safety employees. Currently, Metro does not have an active safety pension plan or employees who would qualify for such a plan. The retirement provisions for safety plans are distinct from Metro's existing pension plans for active employees and retirees under the Public Transportation Services Corporation (PTSC). Therefore, Metro's plan would need a new safety category added to specifically cover the sworn law enforcement personnel within TCPSD.

There are inherent advantages to offering competitive pension plans to safety/law enforcement personnel to increase the possibility for staff who are POST-certified to join TCPSD as transfers. California Public Employees' Pension Reform Act (PEPRA) policies require new employees to contribute a specific percentage to their retirement funds, this would not apply to public employees who are a member of CalPERS prior to January 2013 or at a reciprocal agency (i.e.. other local jurisdictions). These transfer members would be considered "Classic" members. Any new public employees hired after January 2013 are subject to PEPRA Membership. At Metro, Classic members do not contribute to CalPERS; all contributions are made by the employer (PTSC), and the existing Plan formula is 2% at age 60. Members under PEPRA currently make contributions of 8% of their salary, and their Plan formula is 2% at age 62. Any new safety plan would require new formula contributions to be assessed in a valuation report by CalPERS prior to implementation. The current benefit formula for Safety Plan participants are: 2% at 57, 2.5% at 57 and 2.7% at 57. The employer will have to determine the best formula option for the new personnel. There are minor fees associated with requesting valuation reports, and a 60-day review period. This valuation report outlines the potential fiscal impact of a pension plan and its workforce on the agency.

Infrastructure Resources and Technology Updates for Coordinated Communication

Currently, Metro's System Security and Law Enforcement coordinates emergency response and dispatch for incidents on the Metro bus and rail system at the Security Operations Center (SOC). This is a 24/7 operation that is staffed by Metro Security Personnel trained in dispatching the appropriate level of response for each call that comes into the SOC. The SOC is accessible by phone and via the Transit Watch App. To support an In-House TCPSD, the SOC would need to be upgraded to incorporate new technology that would provide the dispatch and geo-location capabilities for all law enforcement and security personnel to be assigned to respond to various incidents systemwide.

In Year 1 of the Phased Implementation Plan - Metro's Emergency Security Operations Center (ESOC) has been identified as the preliminary location to host this dispatch function. The building will begin operations in the winter 2024, marking a significant enhancement in the agency's routine and regional response capabilities. This state-of-the-art facility will foster improved coordination and collaboration among Metro public safety resources, law enforcement, and local, state, and federal partners. With a unified

command infrastructure as a daily practice, the ESOC will consist of two main components: the Emergency Operations Center (EOC) and the Security Operations Center (SOC). The ESOC will be the centralized command center that is activated 24/7 to serve the Metro system in one dedicated location.

The SOC will serve as a 24/7 intelligence hub and transit public safety integrated communications center, supporting the Bus & Rail Operations Centers, security management, and incident control. Operating on a 24/7 basis, the SOC will maintain constant surveillance and preparedness for incidents, employing a multi-layer unified virtual command structure to oversee operations and ensure seamless communication and action. This facility will coordinate resource allocation, and track trends and response times for responding to incidents reported by patrons and employees.

The Support Operations/Technology Upgrades include the procurement and implementation of Computer Aided Dispatch (CAD), Automated Vehicle Location (AVL), Records Management Software (RMS) technology. This technology will increase coordination between dispatch, command, and TCPSD personnel and will extend to the daily security and law enforcement staff on the Metro system, ensuring that all activities are aligned and effectively managed.

Dispatchers will handle calls for service and deploy the necessary resources, while dispatch administrators will manage administrative tasks such as processing warrants, video requests, and communication with internal and external agencies. Supervisors will oversee the day-to-day operations and personnel, ensuring the smooth and efficient functioning of the SOC.

The comprehensive planning and strategic deployment of resources underscore Metro's commitment to maintaining the highest safety and service standards.

IT Costs for Central Dispatch/Command

	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	TOTAL
Support Operations/ Technology Upgrades (CAD/AVL/RMS)	$4,400,000	$1,650,000	$1,650,000	$1,650,000	$1,650,000	$11,000,000
IT Support	$250,000	$250,000	$175,000	$140,000	$100,000	$915,000
						$11,915,000

Transit Infrastructure & Technology Upgrades

The recommended service model for the Transit Community Public Safety Department (TCPSD) includes an annual allocation of $5 million - $10 million for transit infrastructure and technology upgrades. This funding would be programmed by the Operations – Station Experience Unit for pilots and assessments for upgrades that promote and enhance public safety through the installation of technology, infrastructure and physical security

measures. These upgrades are integral to creating a secure and user-friendly transit environment.

Technology Upgrades that would be explored include, but are not limited to, enhancing the bus and rail system's existing CCTV cameras, which are monitored in real-time. Integrating these camera systems with the TCPSD analytics unit will allow for detection of suspicious behavior and threats. Improving intercom and alarm communication systems at critical areas such as the rail auxiliary areas and at fare gates can assist with deterring illegal activity.

The Station Experience Unit is continuing to pilot access control measures, such as improved turnstiles and barriers, at station entrances and exits to manage and monitor the flow of passengers effectively. Funds would be used to enhance station, auxiliary and platform lighting with energy-efficient LED lights that provide better visibility and deter criminal activities. Incorporate smart lighting systems that adjust brightness based on real-time conditions and usage patterns. Improved lighting at key bus transfer stations and terminals will also improve physical security on the bus system.

The Operations – Station Experience Unit will oversee pilot projects to test and evaluate these upgrades in select transit locations. This approach allows for data collection and analysis to determine the effectiveness of each measure before wider implementation. Regular assessments will ensure that upgrades are meeting safety goals and provide insights for continuous improvement.

Metro's Station Experience Unit has implemented a number of pilot projects at key locations that are considered system "hot spots", like Metro's Westlake/MacArthur Park, North Hollywood and Civic Center Stations in late 2023-early 2024. These pilot strategies include environmental design and station improvements that have proven to result in reduced calls for medical/emergency services, reduced calls for law enforcement, increased fare revenue during peak service hours, and improved overall customer experience.

Risk Analysis

Creating an internal Police Department would shift liability to Metro. Metro is currently indemnified by the law enforcement agencies it contracts with and has, therefore, not incurred significant costs related to law enforcement-related claims since the disbandment of Metro's internal Police Department in 1997.

While Metro cannot predict with certainty the future costs of claims and insurance-related expenses, Metro used Metro Police Department historical claims data from 1988-1998 and applied an inflation factor to estimate them. Also factored are today's claims landscape into the cost estimates.

For general liability claims, it is important to consider social inflation factors driving up claim settlements and jury verdicts. For workers' compensation, it is important to consider regulatory changes since 1998 and the increase in medical costs. Metro estimate $2.9M per year for liability claims and $3.1M[8] per year in workers' compensation claims.

Metro's insurance broker estimated the underwriting impact the addition of a Police Department would have on Metro's insurance portfolio. Insurance premiums would depend largely on the state of the market, underwriter's perceived risks, contract law enforcement loss experience for Metro operations, Police Department's training, policies, and procedures among several other underwriting factors.

A major shift to Metro's current insurance portfolio is anticipated with the addition of an in-house Police Department. Depending on insurance carrier appetite, Metro may have to increase its self-insured retention, lose its current Public Liability form, or self-insure the law enforcement risk altogether. It is recommended allocating $20 million of funding annually for insurance-related expenses. This would allow Metro to better address the volatility of liability claims and provide agility in responding to the insurance market if carriers impose high self-insured retentions, offer limited coverage, or if Metro chooses to self-insure the law enforcement exposure altogether.

Estimated new Liability Costs for TCPSD

Liability Costs	Total Annual Costs
General Liability estimated annual costs	$2,900,000
Workers' Compensation estimated annual costs	$3,100,000
Insurance estimated annual costs	$20,000,000
Total estimated annual costs	**$26,000,000**

Phase 3 – Monitoring and Evaluation (On-going)

Monitoring and evaluation is an ongoing phase that would continue beyond the initial phases of the implementation plan. The Monitoring and Evaluation Period begins from day one, when new public safety officers are deployed on the Metro transit system and continues throughout the entire life cycle of the department. A robust performance monitoring framework contributes to building public confidence in law enforcement agencies. When the community sees evidence of accountability, transparency, and measurable progress in addressing safety and security concerns within the transit environment, it fosters trust and positive relationships between law enforcement and the public.

[8] Estimate does not factor law enforcement workers' compensation benefits under the Labor Code.

Accountability is a top objective, and performance monitoring establishes clear expectations and benchmarks for law enforcement officers operating within the transit system. By defining specific Key Performance Indicators such as response times, incident resolution rates, and community engagement metrics, agencies can hold officers accountable for their actions and outcomes. This accountability fosters a culture of responsibility and professionalism among law enforcement personnel. With Metro conducting regular monitoring and evaluation of uniform KPIs, there would be greater awareness of service delivery gaps and greater flexibility in directing resources to meet the desired outcomes. This data-driven approach allows agencies to make informed decisions and allocate resources where they would have the most significant impact.

Metro's Board of Directors and Public Safety Advisory Committee have historically requested greater transparency in Metro's approach to public safety. Transparent performance monitoring practices demonstrate to the public, stakeholders, and oversight bodies that law enforcement agencies are committed to openness and accountability. Sharing performance data, KPIs, and progress reports allows for greater public scrutiny and understanding of policing activities, contributing to trust-building efforts within the community. The establishment of a Civilian Oversight Committee and maintaining regularly updated dashboards would directly improve Metro's transparency in policing, offering the public more opportunities for engagement and feedback.

Monitoring Performance

Monitoring performance would enable Metro to identify areas for improvement and implement targeted strategies to enhance operational effectiveness and efficiency. By analyzing trends, identifying challenges, and learning from best practices, Metro can continuously evolve and adapt the approaches to better meet the evolving needs of transit users and stakeholders.

Within the current contract model for transit policing, Metro is unable to fully address operational effectiveness across the three different contract agencies due to the lack of uniform metrics and policies. There is often a delay in providing real-time data, which makes evaluating performance difficult. TCPSD would benefit from having a centralized operational model that allows for quicker identification of trends and management of resources. Performance monitoring serves as a quality assurance mechanism by evaluating the effectiveness of policing strategies, resource allocation, and training programs.

Monitoring performance would also ensure compliance with legal and regulatory requirements governing law enforcement operations. It also assists in identifying potential risks and vulnerabilities, allowing Metro to proactively address issues before they escalate into more significant challenges or crises.

Key Performance Indicators in Public Transit Law Enforcement

Metro is committed to fostering trust and transparency within the communities we serve. To achieve this, TCPSD would develop meaningful and relevant Key Performance Indicators (KPIs) that allow the department to assess progress against desired outcomes. Targets for each KPI would be based on historical performance, industry standards, or department objectives.

While there is no one-size-fits-all approach to defining KPIs, staff reviewed several metrics commonly used by municipal and transit police departments in North America and has outlined the metrics below for consideration by the new department:

1. Percentage of time on the system actively engaged in police duties.
2. Number of current vacancies related to approved budgeted positions.
3. The ratio of proactive versus dispatched activities.
4. Number of crimes, arrests, citations, and summonses reported per time interval following Uniform Crime Reporting guidelines.
5. Emergency response time, measured in minutes and seconds.
6. The quantity of calls for service is measured as the number of dispatches per time interval.
7. Ratio of filled positions versus authorized but vacant assignments.
8. Number of complaints received per time interval.
9. Perception of safety is the percentage of respondents who report they feel safe within the system, typically ascertained by a community survey.

The metrics for the new transit police department differ from the current KPIs that Metro and its contract police services have in place by better addressing the objectives of improved visibility, accountability, and measuring impact. The existing multi-agency law enforcement contractors do not have identified KPI metrics/benchmarks, so there is no real way to assess or measure the performance of the multi-agency contractors. This lack of KPI benchmarks makes it challenging to determine how well the contractors are performing or meeting the requirements of their contracts. There is an FY24 Metro Security Annual Plan that does identify targets that agencies are encouraged to adhere to; however this is not tied to budget expenditures or performance indicators.

Current KPIs are:

1. Time spent performing other LACMTA-related law enforcement activities, including on/in bus stops, transit centers, train platforms, plazas, stations, buses, and trains, and while on foot and/or in vehicles and motor pools.
2. The ratio of staffing level versus vacant assignments.
3. The ratio of proactive versus dispatched activities.
4. The number of bus and train boardings.
5. Incident-response times.
6. Decreases/increases in crime.

7. The number of grade crossing operations.

Review and Accountability

In the context of transit policing, accountability, and civilian review are especially critical due to the unique challenges and dynamics of public transportation environments. Transit agencies, like Metro, have a responsibility to ensure the safety and security of passengers, employees, and the public using their services.

One of the key aspects of accountability in transit policing is ensuring that officers uphold professional standards while interacting with all riders on the system. Transit agencies often serve a wide range of communities with different socioeconomic backgrounds, cultural norms, and mobility needs. Effective oversight mechanisms, such as body-worn cameras, civilian oversight boards, and regular performance evaluations, help monitor officer conduct, de-escalate conflicts, and prevent incidents of misconduct or excessive use of force.

Additionally, accountability in transit policing involves transparency and communication with the public. Transit agencies are accountable to their ridership and communities served, and maintaining open channels of communication, soliciting feedback, and addressing concerns are vital for building trust and confidence in transit policing efforts. Public forums and citizens oversight/review commissions enhance accountability by allowing stakeholders to voice their opinions, express expectations, and participate in shaping policing strategies that reflect community values and priorities.

By implementing robust accountability measures and opportunities for public feedback, Metro would ensure that TCPSD policing practices are effective, responsive to community needs, and aligned with ethical standards, ultimately contributing to a safer and more inclusive transit experience for all riders and employees.

Internal Affairs & Office of the Inspector General

The TCPSD would need an independent unit to investigate incidents of misconduct and serious offenses by the TCPSD department or personnel. If an officer is suspected of misconduct, whether administrative or criminal, an investigation would need to occur. Investigations may also be reviewed by the Civilian Review Committee as permissible by law and appropriate. The California Government Code governs misconduct by sworn law enforcement officers in Sections 3300-3312, the Public Safety Officers Procedural Bill of Rights Act. Specifically, Section 3303 – INVESTIGATIONS, INTERROGATIONS, CONDUCT; CONDITIONS; REPRESENTATIONS; REASSIGNMENT, states the following:

"When any public safety officer is under investigation and subjected to interrogation by his or her commanding officer, or any other member of the employing a public safety department, which could lead to punitive action, the interrogation shall be conducted under the following conditions. For the purpose of this chapter, punitive action means any

action that may lead to dismissal, demotion, suspension, reduction in salary, written reprimand, or transfer for purposes of punishment."

This act has numerous requirements, and California law enforcement agencies have a menu of options on who they can use to perform the investigative function for their benefit. Most, if not all, California law enforcement agencies the size of the proposed "In-house" Public Safety Department usually perform this function within the police department. Generally, a high-ranking command-level officer (sworn or nonsworn) with direct reporting responsibility to the Chief would be designated and empowered by the Chief of Public Safety to oversee a unit of personnel conducting these administrative investigations. This method is however viewed with skepticism by the public as not an independent investigation. This function could also be contracted out to a respected private company, usually a Law Firm, that has the expertise to perform this function. That method is costly and creates more use of outside consultants; a practice Metro already has a desire to minimize.

This function is highly specialized and labor-intensive for a public entity. In Metro's case, it has the OIG, an independent and objective organization reporting to the Metro Board of Directors. The OIG's primary function is to detect and deter instances of inefficiency, unsafe conditions, illegal activity, and fraud, waste and abuse of Metro resources. Therefore performing investigations of all sorts is within its purview and expertise. Metro's OIG currently performs investigations and audits concerning law enforcement related matters. Metro's OIG typically has former law enforcement personnel within its ranks, has been trained in performing law enforcement-related audits, and has experience performing such investigations and audits for many years.

Also, since the call for police reform has gained momentum, more and more public agencies with police departments are establishing an Independent Police Auditor (IPA) who can and does perform police audits, receives and investigates certain types of police personnel complaints, and law enforcement best practice recommendations for continuous improvement. In the case of Metro, the OIG is already considered an independent auditor and would not be in the police department chain of command, and would oversee this function to ensure police transparency. Since this is highly specialized and labor-intensive work, there would need to be only a modest amount of time for the OIG to secure additional services or staff to perform additional audits and investigations concerning law enforcement matters that may occur as a result of increased TCPSD personnel and activities.

Civilian Review Committee

Metro is proposing to create a Civilian Review Committee during Phase 3 of the Implementation Plan. Civilian Review Committees (CRCs) are a best practice used nationwide to promote transparency, accountability, trust, and respect between the police department and the communities it serves. CRCs aim to strengthen the relationship between the public and law enforcement while supporting efforts to hold law

enforcement officers accountable for misconduct. In the case of Metro's TCPSD Civilian Review Committee, the primary function of the CRC would be to coordinate directly with the Office of the Inspector General (OIG) to hear and evaluate complaints about officer misconduct, review the findings of audits and internal affairs investigations and make community recommendations for consideration by Metro leadership.

Most CRCs are comprised of everyday civilians who are properly trained to perform. investigative review. In transit, committee members would have personal or professional experience with the transit system and other relevant lived experience to better understand the challenges within the unique public safety environment.

The concept of a CRC is still relatively new to transportation authorities that rely in full or in part on contract police services. However, a comparative analysis of transit Police Departments with in-house police officers and other law enforcement agencies and CRCs can be found in Appendix E. The potential roles and responsibilities of a CRC would align with the mission and vision of the new Department as well as on committee structure and recruitment strategies.

The key objectives of Metro's TCPSD Civilian Review Committee are to foster public trust between Metro and the communities it serves and to foster transparency and accountability within the public safety department. The roles and responsibilities of the CRC would include providing recommendations to the OIG related to complaints and investigations of the department.

The CRC would have the power to receive, investigate, and make recommendations for the resolution of complaints regarding alleged misconduct by TCPSD employees. The Commission would work with the Office of the Inspector General to subpoena officers, witnesses, and documents (police reports) and to provide research support and investigations. The CRC would conduct an independent and impartial review of the following types of misconduct complaints made against TCPSD employees by a complainant. These complaints would include:

- Harassment complaints, including those alleging bias, discrimination, and profiling against members of the public.
- Excessive use of force complaints.
- Illegal search and seizure of person or vehicle, including traffic stops and other property.
- Service complaints, including insufficient service or a complete lack of service (i.e., failure to make a police report, failure to respond to a call for service).

Internal Metro employee complaints against TCPSD employees and those determined to fall under the purview of Metro's Human Capital & Development or Labor Relations shall not be heard by the CRC and would be resolved by the established internal complaint resolution process. The Chief of Public Safety or their designee would be responsible for

determining which complaints shall be reviewed by the CRC and which shall be resolved by the Metro/TCPSD internal complaint resolution processes.

Metro would evaluate and explore various commission structures to recommend the final CRC structure and guidelines and provide recommendations for the membership composition. The term limits for Committee members and any by-laws would also be established during Phase 3. Training would be required by all members. The orientation and training program would be finalized prior to the establishment of the Committee.

Accreditation as a Law Enforcement Agency

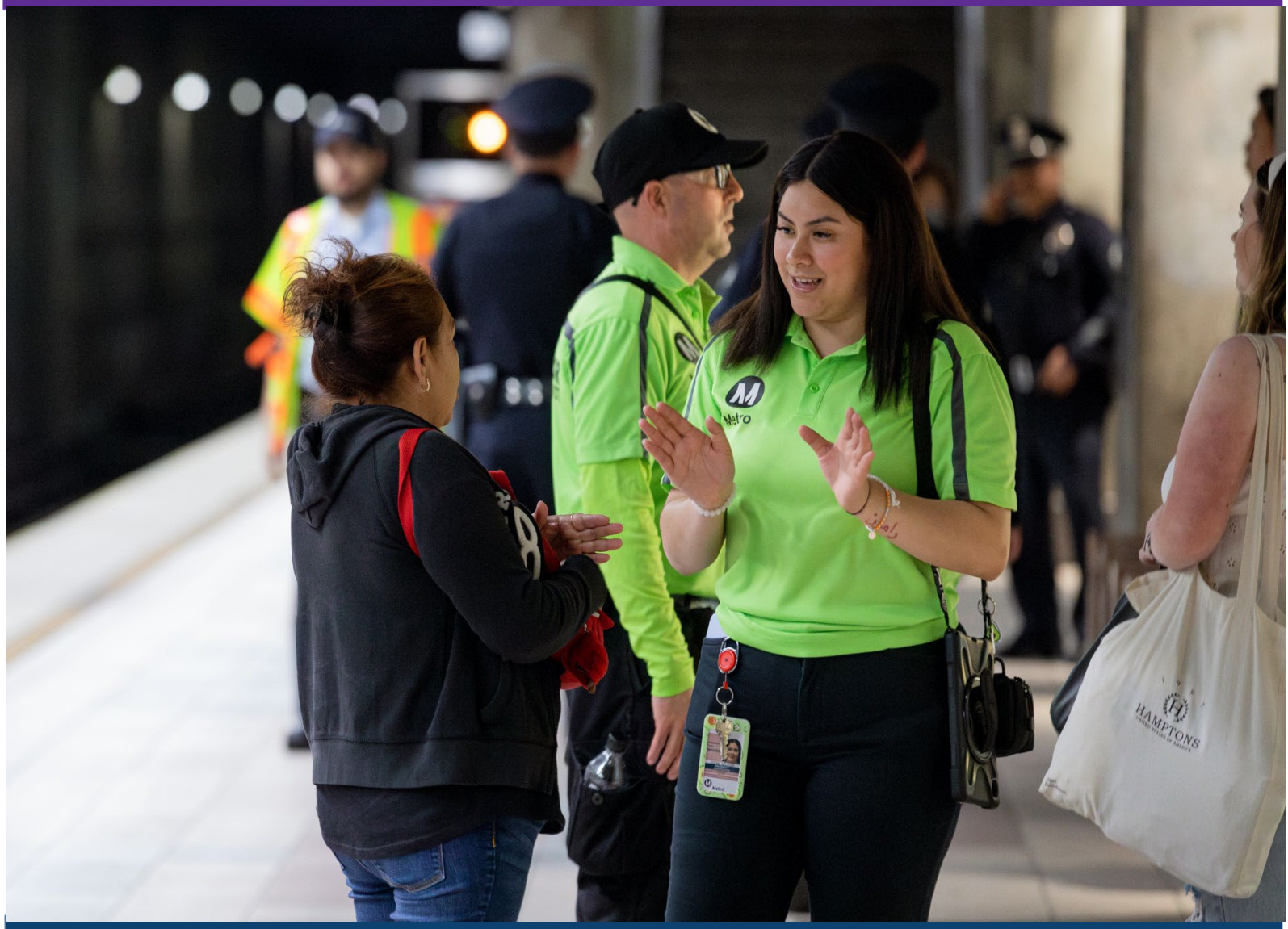
In establishing the public safety department, the agency would strive to become an accredited law enforcement agency through the Committee on Accreditation for Law Enforcement Agencies (CALEA) by year 5 of operation. The benefits of receiving this accreditation are national recognition as an agency that adheres to specific standards of performance and accountability that are publicly recognizable. This voluntary accreditation identifies the agency as meeting professional standards that include:

- Comprehensive and uniform written directives that clearly define authority, performance, and responsibilities
- Reports and analyses to make fact-based and informed management decisions
- Preparedness to address natural or man-made critical incidents
- Community relationship-building and maintenance
- Independent review by subject matter experts
- Continuous pursuit of excellence through annual reviews and other assessment measures

Notably, three rail transportation agencies currently hold this accreditation. These include the Bay Area Rapid Transit (BART) PD in Oakland, CA, MARTA Police Department, Atlanta, GA, and Union Pacific Police Department, Omaha, NE.

Communications Plan

Section 8



In partnership with Metro's Communications (CX) Department, TCPSD would develop a community engagement and communications plan. The development of a comprehensive community engagement plan is critical for the successful implementation of the TCPSD. A well-structured and multi-faceted approach is essential.

The Public Safety Advisory Committee (PSAC) requested at their November 2023 meeting, and the CEO approved developing ad hoc committees to provide formal feedback on the in-house TCPSD. The PSAC recommendations and Metro staff response are provided in Appendix F. Incorporating this feedback early in the communications planning process would help strengthen and refine aspects of the department implementation plan.

Such feedback is invaluable, allowing Metro to better align a TCPSD with community needs. Metro would implement periodic surveys and listening sessions, ensuring the community's concerns and feedback are continuously integrated into the Department's safety strategies. Moreover, the feedback would help to assess the department's impact and effectiveness. These ongoing community engagements would ensure Metro remains responsive and attuned to the community's safety needs.

The communications plan outline included in the implementation plan serves as a basis for developing a thoughtful and comprehensive community engagement strategy. Engaging early and consistently with diverse communities, especially those with longstanding negative interactions with law enforcement, is critical for fostering trust, addressing grievances, and cultivating positive relationships. A foundational step that Metro is taking is to implement ongoing cultural competency and sensitivity training for law enforcement officers, equipping them with the understanding and skills needed to navigate the complexities of diverse communities, actively listen to concerns, and employ de-escalation techniques effectively. This training emphasizes empathy, respectful communication, and an awareness of cultural nuances, laying the groundwork for more positive interactions. Communicating the details of that training and its effectiveness would be a pillar of the communications plan.

The Communication Plan would be developed in consultation with Metro's Communications Department to include:

1. Goals and Objectives
    - Increase public awareness and understanding of Metro's new public safety police department.
    - Build trust and confidence in Metro's ability to ensure safety and security within the transit environment.
    - Foster positive relationships with the community and stakeholders.
    - Create strong pipelines through new and existing community-based organizations for recruitment, retention, and workforce development.

2. Identifying Key stakeholders, internal and external
    - Assigning public information officer/media relations staff within the Media Relations unit.
    - Transit riders (regular commuters, occasional riders).
    - Transit employees (Operators, contractors, station personnel, maintenance staff).
    - Public Safety Advisory Committee & Ad-Hoc Committees.
    - LA County's residents and communities are served by Metro.
    - Government officials, policymakers, and regulatory bodies.
    - Media outlets (multi-lingual) and influencers covering transportation and public safety.
3. Developing Key Messages
    - Strong messaging regarding the creation of the TCPSD, incorporating rider, employee, and stakeholder feedback reflective of their concerns and needs.
    - Diverse workforce that would reflect Metro ridership.
    - Accountability and review are a top priority.
    - Open access to data – easy to communicate for the public to understand trends and effectiveness.
    - New personnel would be people-first and foster positive relationships with the community and stakeholders.
4. Communication Channels
    - Website: Create a dedicated section on http://www.metro.net/the Metro.net website with information about the new police department, safety tips, reporting mechanisms, and community resources. Update website in year 2 to include open data re: policing.
    - Social media: Utilize Metro's existing social media platforms like X, Facebook, and Instagram to share updates, safety messages, **and success stories** and engage with the community .
    - Press Releases: Issue press releases and offer briefings and interviews to announce key milestones, initiatives, personnel changes, and community outreach activities
    - Community Meetings: Organize town hall meetings and outreach events to interact directly with passengers, residents, and community groups, addressing concerns and soliciting feedback.
    - Forums like *Days of Dialogue*: Organizing meet-and-greets with TCPSD personnel and community members to understand shared challenges and opportunities for collaboration.
    - Internal Employee Communications: Ensure internal communication channels (e.g., newsletters, intranet, meetings) are utilized to keep transit employees informed about safety protocols, training opportunities, and agency initiatives.
    - Regular Board Updates: Ensure that the Board is updated on major milestones and ongoing progress and department successes, lessons learned, and effectiveness.

5. Partnerships with local, state, and federal elected officials, community-based Based Organizations, Regional Councils of Government, and neighborhood organizations:
    - Collaborate with local community-based organizations to promote safety campaigns, communicate the people-first culture of policing, and facilitate community partnerships.
    - Facilitating interagency coordination and partnerships between Metro, local law enforcement, and community organizations is critical. Involving each party early and often would promote collaboration, information sharing, and joint initiatives to enhance transit safety and security.
    - Leveraging platforms and communications channels that already exist to engage a broad audience would raise awareness about the new transit police department. Participating in public events, town halls, and other campaigns to educate the public would be integral to the success of the department.
6. Evaluation and Measurement would include:
    - Assigning key performance indicators (KPIs) such as website traffic, social media reach, engagement and sentiment metrics, community survey responses, media coverage impressions and sentiment, and attendance at outreach events.
    - Collecting and analyzing qualitative feedback through focus groups, interviews, and online feedback forms, calls to the Metro call centers and social media commentary to assess perception, awareness, and satisfaction levels.
    - Using data analytics and feedback to evaluate communication effectiveness, identify areas for improvement, and inform future communication strategies.

Key Messages

- Metro employees deserve a safe place to work, and customers deserve a safe ride.
- To ensure public safety that ensures diverse riders are safe and also feel safe, Metro is establishing an in-house community public safety department.
- Benefits of the new department include engaged visibility, cultural alignment, transparency, better response times, dedicated staffing, fiscal sustainability, and improved rider relationships.
- The new department would focus on integrating principles and practices of social work and mental health skills to enhance community engagement, improve relationships, and address underlying social issues.
- The new model would allow public safety staff to be more effective with their engagements and responsiveness, thereby improving the overall customer experience.

The Communications Plan would be executed in three phases.

Phase 1:

Establish the strategic plan and transition team, which would occur upon Board approval of the implementation plan and include the initiation of recruitment efforts for the new Chief of Police. Concurrently, create messages for Metro employees to enable them to understand the reasons for this change and serve as ambassadors for the new department.

Phase 2:

Focus on resource planning and include the hiring of key personnel and the development of policies and training curriculum.

Phase 3:

Focus on the establishment of the department. Engaging Metro's customers and employees in the recruitment of a new Chief is vital to ensure that the selection resonates with the broader community. For each phase, we would propose the following tactics:

- Finalize key messages and pitch local and national news.
- Place Op-eds and bylined articles in various publications (including multicultural).to outlets such as Security Magazine, Security Today and others.
- Share updates via social media channels.
- Offer interview opportunities for new Chief of Police.

A more detailed communications plan with specific recommendations would be developed upon Board approval of the implementation plan.

Community outreach and engagement efforts play a pivotal role in building bridges between law enforcement agencies and communities of color. Establishing forums, dialogue sessions, and partnerships with community leaders, activists, and organizations facilitates open conversations about issues, priorities, and perceptions related to policing. Transparency is key in this process, Metro would commit to providing accessible information about procedures, policies, and accountability mechanisms.

Conclusion

Section 9

The proposed in-house transit policing model outlined in this Implementation Plan clearly emerges as the most appropriate to meet Metro's safety goals. This plan provides strategies to enhance the delivery of police services, optimize effectiveness, improve accountability and cost efficiency, and meet the overarching goal of engaged safety in the transit system. This model enhances rider engagement through increased visibility and offers the flexibility to tailor safety strategies and resources to the specific challenges of a transit environment.

Metro's TCPSD Implementation Plan outlines a commitment to transparency, accountability, and community partnership that will guide the agency's efforts as it navigates the complexities of modern policing and addresses the needs and concerns of riders, employees, and Los Angeles County. By leveraging the multi-layered ecosystem, data-driven strategies, and best practices in law enforcement, the department will work tirelessly to meet the CEO and Board priorities of a world-class transportation system for all. Establishing a new TCPSD within Metro represents a significant step forward in enhancing safety, improving security, and building community trust. Through stronger internal governance, policy alignment, and an expanded multi-layered response the department would meet the unique challenges and priorities of policing within the transit environment.

Appendices

Section 10

Appendix A: Top Transit Agency Police Models. 120
Appendix B: Deployment Zones Examined 121
Appendix C: Hiring Roadmap 123
Appendix D: Post & Transit Policing – Topics Of Education 124
Appendix E: Agencies With Civilian Review Commissions And Subpoena Authority 126
Appendix F: PSAC Recommendation Responses 131

Appendix A: Top Transit Agency Police Models.

Transit Agencies	Annual Unlinked Passenger Trip (UPT)* [Thousands]	System Track Miles (Rail)	Lane Miles (Bus)	In- house Transit PD	Number of Personnel
1) Metropolitan Transit Authority – New York City (NYCT)	1,727,404	795.90	235.80	✓	1,095 sworn & 56 non-sworn
2) Chicago Transit Authority (CTA)	195,980	265.14	4.10		N/A
3) Los Angeles County Metropolitan Transit Authority (LACMTA)	194,719	242.06	210.10		N/A
4) Massachusetts Bay Transportation Authority (MBTA)	120,951	789.00	46.00	✓	264 sworn & 50 non-sworn
5) New Jersey Transit Corporation (NJ TRANSIT)	109,762	1,056.04	36.30	✓	304 sworn, 70 non-sworn
6) Southeastern Pennsylvania Transportation Authority (SEPTA)	105,812	925.21	33.00	✓	250 sworn & non-sworn
7) Washington Metropolitan Area Transit Authority (WMATA)	89,940	295.30	14.00	✓	472 sworn & 120 non-sworn
8) MTA Bus Company (NY)	82,347	0.00	30.10	✓	see 1
9) San Francisco Municipal Transportation Agency (SFMTA)	61,756	92.16	182.00		N/A
10) King County Metro Transit (KCMT-Seattle, WA)	52,698	8.75	406.40		N/A

***Source:** Federal Transit Administration U.S. Department of Transportation-National Transit Database, Transit Profiles: 2021 Top 50 Reporters, Office of Budget and Policy September 2022[a]

No Breakout Data is available for SEPTA to delineate Sworn vs. nonsworn police personnel.

Annual Unlinked Trips (UPT) in the context of transportation refer to the number of passengers who board public vehicles for a single trip, regardless of how many vehicles they use to travel from their origin to their destination. It measures individual passenger journeys, and each boarding counts as one unlinked trip. These trips are an essential metric for assessing ridership and transportation efficiency in rail systems[12].

Appendix B: Deployment Zones Examined

Other deployment models were explored in determining the zone-based and co-response deployment model.

- **Centralized Deployment:**

  In this model, police resources are concentrated in a central location, such as a headquarters or precinct. Patrol officers are dispatched from this central location to respond to calls for service throughout the jurisdiction.

  Advantages: Efficient use of resources, centralized command and control, standardized procedures.

  Challenges: This model would not be feasible, given the size of the Metro service area. Given the distance of any incident or patrol location from the central location, there will be potential for delays in dispatching officers to emergencies and during the regular course of duty.

- **Decentralized Deployment (Metro's existing contract law enforcement model):**

  In a decentralized model, police resources are distributed across multiple substations or law enforcement entity throughout the service area. Each has its own command structure and resources.

  Advantages: Quicker response times in areas within their jurisdiction, localized decision-making, better community engagement at the neighborhood level.

  Challenges: Coordination between different substations, disparate allocation of resources, variations in service quality between different areas.

- **Community-Oriented Policing (COP) (Incorporated within TCPSD Zone-Based Deployment model):**

  COP emphasizes building strong relationships between police officers and the communities they serve. Officers are often assigned to specific neighborhoods or beats to develop trust and address local concerns.

  Advantages: Improved community relations, proactive problem-solving, increased public trust and cooperation.

  Challenges: Requires extensive training and resources for community engagement. Hiring officers to serve within the communities they live in could be difficult.

- **Hot spot Policing (Metro's existing transit security model):**

Hot Spot Policing is a reactive form of resource deployment focused on deploying resources to areas with high crime rates or specific crime hotspots. This approach aims to deter criminal activity and reduce victimization in targeted areas.

Advantages: Effective at reducing crime in targeted locations, resource-efficient allocation of police resources.

Challenges: Risk of displacing crime to nearby areas, potential for over-policing in targeted areas.

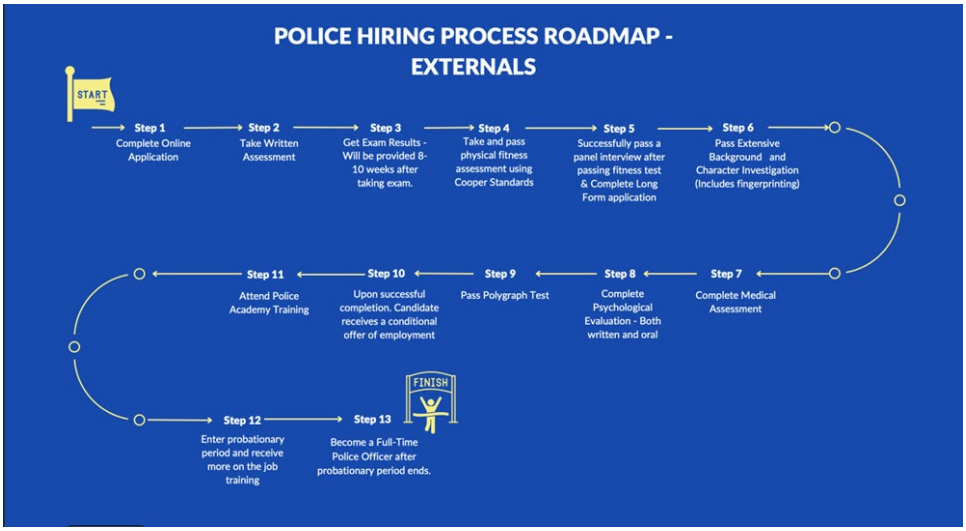
- **Problem-Oriented Policing (POP) (Incorporated within TCPSD Zone-Based Deployment model):**

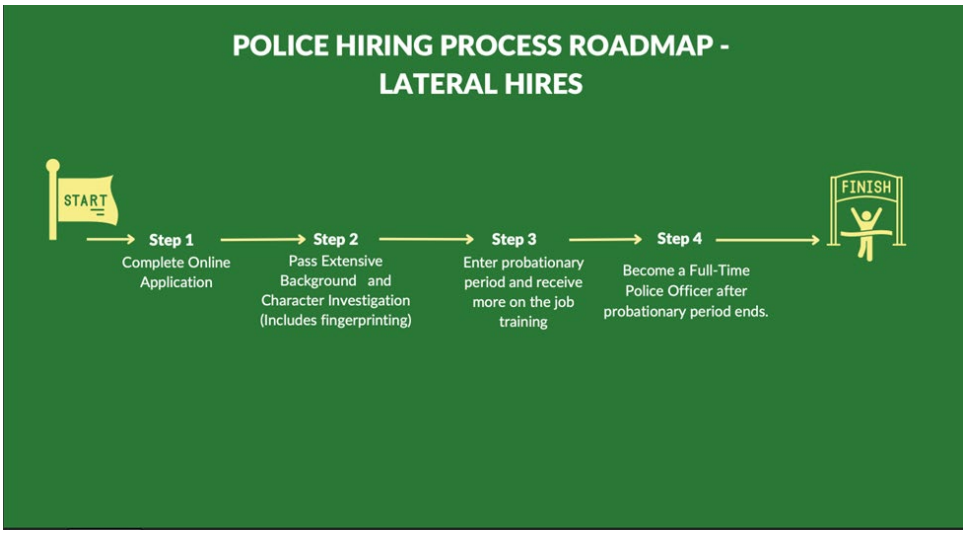
  POP involves identifying underlying problems contributing to crime and working collaboratively with stakeholders to develop solutions. Police officers may work closely with social services, community organizations, and other agencies to address root causes of crime.

  Advantages: Focuses on addressing underlying issues, promotes collaboration with community partners, long-term crime prevention.

  Challenges: Requires extensive data analysis and coordination between multiple agencies, may take time to see measurable results. Engaging with communities that have lower representation in the public stakeholder process could be difficult.

Appendix C: Hiring Roadmap





Appendix D: Post & Transit Policing – Topics Of Education

LA Metro Public Safety officers would receive additional specialty courses (listed in the right column) in addition to the mandated CA POST certification requirements (left column).

CA Peace Officer Standards & Training	Proposed Additional Metro Public Safety Training
Leadership, Professionalism & Ethics	Transit Customer Experience
Criminal Justice System	Metro Transit System Awareness & Overview
Principled Policing in the Community	Community-Oriented Policing & Problem-Solving (COPPS)
Victimology/Crisis Intervention	Integrated Communications Assessment and Tactics (ICAT)
Introduction to Criminal Law	National Alliance on Mental Illness Crisis Intervention (CIT)
Property Crimes	Mental Health Awareness
Crimes Against Persons	Mental Health First-Aid
General Criminal Statutes	Racial Profiling & Anti-bias Awareness
Crimes Against Children	Quality of Life/ Understanding and Identifying Patron Wellness
Sex Crimes	Crisis-Intervention
Juvenile Law & Procedure	Bias-Free Policing
Controlled Substances	De-escalation
ABC Law	Cultural Competence
Officer Wellness	Fair and Impartial Policing
Laws of Arrest	Transit Patrolling & Related Issues
Search & Seizure	Transit System Security
Presentation of Evidence	Trauma-Informed Care & Response
Investigative Report Writing	Cultural Diversity Awareness, including LGBTQ
Vehicle Operations	Naloxone/NARCAN Training
Use of Force/De-escalation	Rail Safety Training & Grade Crossing Awareness

Patrol Techniques	Investigative Skills
Vehicle Pullovers	Law Enforcement Technology
Crimes in Progress	Legal Liability for Transit
Handling Disputes/Crowd Control	TSA-Observe, Access & Respond – Security Training Video
Domestic Violence	TSA-Required Active Shooter in the Workplace
Critical Incidents	TSA-Required Domestic Violence in the Workplace
Missing Persons	GPS Tracking Technology
Traffic Enforcement	Body-Worn Camera Operations
Traffic Accident Investigation	Safety Versus Security
Crime Scenes, Evidence & Forensics	Threat Groups
Custody	
Lifetime Fitness	
Arrest & Control	
First Aid, CPR & AED	
Firearms/Chemical Agents	
Information Systems	
Persons with Disabilities	
Gang Awareness	
Crimes Against the Justice System	
Weapons Violations	
Cultural Diversity/Discrimination	
Terrorism Awareness	

APPENDIX E: Agencies with Civilian Review Commissions and Subpoena Authority

	Transit Agencies *with* Police Departments			**Local Agencies**	
	BART Police Department	**WMATA**	**GREATER CLEVELAND**	**LOS ANGELES POLICE DEPARTMENT**	**LOS ANGELES SHERIFF'S DEPARTMENT**
Region	Oakland, CA	Washington, DC	Cleveland, OH	Los Angeles, CA	Los Angeles, CA
Term	2-year staggered terms based on an odd-even system	Police members shall serve 3-year terms, Citizen members shall serve for two-year terms to provide staggered terms	3 years with staggered terms	5 years, the Commissioners serve a maximum of two five-year terms.	Terms vary
Size	11	7	7	5	9
Frequency of Meetings	Monthly	Quarterly	As needed	Weekly	Monthly
Subpoena Authority	No	Yes	Yes	No	Yes
Required Law Enforcement Representative on Commission	Yes, Members of both law enforcement unions have permanent appointments	Yes Active Police Officers w/the transit police are members of the commission.	Must have a retired law enforcement officer as a part of the committee. commission.	No requirement to have a Law Enforcement personnel on commission.	No requirement to have Law Enforcement personnel on commission, however commissions may appoint a person

	Transit Agencies *with* Police Departments			Local Agencies	
	BART Police Department	**WMATA**	**GREATER CLEVELAND**	**LOS ANGELES POLICE DEPARTMENT**	**LOS ANGELES SHERIFF'S DEPARTMENT**
	on the commission.				with Law Enforcement experience.
Committee Representation/Makeup	Eleven (11) members are appointed as follows: i) Each BART Director shall appoint one (1) member. ii) BPMA and BPOA shall jointly appoint one (1) member. iii) one (1) Public-at-Large member to be appointed by the Board.	Three members of the police department shall be current, command-level officials or internal affairs officials, also one member each from the DC, MD, and VA. areas, Also, one member from every Four civilian members from each district and one-at-large member, all appointed by the WMATA Board.	Members must be representative of the diverse communities within Cuyahoga, OH. COC members shall be outstanding members of the community and exhibit a strong moral code. All COC members should be free of any criminal history. At least one (1) member of the COC shall be a retired police officer with Ohio Peace Officer Training Academy experience. If there are no such applicants, then one (1) member position of the COC shall remain vacant until an applicant with this qualification can be appointed.	In addition to the Five commissioners, the Los Angeles Police Commission also includes the Office of the Executive Director,[2] Office of the Inspector General,[3] Commission Investigation Division,[4] and the Police Permit Review Panel.[5]	The Commission is comprised of nine members representing the Board, with four members of the Commission recommended by the community and other affiliated groups.
Structure	Committee Chair, vice-chair structure also utilizes an Independent Police Auditor	Will report through one MTPD IA Commander and	The COC shall select one (1) member annually to serve as the Chair and one (1) member annually to serve as the Vice-	The Commission has an Executive Director and a President who oversees that board.	The Board of Commission hired an Executive Director to manage the commission; however, they

	Transit Agencies *with* Police Departments			Local Agencies	
	BART Police Department	**WMATA**	**GREATER CLEVELAND**	**LOS ANGELES POLICE DEPARTMENT**	**LOS ANGELES SHERIFF'S DEPARTMENT**
	(OIPA) model that works collaboratively with the Citizens Review Committee.	an MTPD District Unit Commander	Chair. The Chair and Vice-Chair shall be selected by a majority vote of all current COC members during the first meeting of each year.		operate with a Chair Vice-Chair Structure within the commission.
Key Objectives	Increase visibility for the public, to provide community participation in the review & establishment of policies, procedures and practices.	To improve the integrity of investigations, thoroughness & fairness of the process, and adequacy of training (customer complaints and use of force incidents)	Conduct an independent and impartial review of certain completed investigations, such as customer complaints or use of force incidents, to enhance the training and policies of the Metro Transit Police Department ("MTPD") in the continuing effort to foster public trust between the MTPD and the communities it serves.	To oversee the Los Angeles Police Department and, set department policy and goals and serve as the citizens' voice in police affairs and as a means of ensuring more responsive and effective City government. The Commissioners' concerns are reflective of the community at large, and their priorities include implementing recommended reforms, improving service to the public by the Department, reducing crime and the fear of crime, and initiating, implementing, and supporting community policing programs.	With the mission to improve public transparency and accountability with respect to the Los Angeles County Sheriff's Department by providing robust opportunities for community engagement, ongoing analysis and review of the department's policies, practices, procedures, and advice to the Board of Supervisors, the Sheriff's Department and the public.

	Transit Agencies *with* Police Departments			Local Agencies	
	BART Police Department	**WMATA**	**GREATER CLEVELAND**	**LOS ANGELES POLICE DEPARTMENT**	**LOS ANGELES SHERIFF'S DEPARTMENT**
Compensation	Volunteers, no compensation.	Voluntary and unpaid. WMATA-Smart-Trip card that is reloaded with $2500/month in funds used for travel to/from meetings.	Unlimited transit privileges during their service. The annual compensation for COC members shall be in the amount of one thousand eight hundred dollars ($1,800), paid on a month-to-month basis.	Voluntary	Each member receives $150.00 for each regular and special meeting not to exceed $5,000 in any fiscal year and reimbursed for reasonable expenses while performing duties for the county of Los Angeles to include parking and transportation in attending meetings of the commissioners.
Selection Requirements	Current residents within Alameda, San Francisco, Contra Costa, or San Mateo Counties. Must pass a background check, be Fair-minded, objective with a demonstrated commitment to community service. Not an employee, not current BPD law	Must reside in the areas of appointment, cannot be WMATA employees	All individuals interested in becoming a COC member shall submit an application. An ad hoc Screening Committee consisting of the Chief of Police, the CEO/General Manager of GCRTA, two or more GCRTA staff members, and one or more GCRTA Board Member(s) shall review the applications based on the criteria set out in subsection (2) of this section and	The Board of Commissioners are appointed by the Mayor and confirmed by the City Council.	Commissioners' diverse backgrounds include community & faith leaders, a retired Sheriff's Department Lieutenant, a former federal judge & attorneys with a broad range of experiences—from former prosecutors & public defenders to professors & executives from nonprofit organizations.

	Transit Agencies *with* Police Departments			Local Agencies	
	BART Police Department	**WMATA**	**GREATER CLEVELAND**	**LOS ANGELES POLICE DEPARTMENT**	**LOS ANGELES SHERIFF'S DEPARTMENT**
	enforcement, not a convicted felon. Must be willing to participate in an annual Community Service outreach event to solicit feedback and have open communicatio ns regarding customer needs.		refer a slate of candidates to the GCRTA Board. Appointment of COC members shall be made by the GCRTA Board in December of each year. Appointments become effective January 1 of each year. Interim appointments may be made at other times throughout the year to fill vacancies.		

Appendix F: PSAC Recommendation Responses

Public Safety Advisory Committee (PSAC)
Ad Hoc Committees Final Recommendations
Thursday, February 1, 2024

Personnel Ad Hoc Committee

Metro safeguards the transit community by taking a holistic, equitable, and welcoming approach to public safety. Metro recognizes that everyone is entitled to a safe, dignified, and human experience. Metro's Transit Community Safety Department will be holistic, equitable, and justice-minded, respecting the humanity of all people. To that end, Metro shall seek to identify professionally qualified candidates who are culturally aligned with the new department.

Metro Response: Metro supports this recommendation. Candidate outreach efforts will focus on bringing in diverse members of the community.

1. Each candidate will undergo a holistic review, background check, and psychological analysis and/or evaluation as part of the application process.

   Metro Response: Metro supports this recommendation. Candidates considered for officer positions will be screened for minimum qualifications, participate in the selection process that will demonstrate their knowledge, skills, and abilities, complete a background investigation, and undergo a psychological and physical examination.

2. To ensure effective service to diverse communities, Metro shall seek personnel:
   a. Whose language proficiency reflects the transit riders they serve, including ASL and other LA County threshold languages.

   Metro Response: Metro supports this recommendation. Outreach will be done to attract diverse candidates during the recruitment process.

   b. Experienced working with diverse communities.

   Metro Response: Metro supports this recommendation. Outreach will be done to attract diverse candidates during the recruitment process. Additionally, employment training will focus on building the necessary skills to work with diverse populations.

   c. Experienced working with interdisciplinary teams, including mental health professionals, crisis teams, de-escalation training, and/or sensitivity training.

Metro Response: Metro supports this recommendation. Staff will incorporate this experience into the job description so related questions can be asked during the testing/interview process. Staff also recommends this be incorporated into the training curriculum after employment.

3. Metro's Transit Community Public Safety Department (TCPSD) shall prioritize candidates who have demonstrated a commitment to serving the population that Metro serves; this commitment may have been demonstrated through background or training and/or experience that includes but is not limited to social work, military background, community outreach and/or mental health.

   Metro Response: Metro supports this recommendation. This preference can be added to the job description so that related questions can be asked during the testing/interview process.

4. Metro's Transit Community Safety Department officers shall have demonstrated an ability to show sensitivity and responsiveness to the diverse needs of Metro riders. They are trained to respect riders' privacy, check assumptions or prejudgments, and respond to situations with empathy and compassion.

   Metro Response: Metro supports this recommendation. Qualifications can be added to the job description so that related questions can be asked during the testing/interview process. Additionally, staff recommends that these skills be incorporated into the training curriculum after employment.

Job Duties Ad Hoc Committee

1. Metro's Transit Community Safety Department is a law enforcement agency whose top priority shall be securing rider, employee, and partner safety while engaged with Metro.

   Metro Response: Metro supports this recommendation. This philosophy will be foundational to the proposed department.

2. Metro's Transit Community Safety Department officers shall have the authority to enforce Metro's Code of Conduct.

   Metro Response: Metro supports this recommendation. This responsibility will be included in the job description.

3. Metro's Transit Community Safety Department officers shall engage with the community professionally and proactively on buses, train cars, platforms, and mezzanines at community and station activations and other Metro locations and events.

Metro Response: Metro supports this recommendation. This responsibility will be included in the job description.

4. Metro's Transit Community Safety Department officers shall serve as active members of the Metro system operations community, building trust among and coordinating with the appropriate various units in the multi-layered approach to safety, including but not limited to:
    a. Metro bus and rail operators
    b. Cleaning and maintenance staff
    c. Metro Ambassadors
    d. Mental health service providers
    e. Homeless service providers
    f. Community-based organizations
    g. Law enforcement partners

    Metro Response: Metro supports this recommendation. Collaboration and coordination will be foundational to the proposed new department.

5. Metro's Transit Community Safety Department officers shall have a working knowledge of the Metro system, assist with wayfinding, and be able to aid passengers in the event of service interruptions and major delays.

    Metro Response: Metro supports this recommendation. This will be incorporated into the training curriculum.

6. Metro's Transit Community Safety Department officers shall undergo routine training beyond federal, state, and locally required mandates on the following topics:
    a. De-escalation (every year)
    b. CPR (every two years)
    c. Unconscious bias (every two years)
    d. Emergency narcotic overdose treatments
    e. Evolution of best practices in community safety
    f. Hate crime awareness and prevention
    g. Engaging people with intellectual and developmental disabilities

    Metro Response: Metro supports this recommendation. Metro will exceed POST certification training standards and provide additional specialized training that focuses on the transit system, such as rail and bus safety, trauma-informed, crisis intervention training, anti-bias, LGBTQ+ awareness, cultural diversity, active shooter, workplace violence, incident command, and terrorism prevention in a transit environment.

7. Metro's Transit Community Safety Department shall host a monthly *internal* review of SSLE's monthly safety report and schedule a weekly huddle to address de-escalation and on-the-spot problem resolution.

   Metro Response: Metro supports this recommendation. Metro already has a similar internal review process for the Transit Security Officers that can be expanded to include the TCPSD officers.

8. Metro's Transit Community Safety Department shall have access to technology that will help foster trust and transparency. At a minimum, they shall have body-worn cameras and communication devices that are seamless across the safety ecosystem, and throughout the Metro system.

   Metro Response: Metro supports this recommendation. All officers will be equipped with body-worn cameras.

9. Metro's Transit Community Safety Department officers shall have the authority to enforce fares in a way that is equitable and does not target any particular rider group.

   Metro Response: Metro supports this recommendation.

Oversight Ad Hoc Committee

1. LA County Metropolitan Transportation Authority (Metro) shall implement an oversight commission with the power to investigate issues and complaints against the Transit Community Safety Department (TCSD).

   Metro Response: Metro supports this recommendation. Information about the formation of an oversight body will be included in the implementation plan.

2. The Oversight Commission shall work with the Office of the Inspector General to subpoena officers and documents, provide staff and research support, and investigate incidents on the Metro system.

   Metro Response: Metro supports this recommendation. The OIG's office will maintain independent authority for fact-finding and disciplinary recommendations.

3. The oversight commission shall have the authority to implement recommendations that align with Metro's safety vision and mission.

   Metro Response: Metro partially supports this recommendation. The oversight commission can make recommendations, but the authority to implement them is the responsibility of the CEO and the board.

4. The oversight commission shall be established with at least 15 members.

Metro Response: Metro does not support this recommendation. Staff recommends that the commission not exceed 9 members based on surveys of other transit agency oversight commissions.

5. Elected officials shall not influence the oversight commission membership selection process.

   Metro Response: Metro does not support this recommendation as the selection process has not been determined.

6. The oversight commission membership selection shall include a county-wide outreach and recruitment process to ensure equitable geographic and demographic representation from throughout LA County, including people with disabilities and older adults.

   Metro Response: Metro supports this recommendation.

7. The oversight commission shall include no more than one member who is a retired law enforcement officer. No member of the oversight commission shall be a police officer or a military personnel officer on active duty.

   Metro Response: Metro partially supports this recommendation. Having law enforcement representation in the oversight commission will bring great value through the sharing of first-hand experience and knowledge. However, the percentage of oversight commission members with a law enforcement background shall not exceed 20 percent of the commission.

8. Oversight commission membership shall include representation of Metro riders, inclusive of transit-dependent riders and choice riders.

   Metro Response: Metro supports this recommendation. Metro will support the recruitment process with broad and intentional education and outreach about the opportunity to serve on the commission.

9. The oversight commission shall include a balance of professionals in the field of safety and security, the field of mental health, civil rights law/social justice, and members of the community.

   Metro Response: Metro supports this recommendation.

10. Members of the oversight commission shall be members of the National Association for Civilian Oversight of Law Enforcement (NACOLE) and undergo training in best practices for effective and transparent policing.

    Metro Response: Metro partially supports this recommendation. Members shall undergo specific training courses to prepare them for their role. Training courses

will be identified before recruitment to advise the applicants on the requirement to serve. While it will not be a pre-requisite for new commission members to already be members of NACOLE, it could be Metro's goal to offer members an opportunity to become members.

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

Metro

Board Report

File #: 2023-0324, **File Type:** Motion / Motion Response **Agenda Number:** 21.1.

EXECUTIVE MANAGEMENT COMMITTEE
OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 15, 2023

Motion by:

DIRECTORS NAJARIAN, SANDOVAL, BUTTS, BARGER, AND BASS

In-House Public Safety Implementation Plan Motion

Prior to 1996, the RTD, and later the LACMTA, had in-house police directly supervised by transit professionals sensitive to, and immersed in, transit culture. Other police agencies have not had that immersion. Because many of the RTD and MTA transit police were former bus operators and supervisors, they had a superior understanding of how the system works and could better aid passengers in emergencies or major service interruptions. The transit police worked closely with graffiti and vandalism programs. They participated in agency events, such as the bus and rail rodeos; they were part of the school outreach programs. They were invested in RTD and MTA in ways that outside policing is not. We also had in-house crime analysts on staff so there was one source and one definition for crime stats, collection and examination of evidence, etc. In-house public safety seemed to be more streamlined and reliable in comparison to after 1996.

With in-house public safety, we will be able to provide a cost-effective solution to aid and protect our ridership.

SUBJECT: IN-HOUSE PUBLIC SAFETY IMPLEMENTATION PLAN MOTION

RECOMMENDATION

APPROVE Motion by Directors Najarian, Sandoval, Butts, Barger, and Bass that the Board direct the CEO to prepare a comprehensive implementation plan for Board consideration to bring public safety in-house and present the plan to the Board in January 2024. The implementation plan should reflect Metro's commitment to building a new culture of public safety centered on a robust multi-layered approach.

SOLIS AMENDMENT:

A. The comprehensive implementation plan for Board consideration shall include, but not be limited to, the bulleted list of next steps set forth in the Board File #: 2023-0286.

B. Report back at the November 2023 Board meeting with a progress report.

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HORVATH AMENDMENT:
WE THEREFORE MOVE that the Metro Board direct the Chief Executive Officer to include in the in-house public safety department implementation plan, discussion of:

A. The anticipated performance-level of the “standard” and “enhanced” deployment models presented in the previously referenced feasibility study, in terms of system-wide coverage and the provision of a visible security and/or customer service presence.
B. Best practices for system-wide coverage and deployment of law enforcement and non-law enforcement personnel from transit agencies nationally and internationally.
C. Resources required to deploy a “best practices” model.
D. Additional improvements in security technology, system hardening, interoperable communications, and deployment strategies currently underway or being contemplated for an in-house public safety department that may off-set the number of SSLE personnel required to effectively staff the system.

OFFICE OF THE SHERIFF

COUNTY OF LOS ANGELES

HALL OF JUSTICE

ROBERT G. LUNA, SHERIFF

October 17, 2023

Karen Bass, Chair
Board of Directors
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012

Dear Chair Bass:

LOS ANGELES COUNTY SHERIFF'S DEPARTMENT RESPONSE TO IN-HOUSE PUBLIC SAFETY DEPARTMENT IMPLEMENTATION PLAN

The purpose of this letter is to help provide context and information to the Chief Executive Officer (CEO) and the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors (Board) on the feasibility study prepared by Justice Research Consultants, LLC.

The Los Angeles County Sheriff's Department (LASD) is committed to working with the CEO and Metro Board on both the feasibility and implementation of the plan. The following provides LASD's feedback on the study, as well as the public safety concerns. It details the following results of implementing the proposed Metro in-house public safety plan. This includes a 32 percent reduction in daily field units, a 44 percent reduction in field supervision and a 37 percent reduction in specialized units. It would require a 35 percent increase in the Metro law enforcement budget over the current contract law enforcement system and require construction of evidence storage and custody facilities. The cost of implementing the first five years of the Metro Public Safety plan is $433 million more than the current Three Agency Model, and in total will cost over 1 billion dollars.

STAFFING

The submitted consultant feasibility study will result in a total field deployment reduction of 32 percent of daily field units on the system. Additionally, this only considers field units and not supervision or specialized units. If adopted, you would see a 44 percent reduction in field supervision and a 37 percent reduction in specialized units.

The staff report recommends 290 patrol officers for an in-house police department. Using industry-standard relief factors to account for days off, vacations, injuries, etcetera, 290 officers would allow for a daily deployment of 178 officers. This daily deployment number, which is not reflected in the study, is a reduction of 85 law enforcement officers daily or 32 percent. The staff report suggests only 39 sergeants compared to the existing 70 sergeants across the system, a reduction of 31 sergeants or 44 percent reduction. The staff report recommends 52 specialized unit officers compared to the existing 82, or a 37 percent reduction. Sergeants are key to ensuring reduced liability; currently, completely covered by LASD. Metro will have to absorb all liability costs if they start a new police department. A reduction of this size of daily deployment, supervision and specialized units would have a direct impact to the safety of our transit system.

The submitted staff report combines the Los Angeles Police Department (LAPD) staffing, Long Beach Police Department (LBPD) staffing, and LASD's staffing to reflect a total number of patrol officers assigned to the system. Since LAPD utilizes an overtime-based model, overtime does not factor in relief requirements and cannot be compared directly with full-time staffing. Although the daily deployment of field personnel between all three law enforcement agencies is 263, it is inaccurate to state 344 police officers are needed to staff 263 personnel daily. This is due to relief factors. Applying appropriate relief factors to LAPD (i.e., moving from an overtime to a full-time staffing model based on industry standards), it would take 429 officers compared to the 344 reflected. In short, Metro would need 429 field officers to maintain existing field staffing levels of 263 daily officers. The staff report recommends only 290 field officers, which is 139 less officers that are needed to maintain existing field staffing levels.

Vacancy factors for full-time staffing are a critical component when staffing a police department. One must account for shift work, days off, mandated and required training, vacation time, sick time, Family Medical Leave Act (FMLA), injuries, administrative investigations, and discipline, which raises costs in overtime or reduces police presence on the system.

The study did not address administrative support staff and highly specialized units that are included within our existing contracts. Costs associated with competitive salaries, lateral bonus incentives, retention bonuses, Peace Officer Standards and Training (POST) and educational bonuses, etcetera, were also not highlighted.

Metro will risk significant management, supervision, recruitment, and retention issues in starting a new police department. Due to the Public Employees' Pension Reform Act (PEPRA) of 2013, the ability to recruit talented supervisors, managers, and executives will be severely limited. Most sergeants and above with supervisory experience are non-PEPRA members. Since Metro does not have a legacy safety retirement system, a lateral move of a sergeant or above from another police department would require the law enforcement leader to shift from a legacy retirement to a PEPRA retirement plan with Metro. This would reduce their retirement benefits, driving away potential experienced supervisors.

Implementing a required new safety retirement plan and the costs associated with this, along with funding long-term injuries and retirements, was not included in the Metro police department study. Currently LASD covers all these costs as part of the contract.

BUDGET

The staff report highlights a cost savings of $37.5 million based upon a proposed budget of $135.4 million vs. $172.9 million in existing law enforcement services. This cannot be achieved without an associated significant decrease in current staffing.

When comparing the budgetary cost per officer, a Metro in-house police department costs more than the present contract system. Dividing the $135.4 million proposed budget by 464 personnel, the cost per personnel is $291,810. In comparison, the existing contract amongst all three agencies of $172.9 million divided by the true number of personnel across all three agencies (732), the average cost per personnel is $236,202. The average cost of the existing contract is 19 percent less than an in-house police department.

Another costly factor is the increase in safety pension related costs. Safety pension costs for new employees are currently 28 percent total, 14 percent for Los Angeles County (County) employees and 14 percent covered by the County, which is a large component of Salary and Employee Benefits (S&EB) costs.

Using the true number of personnel that would be required (581 sworn) to ensure an accurate comparison and the County employer portion of 14 percent as an estimate, additional pension costs could near $9.8 million annually. Additionally, pension liability must be maintained regardless of the current employment status of the employee (i.e. disability retirements, lateral transfers, etcetera, all require maintenance costs in perpetuity). Note that Metro currently has no pension liabilities, current or future, for contract employees assigned to Metro. LASD covers these costs as part of the contract.

Metro currently carries no direct financial risk for actions taken by LASD. LASD maintains a liability trust fund for transit, which is included in the existing contracts, with a net cost of two percent. For a new Metro police department to maintain similar coverage, $4.5 million in annual expenses should be considered as a minimum.

Utilizing the proposed budgetary methodology submitted in the feasibility study, coupled with the pension and liability costs estimated, an in-house police department would cost Metro $227.3 million annually or more.

Startup costs for a new police department would be significant. The study stated Metro currently provides vehicles and equipment, which can be used by the new in-house police department. LASD provides an all-inclusive cost model covering all equipment, vehicle expenses, equipment, and overheads. The equipment and vehicles are property of the County and not provided by Metro nor would they be property of Metro should the contract be terminated. The costs to purchase, equip, and maintain vehicles, uniforms, radios, body worn cameras, less-lethal equipment, firearms, defensive equipment, trauma equipment etcetera, is extensive and significant. Additionally, there are considerable state-mandated and optional training expenses. Beyond the initial expenses for officers, there are ongoing expenses and upgrades. All of this is provided by LASD and would be required for a new Metro police department.

Additional startup costs include recruitment, backgrounds, and academy costs. Peace officers have extensive state-mandated background requirements, including initial screening, polygraph, psychological evaluations, medical, and a detailed community background. The cost per LASD applicant is estimated to be $125,000 prior to entry of the academy. Rio Hondo Community College police academy, as an example, costs plus estimated salary costs would bring the cost of each recruit from applicant to sworn officer to an estimated $225,000 per person from recruitment to graduation. This number multiplied by sworn staffing numbers required for a new police department, and total startup costs for recruitment and retention, could be estimated at $130.725 million.

A review of current and required equipment for deputy sheriffs is $68,500 per deputy, which includes all of the above noted considerations. At the required 581 sworn personnel, equipment startup costs would be $39.8 million. Adding recruitment and academy costs, this brings the estimated startup costs to $170.525 million. This is excluding ongoing in-service training, employees lateraling to other agencies, and equipment upgrades, which would increase the annual budget in future years. These costs are currently included in the LASD contract.

OPERATIONAL CONCERNS

Evidence handling and jails are some of the two largest liability areas for police departments. Should Metro develop its own police department, evidence would need to be collected and maintained. There are costs associated with the collection, processing, and handling of evidence. Rape kits, firearms analysis, and other pieces of evidence would need to be analyzed. Evidence would need to be properly stored and accounted for with a wide range of specialized requirements specific to the situation. Space and storage requirements, legislative requirements, and evidence custodian staffing would need to be maintained and funded.

In addition to evidence, a temporary holding facility/jail would need to be developed. This requires Title 15 and Title 24 compliance, in-house jailers, associated liability, and significant expenses. Other considerations include specialized law enforcement secretarial staff. Police records require specialized records retention and processing and storage, along with state-level training on confidential records access. There are time requirements for entry and removal of stolen items, warrant processing, and warrant auditing. This support staff and associated liability must be considered.

The costs associated with building a jail facility and evidence room should be considered as additional startup costs. Metro should factor in $6.5 million as additional startup costs. This does not include the cost of staffing or maintaining these additions. All of these costs are currently covered by LASD.

There are other regulatory requirements to consider, such as Senate Bill 2 (SB2) compliance, Racial and Identity Profiling Act (RIPA) data tracking and compliance, and POST Continuing Professional Training and Perishable Skills (CPT) requirements. Maintaining an in-house police department has significant oversight and compliance requirements.

Each of these items include additional complexities, costs for staffing, startup costs, and regulatory/liability concerns. LASD provides these services to Metro as part of the all-inclusive costs with no liability concerns or need to maintain existing evidence or jail space.

BENEFIT ANALYSIS

The staff report highlighted six (6) specific areas that would provide a benefit for an in-house police department. Each of the six areas were reviewed and the following should be considered.

Cultural Alignment
LASD has been providing transit contracted services since the early 1980s. We have had a full-time bureau since 1997. Personnel assigned to Transit Services Bureau (TSB) chose to transfer voluntarily. TSB has a distinct culture of service for and on behalf of Metro. This is not separate nor apart from Metro, but with Metro. There are deputies and professional staff with decades of experience at Metro, including former Metro and RTD employees. Department personnel see themselves as part of the Metro family. Any characterization of a separate culture would not accurately reflect the soul of our personnel or TSB.

Engaged Visibility
The feasibility study implies LASD personnel are not engaged or visible on the system. All LASD TSB personnel are assigned full-time to Metro. They understand the Metro mission and are required to be highly visible on the system. All rail personnel, except for those assigned to fixed posts as coordinated with Metro, are required to conduct train rides throughout their shift and conduct platform checks. Some are assigned to fixed posts at busy terminals. Bus units conduct and log bus boardings. This information is tracked via a geolocation program and audited by supervisory personnel and management.

LASD personnel are highly visible and engaged with Metro staff and customers and this can be supported with significant statistical information and success stories. A GPS tracking system is currently in place to document LASD deputy locations.

Fiscal Sustainability
Current law enforcement services are contained and do not grow excessively. This is reflected in the changes over the years. It is important to note the seven modifications to the law enforcement contract were all at

the request of Metro. Increases included significant expansion of the system, including the L Line and K Line during the contract period. LASD provides an all-inclusive rate that does not allow for cost overruns and is adjusted annually. It is more accurate to review the rate increases each year rather than the overall budget. Rate increases accurately reflect cost of living increases.

Overall costs factor in Metro requested growth such as expansion of deployment. Between 2017-2023, the average annual rate increase based on the cost for a deputy sheriff field unit was 5.48 percent. This is in line with the study's projected cost increase of 5 percent and highlights LASD's contracted services that have been fiscally sustainable year-over-year.

Dedicated Staffing
LASD personnel are dedicated to Metro. Engaging with Metro staff and riders is at the heart of what we do. There are countless examples concerning the good work of our personnel, including team leaders who attend Metro staff meetings at all divisions, the Commuter Enhancement Team that is dedicated to engaging with commuters, and the Safe Schools Commuter Program where we ensure high visibility during school commuter hours. Not to mention the deputies across the system who work Metro daily, interacting with operators, staff, and riders.

All rail personnel, except for fixed posts requested by Metro, are required to conduct train rides throughout their shift. They are not assigned to work patrol solely in a radio car. The radio car is simply an effective tool used in conjunction with their sole mission of transit policing.

It is important to note deployment is developed in coordination with Metro Systems Security and Law Enforcement, and it is done in a collaborative manner. LASD executives and management staff have decades of experience and work with Metro to ensure appropriate deployment across the system.

Accountability and Transparency
LASD has an in-house transit dedicated crime analyst who provides current and real-time data to Metro and LASD personnel. This data is used to ensure the safety of riders and assists in our response to crimes on the system. Furthermore, LASD has a strong commitment to transparency being at the core of our law enforcement mission. We work with Metro transparency initiatives and our own county initiatives, including our own oversight authorities. The benefit of working with LASD are these added layers of accountability and oversight.

Response Time
LASD provides services to Metro covering 95 cities of service area, nearly 1,000 square miles of bus routes, 90 miles of rail, and 42 platforms. With only 115-line personnel in a 24-hour period covering this vast area, we remain at excellent response times as reported to the Board. This is exceptional considering the coverage area and staffing ratio. LASD's deployment model, which is built on decades of experience, ensures this benefit to Metro and should be highlighted as a success.

CONCLUSION

In summary, it appears that budget, staffing, training, liability costs, pension costs and operational concerns were not completely addressed, and overall costs were underestimated in the study provided to the Board. Considering this, the annual budget for a new Metro police department would be more than $227.3 million dollars, in addition to $170.525 million dollars in startup costs, and $6.5 million dollars in building costs for a jail and evidence room. This conservative estimate reveals a five-year startup cost of $1.433 billion dollars. See below table for cost comparison:

In House Police Department vs Three Agency
Law Enforcement Five Year Cost Summary

	Metro PD Model	Three Agency Model
Year 1	$ 227,300,000	$ 181,545,000
Startup Costs	$ 177,025,000	$ -
Year 2	$ 238,665,000	$ 190,622,250
Year 3	$ 250,598,250	$ 200,153,363
Year 4	$ 263,128,163	$ 210,161,031
Year 5	$ 276,284,571	$ 220,669,082
Total	$ 1,433,000,983	$ 1,003,150,725

*** Estimate assumes a 5% increase in the direct hourly labor rate. Startup Costs factored in for year (1) only.**

This is nearly 35 percent higher than existing contracts, adjusted for inflation over the next five (5) years. Note this does not include ongoing training, equipment, retention of employees, or jail/evidence staffing. These costs do not consider the wide range of operational issues addressed in this letter such as

recruitment, retention, specialized policing, jails, evidence handling, and liability costs.

These facts are provided to collaboratively work with the CEO and Board in their decision-making process, and to ensure the CEO and Board have the most up-to-date accurate information.

Should you have any questions or require further information, please feel free to contact Chief Jack W. Ewell, Special Operations Division, at (213) 229-2205, or via email at jwewell@lasd.org

Sincerely,

R. Luna

ROBERT G. LUNA
SHERIFF

Los Angeles County
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June 21, 2024

Los Angeles County Office of The Sheriff
Sheriff Robert G. Luna
211 West Temple Street,
Los Angeles, CA 90012

RE: Los Angeles County Sheriff's Department Response to In-House Public Safety Department Implementation Plan

Dear Sheriff Luna:

I am writing to provide you with an update on Metro's efforts to explore an In-House Transit Community Public Safety Department (TCPSD). Since receiving your letter on October 17, 2023, significant progress has been made. First, your letter was helpful in raising concerns about the Feasibility Study, many of which have been addressed in the recently completed TCPSD Implementation Plan. The Implementation Plan builds on the initial work contained in the Feasibility Study. This response offers additional information and reiterates key points from both the Feasibility Study and the Implementation Plan.

We acknowledge and appreciate the Los Angeles County Sheriff's Department's (LASD) commitment to working with myself and the Metro Board on both the feasibility and implementation of an in-house police department. Should the Board decide to proceed with the Implementation Plan, ongoing collaboration will be essential. We hope to continue this cooperative effort, ensuring that all perspectives are considered and that the best possible outcomes are achieved.

The Feasibility Study and the Implementation Plan serve distinct but complementary roles in the development of the proposed TCPSD. The Feasibility Study primarily outlined the foundational aspects of establishing the TCPSD, including preliminary evaluations, potential challenges, and initial recommendations. However, the Implementation Plan has expanded on this foundation by providing detailed strategies, actionable steps, and comprehensive solutions to address the concerns raised in the Feasibility Study. It builds on the initial findings, offering a more in-depth analysis and practical framework for bringing the TCPSD to fruition. This distinction underscores the evolution from conceptual exploration to concrete planning, ensuring a thorough and effective approach to enhancing public safety.

Below are responses to the concerns raised regarding the Feasibility Study. Most of your concerns in the letter focused on two areas: staffing and cost. I hope that you will find all concerns have been clarified through the proposed Implementation Plan. Before costs are addressed, concerns regarding staffing, allocation, and deployment and the potential impact of these on safety are discussed. Each of these concerns is discussed in separate sections below.

Staffing

The letter states that the proposed TCPSD "includes a 32 percent reduction in daily field units" which is further discussed on subsequent pages of the response. While the Feasibility Study initially contemplated a reduction in daily field units, the recommended Enhanced Service Model in the Implementation Plan provides for 386 average daily deployments, the same as today. Further, both the Feasibility Study and the Implementation Plan outline how we believe that the proposed in-house deployment structure will increase system coverage in comparison to current contract deployment practices.

Engaged visibility would take precedence in deployment decisions. The objective of engaged visibility requires the deployment of officers on foot patrol where assisting, guiding, and supporting Metro riders and employees by being consistently present, reliable, and accessible in both emergency and non-emergency situations is paramount.

	Avg. Deployed	Pool	Budgeted
Sworn	386	596	632
Admin Support			68
Crisis Intervention/Clinician	87	126	126
Total			**826**

In response to the concerns regarding relief factors, we want to assure you that while we propose maintaining a daily deployment of 386 officers, we identified having a pool of 596 officers with sufficient sergeant and lieutenant supervision in the Plan. While the Feasibility study proposed 39 sergeants in comparison to the current 70, the Implementation Plan includes 74 sergeants as the pool of officers is larger. We agree that a well-managed deployment pool is essential to maintaining the average deployment levels, preventing coverage gaps, and reducing the need for costly overtime to fill those gaps. This approach enhances operational efficiency, promotes fiscal responsibility, and ensures continuous, reliable service. By carefully managing this pool, we can address the challenges of shift work, days off, mandated training, vacation time, sick leave, Family Medical Leave Act (FMLA) absences, injuries, administrative investigations, and disciplinary actions.

Additionally, the department will have administrative support, but redundant administrative positions are recommended to be reduced significantly by streamlining these roles from the three law enforcement agencies into one single department.

Currently, contract police officers are almost exclusively deployed as two officer units. Two officer units are deployed due to officer safety concerns and the premise that a back-up unit officer is always present. Metro does not intend to change that and is not proposing to deploy officers in single units as originally outlined in the Feasibility Study.

Specialized Unit Officers

The letter states that the proposed TCPSD incurs "a 37 percent reduction in specialized units." More specifically, the response states the Feasibility Report proposed 52 specialized unit officers in comparison to the current 82 which represents a 37 percent decrease.

With an in-house TCPSD, both the Feasibility Study and the Implementation Plan anticipate that the current functions performed by contract law enforcement agencies through such units as HOPE, MET, and Quality of Life will be primarily performed by other components of the Metro public safety ecosystem (i.e., Homeless Outreach and Crisis Interventionists/Clinicians). The Recommended Enhanced Service Model proposes to have an average of 188 individuals deployed on the system daily. While all TCPSD officers will receive training in these areas, the primary responsibility for these issues on the Metro system will fall on other ecosystem components. Therefore, specialized units staffed by police officers in these areas are not needed in the TCPSD. However, the TCPSD will provide specialized unit services such as K-9 units. During the TCPSD's initial development, the existing contract law enforcement special units (canine, forensics, etc.) would continue to be contracted until the TCPSD can seek adequate experience, training, and certifications for officers to gain specializations.

System Safety

The letter also states that the Metro system will be less safe with a TCPSD since fewer police personnel will have a direct impact on system safety. As already noted above, the recommended Enhanced Service Model includes the same average daily officer deployment as currently provided by contract law enforcement. The above discussion regarding police personnel allocation and deployment should assuage these concerns.

However, it is important to recognize that Metro customers and employees are concerned about their safety. The need for safety is a fundamental human need, but it is recognized that safety has differential meanings for individuals. In the survey discussed in the Metro Customer Experience Plan 2022, participants expressed concern about their safety at bus stops and train stations as well as on buses and trains, especially at night. Overall, out of the 40 service factors rated by Metro riders, all but one of the top ranked issues involve safety. The top ranked issues are below.

- Presence of security staff on *buses* and *trains*
- Enforcement of Metro rules on *trains*
- Personal security on Metro *trains* and *buses* at night
- Personal security at Metro *train stations* and *bus stops* at night
- How well Metro addresses homelessness on *buses* and *trains*
- Shade at bus stops

Safety related findings from a survey completed in summer 2021, which included both customers and employees, found that women and nonbinary individuals tend to feel less safe

than men on the Metro system. This was further illustrated in Metro's *Understanding How Women Travel* report (2019), which stated:

> Women feel unsafe on public transit, and it is impacting how often they ride, when they ride, and if they ride at all. Among women, safety on transit is a top concern voiced across every mode of data collection, and their concerns center around harassment and personal security, as well as physical safety and design of vehicles, stations, and stops. ***These concerns collectively obstruct women's freedom of movement*** [emphasis added].

Furthermore, of the Metro employees surveyed, ***39% reported feeling safe rarely or never***. Metro's primary focus is on increasing the visible presence of uniformed personnel.

Personnel Costs: Salaries, Burdened Rates, Training & Equipment, and Retirement

In the proposed Implementation Plan, Metro anticipates that bringing the law enforcement services in-house will have an annual estimated cost, after the five year implementation, of $168 million with a total Capital cost of an estimated $25 million.

						Total 5-YR Implementation	Year 6
Personnel Onboarded	**9**	**364**	**138**	**159**	**156**	**826**	826
Sworn	5	206	127	152	142		
Support Staff	4	158	11	7	14		
	Year 1	**Year 2**	**Year 3**	**Year 4**	**Year 5**		**Year 6**
Labor	$ 1,865,792	$ 50,837,061	$ 76,756,436	$ 99,005,560	$ 131,473,665		$ 132,426,652
Non-Labor	$ 5,989,341	$ 16,240,343	$ 21,735,304	$ 28,437,748	$ 34,509,794		$ 35,578,701
Capital	$ 5,519,625	$ 4,277,950	$ 4,097,103	$ 5,043,672	$ 5,757,381		$ -
Total	**$ 13,374,758**	**$ 71,355,354**	**$ 102,588,843**	**$ 132,486,980**	**$ 171,740,840**	**$ 491,546,773**	**$ 168,005,353**

As noted earlier, while the letter reviewed the preliminary evaluations in the Feasibility Study, some elements have been refined and adjusted in the Implementation Plan.

While we appreciate the assumed calculations from LASD, we estimate the average cost to be $173,000 per officer, compared to the $225,000 estimated in the letter. The Implementation Plan accounts for and estimates the costs for recruitment, training, police academy costs, salary, liability, and equipment. For the recruitment and hiring process, the only external costs to a TCPSD are the cost of the psychological evaluation, polygraph, and medical screening, the remaining elements will be done by Metro personnel.

Another financial challenge not discussed is the excessively high overhead rate Metro currently incurs each contract year.

FY24 Labor Costs	Direct Labor Cost	Labor Costs %	Overhead Costs	Overhead %	Other Direct Costs	FY 24 Contract Value
LASD	$ 68,877,995.94	87.21%	$ 9,465,013.50	11.98%	$ 632,272.08	$78,975,281.52
LBPD	$ 7,754,058.56	74%	$ 1,938,514.64	19%	$ 464,720	$10,157,293.20
LAPD	$ 74,053,753.62	70.58%	$ 30,589,322.89	29.15%	276,039.27	$104,919,115.78
Total	**$ 150,685,808.12**		**$ 41,992,851.03**		**$ 1,373,031**	**$194,051,690.50**

Salaries
To identify anticipated TCPSD salaries for the Feasibility Study, the FY23 LAPD line-item payroll was obtained and analyzed. In particular, the salaries were based on an assessment of the mean and median salaries for each LAPD personnel group as well as qualitative adjustments. This was viewed as a valid means to calculate anticipated salaries since the LAPD has multiple employees in each personnel category. Furthermore, the Implementation Plan anticipates a starting salary for an in-house law enforcement Officer to be $90,000.

Retirement – The LASD response notes that "another costly factor is the increase in safety pension related costs" with the County covering 14 percent of safety pension related costs for new LASD employees. Metro will incur annual expenses for employer contributions to a police retirement plan through CalPERS. To estimate pension costs for the Feasibility Study, the CalPERS Public Agency Required Employer Contributions data for FY 2023-24 was analyzed. The normal cost rate for more than 400 cities, towns, and special districts with police departments were assessed.

Liability, Insurance, and Other Costs

The letter also expressed concerns regarding liability costs. Liability is a preeminent concern when operating a police agency. To assess liability risks for a TCPSD, the Feasibility Study considered the transit related lawsuits experienced by the contract law enforcement agencies regarding Metro. Over the last six years of the law enforcement contracts, LAPD has had three officer involved shootings and no transit-related lawsuits, LASD has had two officer involved shootings and no transit-related lawsuits, and LBPD has had zero officer involved shootings and one transit-related lawsuit. The Feasibility Study also looked at lawsuits involving BART PD. Over the past 6 years, BART PD has averaged $2 million per year for third party liability claims and lawsuits filed against the District for police actions. About 90 percent of the $12 million total over 6 years involves two incidents.

To account for liability and other costs, Metro Risk Management estimates the annual costs for insurance at $20 million, workers' compensation at $3.1 million, and general liability at $2.9 million for operating a TCPSD. These costs total $26 million per year and were included in the Feasibility Study and the Implementation Plan.

Additional Costs

Typically, space, vehicles, and equipment are among the costliest acquisitions for a new department. Currently, Metro provides space, some vehicles, and equipment for the contract law enforcement agencies, which can be used for the new TCPSD, reducing start-up costs. As noted in the prior section, LASD claims the equipment and vehicles are property of the County and will not be returned to Metro when the contract ends. It is anticipated that the space currently utilized by the contract law enforcement agencies, which is Metro owned/leased property, will be used by the TCPSD.

Operational Concerns

The letter also raised the operational concerns specifically, evidence handling and jails as two large liability areas for police departments. The LASD response stated that a new TCPSD will "require construction of evidence storage and custody facilities." Like in-house transit police departments across the country, TCPSD will not have a jail facility. With about 2,800 arrests in 2022 and a vast geographic coverage area, it is more efficient for Metro to contract with current city and county jail facilities for the detention of arrestees. In addition, it is anticipated that the city and county jail facilities used to detain TCPSD arrestees will also provide evidence storage as part of the contracts. Therefore, the construction of a TCPSD evidence storage facility is not expected.

The letter also highlights the significant oversight and compliance requirements associated with maintaining an in-house police department. Metro has prior experience with an in-house police department, providing us with a solid foundation to reinstate and improve upon our previous MTA PD model. Six of the largest transit agencies in the country have in-house police departments, underscoring the viability and effectiveness of this model. Within the Implementation Plan we benchmarked against these agencies to adopt best practices and learn from their experiences, including oversight frameworks, training programs, technology use, and community engagement strategies and we are committed to continuing this collaboration. We are committed to implementing rigorous training programs and investing in technology to aid in compliance reporting. While we recognize the significant oversight and compliance requirements, our previous experience and commitment to adopting best practices from leading transit agencies position us well to manage these responsibilities effectively. We are confident that should the Board choose to re-establish an in-house police department, we can enhance the safety and security of our transit system while meeting all regulatory and oversight requirements.

System Safety

While we align on the importance of prioritizing safety, our agencies differ in deployment strategies and alignment with Metro safety mission and goals. Specifically, ensuring conformity with Metro policies, procedures, and safety approaches is paramount to maintaining consistency and effectiveness in our initiatives. Additionally, maintaining operational control and fostering accountability are crucial to our efforts. Misalignments

between Metro's expectations and the diverse practices of contract law enforcement agencies have led to confusion, inconsistency, and inefficiency in delivering safety services on the Metro system.

Metro's customers and employees are the centerpiece of the TCPSD Implementation Plan. The return to an in-house transit police department offers Metro a unique opportunity to have greater control over agency standards, long-term fiscal health, and continuous improvement initiatives to better serve the needs of Metro riders and employees.

Once again, thank you for your input on Metro's Feasibility Study for the TCPSD. Your feedback has been instrumental in refining our approach and addressing key concerns related to staffing, costs, deployment, and overall system safety.

The proposed TCPSD, with its focus on engaged visibility and community trust, could significantly enhance the safety and security of Metro's transit system, benefiting both customers and employees. Should the Board decide to proceed with the Implementation Plan, ongoing collaboration will be essential. I look forward to continuing this cooperative effort, ensuring that all perspectives are considered and that the best possible outcomes are achieved.

Please do not hesitate to reach out if you have any further questions or require additional information.

Sincerely,

Stephanie Wiggins
Chief Executive Officer

Item 2024-0169
Transit Community Public Safety Department Implementation Plan

Metro

CHIEF EXECUTIVE OFFICER

Staff Recommendation

A. Receive and File the Transit Community Public Safety Department (TCPSD) Implementation Plan and

B. Approve the Establishment of an In-House TCPSD, over a five-year phased transition, utilizing the Enhanced Public Safety Service Model.

Agenda

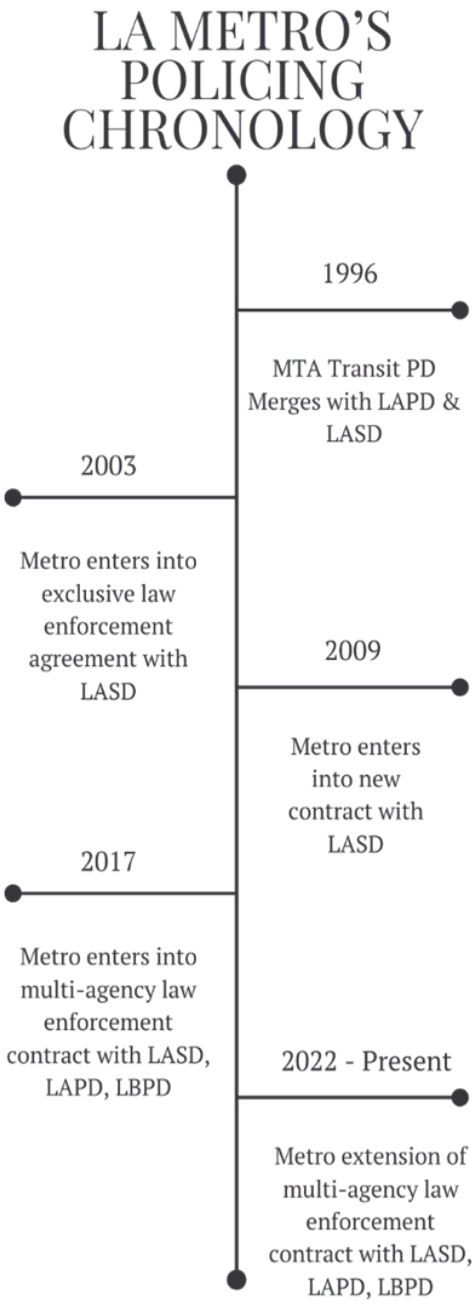
- **Background:** History of Contract Policing
- **Challenges with the Current Multi-Agency Model**
- **Objectives for the In-House Model**
- **Transforming Metro Safety**

- Training with a Transit Purpose
- Zone Deployment
- Service Models

- **5-Year Phased Transition**
- **Questions**

Background:

History of Contract Policing



Challenges of the Multi-Agency Law Enforcement Model

Lack of Alignment with Metro Policies, Procedures, & Safety Approaches

- 3 Agencies with Distinct Policing Cultures, Policies, & Approaches, Presents Significant Challenges that can Impede Effective Coordination & Collaboration

Operational Control & Accountability

- Metro has Limited Influence on How Law Enforcement Personnel are Deployed & their Methods.

Continuous & Unsustainable Cost Escalation

- 10-15% avg annual escalation & Metro cannot control this growth at a reasonable rate, given that the governance of 3 contract agencies is not within Metro's control.

A New Transit Public Safety Model

The TCPSD Implementation Plan identifies pivotal areas crucial for effective execution over a five-year period. These key strategies encompass:

- **Transit Community Public Safety Objectives** that prioritize transit riders' and employees' safety and create alignment with Metro's diverse ridership and public safety vision.
- **Implementation Plan Phases:** Transition, Resource Planning, and Monitoring and Evaluation.
- **Financial Impacts** of varying proposed Transit Community Public Safety Department models.
- **Comprehensive transit-specific training curriculum** that creates a foundational awareness of the transit environment, incorporating care-based strategies, trauma-informed response, de-escalation, and customer service for the new TCPSD workforce.
- **Accountability and Transparency Metrics** by establishing measurable department key performance indicators, creating layers of accountability, including a Civilian Review Committee, and engaging the public and relevant stakeholders.
- **Zone-Based and Tiered/Co-Response Model of Transit Policing**; integrating communication and protocols for engaging ambassadors, crisis intervention specialists, and homeless outreach providers in coordination with public safety personnel to reduce response times and improve service.

Transit Public Safety Service Culture – Value Based

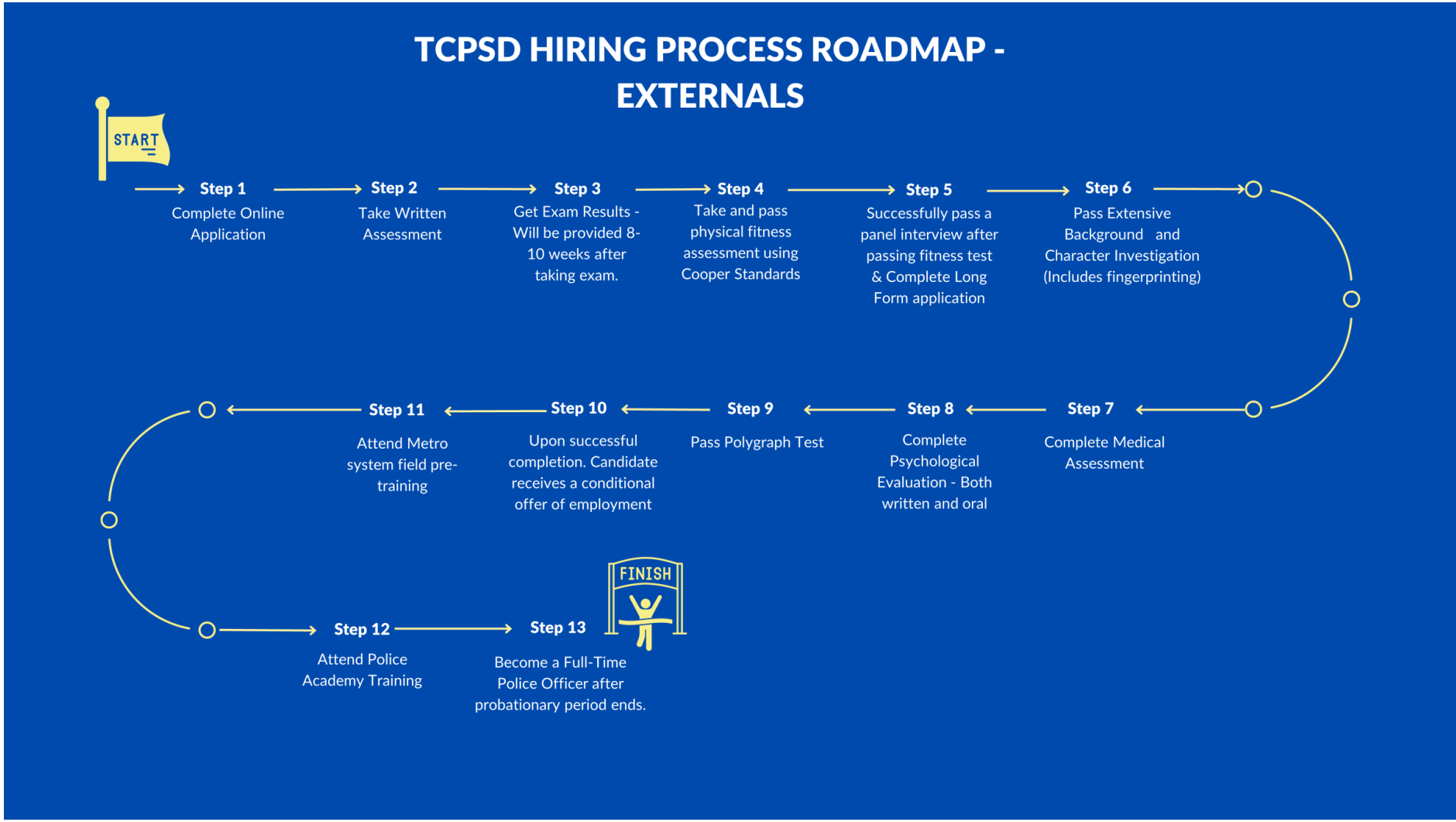
Specialized Metro Transit Community Public Safety Workforce

Engaged Visibility

Transparency and Accountability

The objectives for the TCPSD are increased visibility, specialized transit community public safety workforce, accountability, and consistent service delivery.

Training with a Transit Purpose



Metro will establish a human-centered policing culture focused on dealing with quality-of-life issues tailored to a transit environment, including four Weeks of Transit-Specific Training vs. the current four hours.

Transit Community Public Safety Department
Metro Bus & Rail System Zones
(Proposed)

Zone-Based Deployment

- Today, Multi-Agency Deployment is hindered by jurisdictional boundaries.
- **Optimizing Resource Allocation**: The zone-based deployment strategy aims to optimize resource allocation, increase visibility, and build relationships with the community within designated zones.
- **Community Engagement**: The model emphasizes community engagement and problem-solving unique to assigned areas, fostering a sense of responsibility and accountability among officers.
- **Data-Driven Adjustments**: Regular review of zone deployments based on data analysis and community feedback to ensure effectiveness and efficiency in resource allocation.

Deployment Service Models

TCPSD's primary objective is to improve engaged visibility at Metro stations and onboard Metro bus and rail vehicles.

This objective requires the deployment of officers on foot patrol, who must be consistently present, reliable, and accessible in both emergency and non-emergency situations to assist, guide, and support Metro riders and employees, and accessible in both emergency and non-emergency situations is paramount.

The implementation plan outlines four deployment models for the TCPSD:

1. Current Service Model
2. Enhanced Service Model
3. Decrease Sworn Officer Service Model
4. Increase Sworn Officer Service Model

Current Service Model

- Same number of officers deployed daily as the contracted law enforcement services currently provide today.
- Provides a like-for-like comparison with the current multi-agency contracted law enforcement model.
- Maintains current level of daily deployment for public safety ecosystem layers (TSOs, Homeless Outreach, and Ambassadors)
- Reduces redundancies in administrative positions and overhead from the current contracted police services.
- The Current Service Model for the same number of field-based law enforcement personnel would cost **$154,440,303 per year** vs. the current $194,051,691 of the Multi-Agency Contract Cost **($39.6 million in savings).**

	NON-LAW ENFORCEMENT ALTERNATIVES UNARMED		ARMED RESOURCES	
Avg. Daily Deployment Levels	Metro Transit Security Officers I	124	Law Enforcement	386
	Ambassadors	220	Metro Transit Security (TSO II, Sgts., Sr. Officers)	34
	Homeless Outreach	96		
	Crisis Intervention	6		
Total	**446**			**420**

Enhanced Service Model

- Builds upon the Current Service Model, retaining the current 386 daily deployment of law enforcement officers.
- Increases critical safety layers, such as Ambassadors, Crisis Interventionists/Clinicians & Homeless outreach.
- Utilizes the savings to increase the field-based public safety ecosystem layers of Transit Ambassadors, Crisis Interventionists/Clinicians, and Homeless Outreach by an additional 227 deployed daily, expanding the current average deployed daily of 446 FTEs to 673 FTEs.
- Allocates $5 million for innovative Public Safety Infrastructure Improvements at transit stations.
- The Enhanced Service Model is estimated to cost **$192,566,505** per year.

	NON-LAW ENFORCEMENT ALTERNATIVES UNARMED		ARMED RESOURCES	
Avg. Daily Deployment Levels	Metro Transit Security Officers I	124	Law Enforcement	386
	Ambassadors	220	Metro Transit Security (TSO II, Sgts., Sr. Officers)	34
	Homeless Outreach	96		
	Crisis Intervention	6		
Total		446		420
Enhanced Additional Layers	Ambassadors	141		
	Homeless Outreach	5		
	Crisis Intervention	81		
Total		227		
Total Daily Deployed Resources		**673**		**420**

Decrease in Sworn Officers Service Model

- This service model reduces the number of officers from the baseline of daily deployed sworn officers of 386 by 40, or 12%, to 346.
- With TCPSD, officers will be actively on the system, on foot patrols, and riding transit. The public will notice the increased presence more significantly than in the current multi-agency model, where officers are not as visibly active on the system.
- Although there are fewer officers overall, the increased visibility through zones and foot patrols will create a stronger sense of security and presence.
- All components outlined in the Enhanced Service Model, including Ambassadors, Homeless Outreach, and Crisis Interventionists/Clinicians and $5 million for innovative Public Safety Infrastructure Improvements, are carried forward.
- This model is estimated to cost **$181,510,775** per year.

	NON-LAW ENFORCEMENT ALTERNATIVES UNARMED		ARMED RESOURCES	
Avg. Daily Deployment Levels	Metro Transit Security Officers I	124	Law Enforcement	346
	Ambassadors	220	Metro Transit Security (TSO II, Sgts., Sr. Officers)	34
	Homeless Outreach	96		
	Crisis Intervention	6		
Total		446		380
Enhanced Additional Layers	Ambassadors	141		
	Homeless Outreach	5		
	Crisis Intervention	81		
Total		227		
Total Daily Deployed Resources		**673**		**380**

Increase in Sworn Officers Service Model

- Model builds upon the Enhanced Service Model by augmenting the daily deployment of officers.
- This Model increases the number of officers to support an additional 80 officers deployed daily.
- The total law enforcement personnel deployed daily would increase to 466, some organized into Flex Teams to enhance coverage and responsiveness for special operations, during major/special events and to address "hot spots" within the transit system network.
- Same Enhanced Model increases in critical safety layers, such as Transit Ambassadors, Crisis Interventionists/Clinicians & Homeless Outreach.
- This Model is estimated to cost **$214,890,478** per year.

	NON-LAW ENFORCEMENT ALTERNATIVES UNARMED		ARMED RESOURCES	
Avg. Daily Deployment Levels	Metro Transit Security Officers I	124	Law Enforcement	466
	Ambassadors	220	Metro Transit Security (TSO II, Sgts., Sr. Officers)	34
	Homeless Outreach	96		
	Crisis Intervention	6		
Total		446		500
Enhanced Additional Layers	Ambassadors	141		
	Homeless Outreach	5		
	Crisis Intervention	81		
Total		227		
Total Daily Deployed Resources		**673**		**500**

Recommended Model

- Staff recommends implementing the **Enhanced Service Model** to optimize the TCPSD's performance, align with Metro safety priorities, and address customer and employee concerns.
- While traditional law enforcement functions remain essential, this model leverages the estimated cost difference to provide a more integrated and expansive level of service. Ensuring public safety involves incorporating a diverse range of response mechanisms, including Metro TSOs, Transit Ambassadors, Crisis Interventionists/Clinicians, and Homeless Outreach.
- By increasing these safety layers, the Enhanced Service Model enhances coordination, improves response times, and ensures that the specific needs of riders are met with a tailored, compassionate approach.
- This holistic strategy not only bolsters security but also fosters a safer and more supportive environment for all Metro users.

Co-Response & Care-Based Strategies

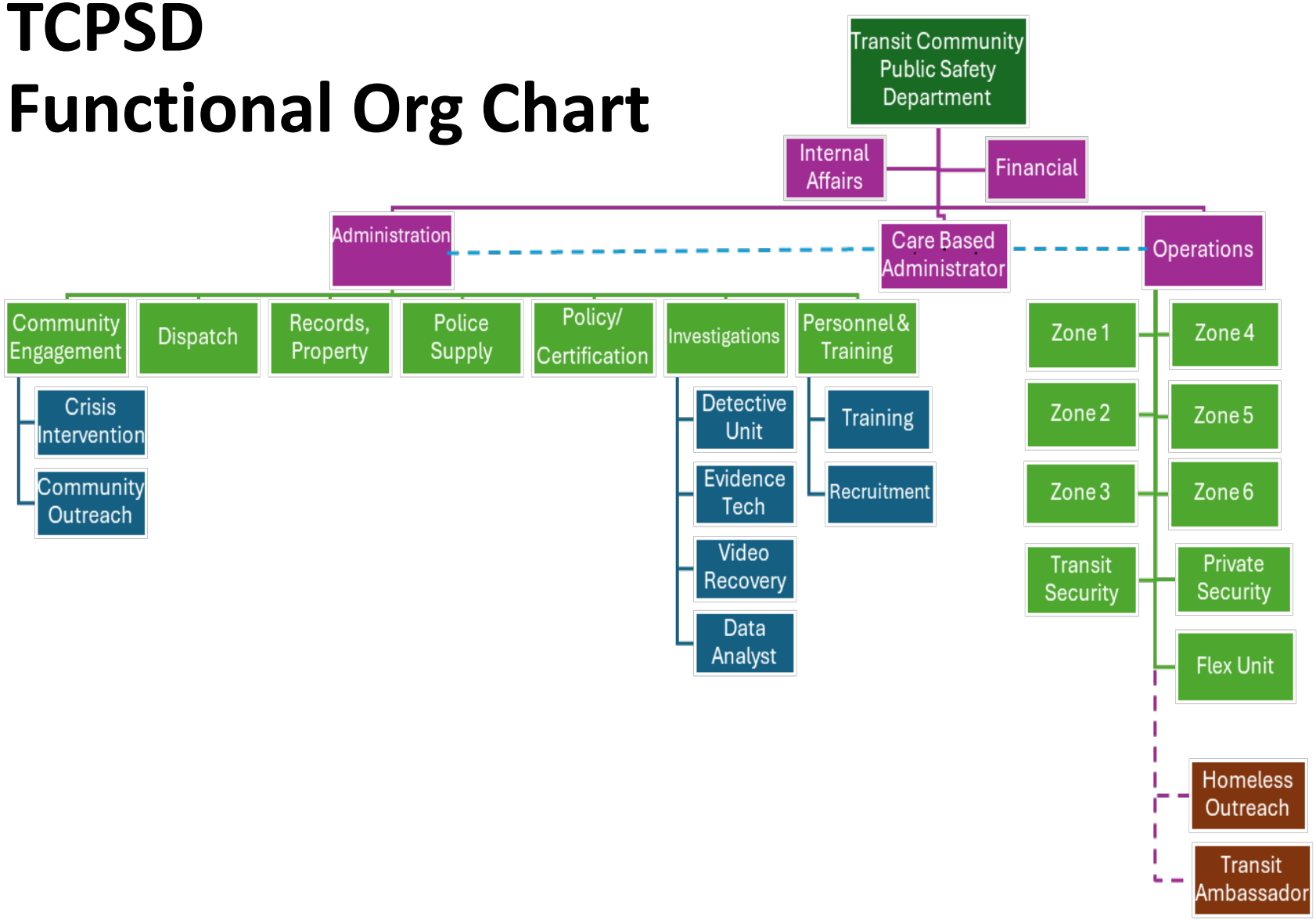
- Metro TCPSD officers would be deployed with Crisis Interventionists/Clinicians as crisis co-response teams.
- Each zone would have multiple crisis co-response team assigned to respond to calls and do proactive engagement on board trains, buses, and at Metro transit stations.
- By integrating Crisis Interventions/Clinicians into teams with transit police officers, Metro would promote a more effective response to crisis situations, reduce the likelihood of escalation or use of force, and improve outcomes for individuals in distress.
- The teams would offer immediate support and connect individuals with treatment resources while officers ensure the safety of the scene.
- All layers of Metro's public safety, including transit ambassadors, transit security officers, contract security, multi-disciplinary homeless outreach teams, and law enforcement, are essential contributors.
- This collaborative approach reflects a growing recognition of the importance of integrating mental health expertise into public safety responses and promoting trauma-informed approaches to crisis intervention.

Transit Public Safety Best Practices

- Staff conducted a review of other transit agencies with in-house police departments to survey best practices to inform the creation of an integrated approach to ensuring safety and security within the transit system by incorporating the following elements:

  - **Transit-Specific Training:** Officers receive specialized training tailored to the unique challenges and dynamics of the transit environment.
  - **Co-Response Model:** Collaboration with crisis interventionists/clinicians to provide a comprehensive response to incidents.
  - **Zone Deployment:** Strategic allocation of officers to different zones to maximize coverage and effectiveness and build ownership and relationships.
  - **Foot Patrol Model:** Increased visibility of officers on vehicles and in stations to deter crime and enhance customer and employee safety.
  - **Data Transparency:** Publishing data timely to enhance public confidence.
  - **Upgraded Technology:** Implementation of advanced technologies such as resource geolocation and integrated radio communications for efficient coordination and response.
  - **Civilian Oversight Body:** Establishment of a civilian oversight body to ensure accountability and transparency in policing practices.

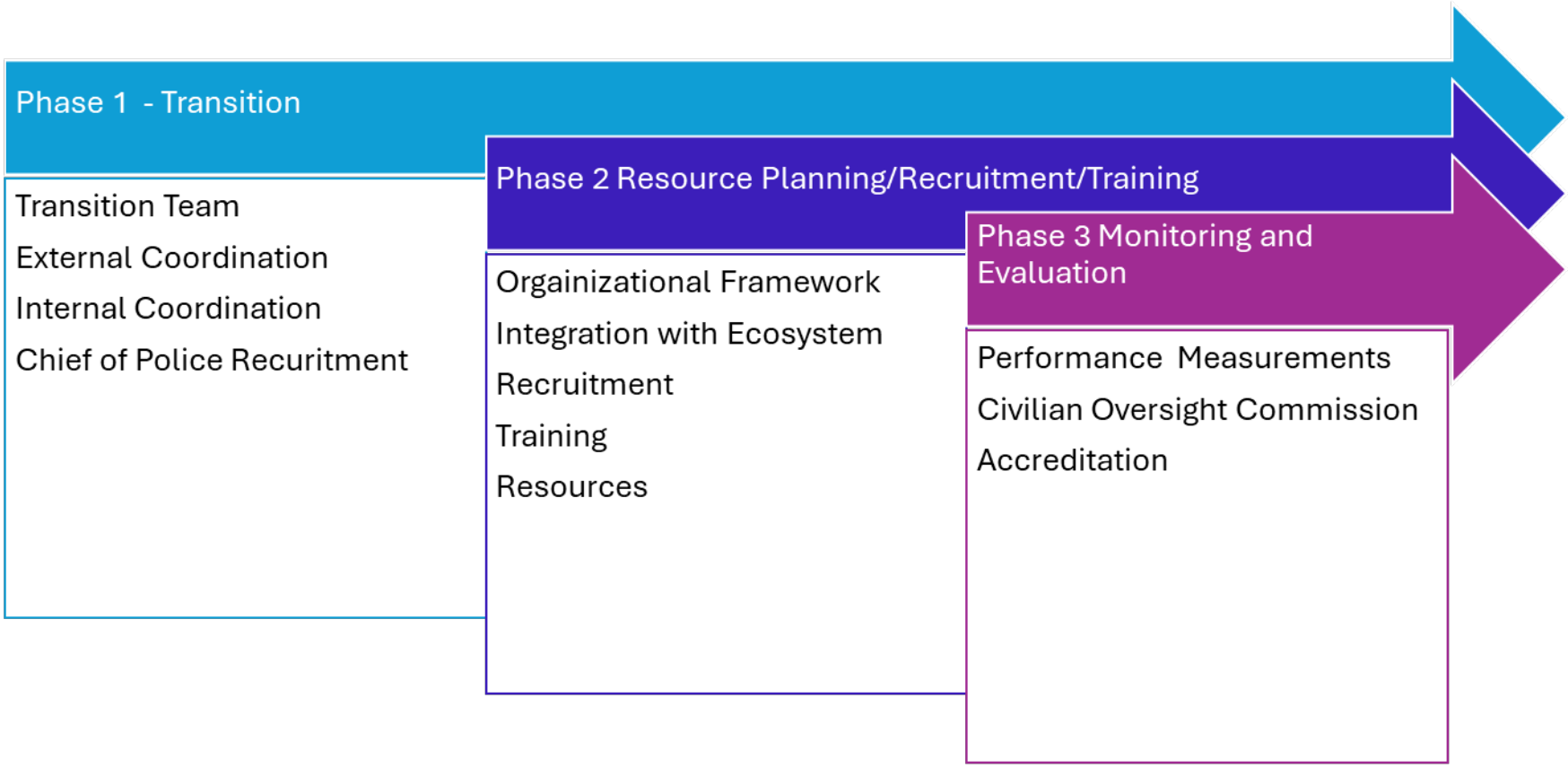
TCPSD
Functional Org Chart



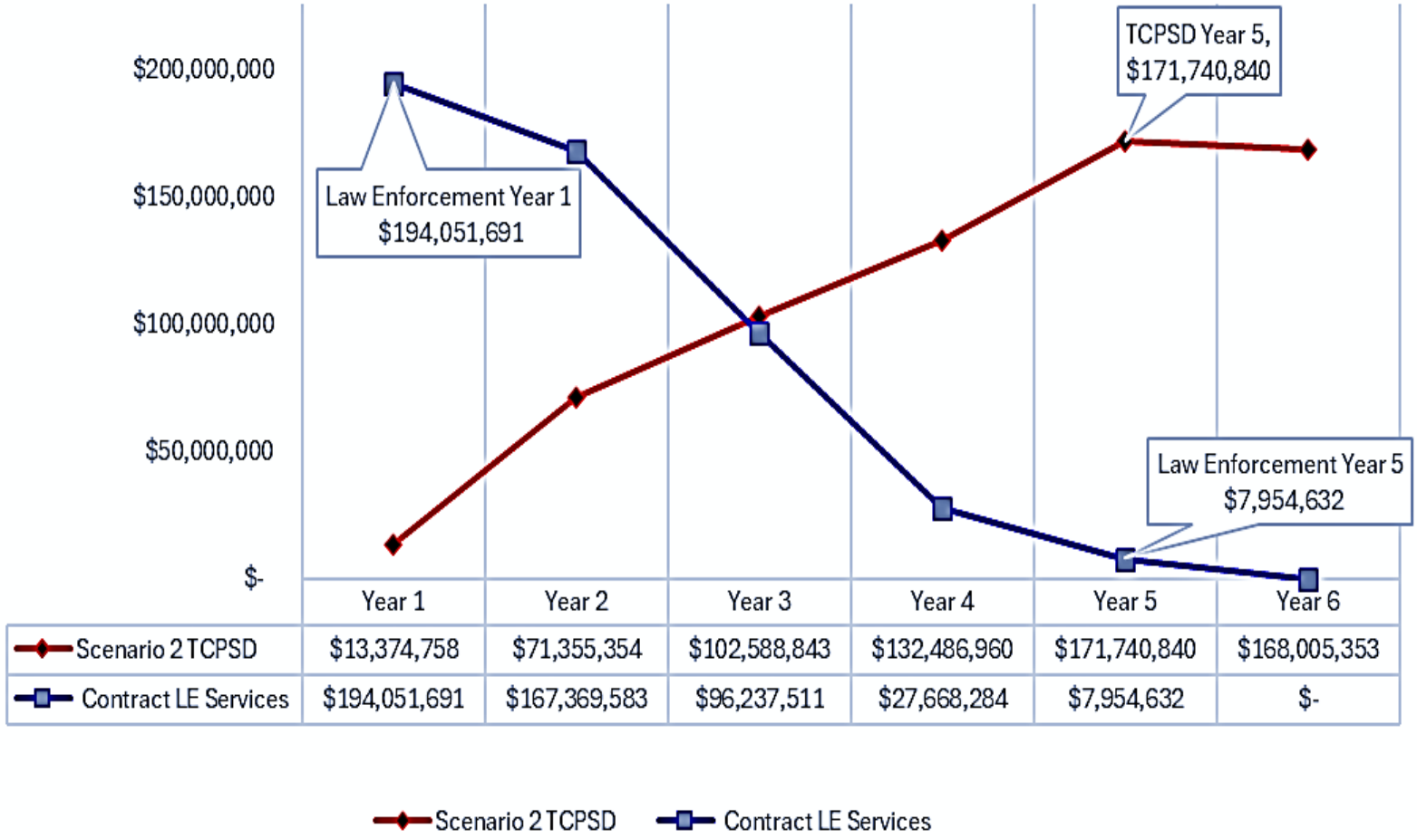
Transforming Metro's Safety Strategy: TCPSD Model

- Metro aims to integrate ecosystem strategies into unified responses on the transit system. – Transit Ambassadors, Homeless Outreach, Crisis Intervention, Metro Security, Contract Security
- Embracing a holistic approach, Metro will prioritize safety while adapting and innovating security strategies.
- The TCPSD intrinsically infuses "People First" values into every layer of public safety.
- Collaboration and communication are key in the integrated policing model, assigning appropriate responses to safety incidents.
- TCPSD employs a nuanced and situational approach, assessing and addressing various types of crimes and safety incidents and ensuring the proper response.
- Balance is crucial; TCPSD ensures thorough assessment before determining the response to safety issues.
- Streamlining collaboration, TCPSD involves a unified command structure with one Chief overseeing safety mission and values.
- This contrasts with the current method, enhancing coordination, communication, and efficiency within Metro's safety ecosystem.

5 Year Phased Transition Approach



Projected Cost Comparison - Year 1 - 6
Estimated TCPSD vs. Demobilization of Law Enforcement
(FY24$)



	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Scenario 2 TCPSD	$13,374,758	$71,355,354	$102,588,843	$132,486,960	$171,740,840	$168,005,353
Contract LE Services	$194,051,691	$167,369,583	$96,237,511	$27,668,284	$7,954,632	$-

Community Engagement

Community outreach and engagement has been pivotal to the development of this plan.

Fall 2023: Metro's PSAC held multiple listening sessions with riders to understand their needs and concerns about policing on Metro.

November 2023: PSAC established Ad Hoc Committees to focus on the In-House Policing Concept.

April 2024: PSAC submitted committee recommendations. Those recommendations were largely included in the Implementation Plan.

June 2024: PSAC voted 7-2 to support establishing an In-House Metro Transit Community Public Safety Department utilizing the Enhanced Public Safety Service Model.

> **PSAC Concerns at time of vote:** balancing social services and law and order, public safety on buses, coordination with law enforcement, ability to recruit sufficient officers, criteria used to establish geographic zones, and the importance of ensuring resource allocation based on actual needs.

Looking Ahead:

- Metro is committed to a strong continued partnership with PSAC to ensure the TCPSD success and responsiveness to Metro's diverse ridership and community needs.
- Forums, dialogue sessions, and partnerships with community leaders, activists, and local community-based organizations will facilitate open conversations about issues, priorities, and perceptions related to policing.
- Comprehensive Community Engagement Plan will include goals and objectives, identify key stakeholders, provide additional forums for accountability and collaboration.

Staff Recommendation

A. Receive and File the Transit Community Public Safety Department (TCPSD) Implementation Plan and

B. Approve the Establishment of an In-House TCPSD, over a five-year phased transition, utilizing the Enhanced Public Safety Service Model.

Next Steps

- Establish a Transition Team of subject matter experts:
  - Policing
  - Mental health
  - Social services
  - Human resources
- Work with CalPERS to finalize a safety pension plan
- Initiate a public engagement process to support the Chief of Police recruitment
- Provide comprehensive quarterly reports to the board.

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

Metro

Board Report

File #: 2024-0319, **File Type:** Contract **Agenda Number:**

REGULAR BOARD MEETING
JUNE 27, 2024

SUBJECT: TAP PLUS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 176 to Contract No. OP02461010001, with Cubic Transportation Systems, Inc. ("Cubic"), in the amount of $66,423,946 for upgrading the current fare payment system to include open payment and account-based functionality and expand its capabilities to improve the customer experience, including acceptance of credit and debit cards as payment on buses and at rail stations for 27 Los Angeles County transit agencies;

B. EXECUTE Modification No. 155.02 to Contract No. OP02461010MAINT000, with Cubic Transportation Systems, Inc. ("Cubic"), in the amount of $78,883,737 to support the current fare collection system, as well as the upgrade, and to extend the period of performance for an additional four years from January 1, 2025, to December 31, 2028;

C. NEGOTIATE and execute all agreements, contract awards, including contract modifications, not to exceed $6.5 million for software development and/or integration to implement open payment and account-based functionality; and

D. AMEND the FY25 Budget by $33,000,000 to accommodate for the cash flow requirements of FY25 for the first-year implementation of the TAP Plus project.

(CARRIED OVER FROM THE MAY REGULAR BOARD MEETING)

ISSUE

The current TAP fare payment system requires an upgrade to expand its capabilities to meet the features available at transit systems around the country and the world and v. Proposed improvements include acceptance of credit and debit cards as payment on buses and at rail stations, as well as a new account-based system that makes it easier for current and new customers to sign up for and use the TAP system and make it easier for riders to access reduced and free fares (e.g., GoPass and the LIFE program).

BACKGROUND

Los Angeles County's regional TAP system is one of the largest smartcard transit fare collection systems in the world, serving the region's customers each year. The TAP system makes it easy for customers to travel seamlessly across the county's municipal transit operators, in addition to Access Services, Metrolink, Metro Bike Share, and Metro Micro, through a unified fare collection system.

The current TAP system is flexible and enables many features for Metro, the 27 transit operators, and customers, such as:

- Management of a complex regional fare table, with over 700 fare products
- Facilitation of interagency transfers
- Implementation of reduced fares, discounted pass products and fare capping on Metro
- Offer free fares for LIFE and GoPass
- Availability of mobile payment options including a mobile app and Apple Wallet

TAP fare products (tap cards) can be purchased at over 1,500 locations throughout Los Angeles County including Los Angeles County Libraries, online at *taptogo.net*, and 545 TAP Vending Machines (TVM) in operation at 143 locations, and aboard buses. TAP is accepted or considered valid fare media on 27 agencies across LA County, listed below:

1. Angels Flight
2. Antelope Valley Transit Authority
3. Baldwin Park Transit
4. BurbankBus
5. Carson Circuit Transit System
6. City of Monterey Park Spirit Bus
7. Compton Renaissance Transit Systems
8. Culver CityBus
9. Foothill Transit
10. Glendale Beeline
11. Glendora Transit
12. City of Gardena, GTrans
13. Huntington Park Transit
14. LA County Department of Public Works
15. LADOT Transit
16. Lawndale Beat
17. LAX FlyAway (LAWA)
18. Long Beach Transit
19. Metro
20. Montebello Bus Lines
21. Norwalk Transit System
22. Palos Verdes Peninsula Transit Authority
23. Pasadena Transit

24. Redondo Beach Cities Transit
25. Santa Clarita Transit
26. Santa Monica Big Blue Bus
27. Torrance Transit

However, the system needs to be upgraded to meet and exceed customer expectations.

For example, many transit systems already accept credit and debit card payment when boarding, reducing a barrier to trial for new or infrequent riders, as well as visitors from other parts of the country or the world. The addition of open payments would address this issue.

LIFE customers who prefer not to use the mobile app, website, or retail locations now must call the TAP Call Center each month to access their 20 free rides. The GoPass program also requires customers to input a code to load a pass and pick it up at the reader before they can use it. The addition of an account-based system would address these issues that make benefits less accessible to our most vulnerable customers.

TAP must upgrade its capabilities to improve accessibility to the correct fare payment plans, so customer expectations are satisfied and ensure broad access to free and reduced fares.

DISCUSSION

TAP Plus Software Enhancements and New Equipment

Metro's payment technology is trailing behind when compared to those of leading agencies across the world. Improvements such as contactless open payment and account-based systems, cater to both the needs of local customers and those of visitors and residents who will be attending, working, or participating in the World Cup, Super Bowl, and the 2028 Olympic Games - as well as mega sporting and entertainment events that occur every day in Los Angeles. To meet customers' expectations and make it easier to attract new riders, Metro must offer the features that are commonplace today, which requires the purchase of new equipment such as new bus validators and gate readers.

Open Payment

Open payment will allow customers and visitors to use the same contactless credit/debit card or mobile wallet they use for everyday purchases to tap and ride on Metro and all the other TAP participating transit agencies. By simply tapping a bank card or mobile wallet on the TAP reader, fare payment transactions will be generated and secured via upgraded readers and system software in conformance with Europay, MasterCard, Visa (EMV), and Payment Card Industry (PCI) standards governing contactless open payment transactions.

Account-Based System

An account-based system is a hub where customers' fare products, transaction history, and rider class are stored and managed securely in a cloud-hosted back office. The new architecture will

simplify payment not only for transit, but for other mobility services such as bike share, parking, multiple microtransit services, and others.

An account-based system allows customers the flexibility to load and use their fare products in real time. This change expands the range of payment options that customers may add to their accounts, including contactless smart (TAP) cards, encrypted barcodes, contactless credit and debit cards, PayPal, and PayNearMe.

An account-based system is required to support the following:

- Open payment and the use of credit/debit cards for Reduced Fares (Seniors, Persons with Disabilities, Students)
- Real-time delivery of discounted fare products for LIFE & GoPass
- Ability for customers to set automatic reloads of Stored Value or other transit passes
- Payment for third-party mobility partners, such as Bike Share, Metro Micro, and scooters
- Event ticketing integration

The TAP system currently receives about 25,000 online fare purchase requests a day. Metro's current system capacity is about 27,000 per day and often this is exceeded. This requires constant monitoring to ensure customers get the passes they order. With the proposed account-based system, Metro will be able to store an infinite number of pass orders.

Integrated Ticketing for Major Sports and Entertainment Events and Metrolink

With the FIFA World Cup 2026, Super Bowl 2027, and the 2028 Olympic Games on the horizon, Los Angeles is set to be in the global spotlight. These events are not just opportunities to showcase the region's vibrant culture and spirit but also pivotal moments for LA Metro to redefine urban mobility. Recognizing this, it is imperative to ensure connectivity with major event venues and the TAP system, ensuring a seamless experience for attendees traveling to and from major event venues.

Integrated event ticketing will be a powerful incentive for customers to shift from driving to taking transit to events. Transit fare options will be included in the event ticket purchase process, and customers will be guided to choose transit as their preferred mode of travel.

In preparation for these major events, Metro is already taking proactive steps through a U.S. Department of Transportation SMART Grant pilot by working with the LA Philharmonic's (LA Phil) Hollywood Bowl Summer Music Program to test integrated ticketing. Hollywood Bowl customers will have an option to purchase a GoMetro Round-Trip Pass QR code in the LA Phil app or on the website.

Barcode scanning is currently available only on Metro Rail on the B/C Line in partnership with Metrolink and its barcode vendor. To ensure regional event ticketing integration, TAP Plus includes the purchase of enhanced validators equipped with barcode scanners for rail stations. Validators for buses have already been purchased and installation is in progress, with a completion date by early 2025.

Benefits to Customers

TAP Plus comes with numerous enhancements to the customer experience.

- Customers will be able to pay fares with contactless credit and debit cards (including mobile wallet) directly on the bus and at rail stations throughout LA County. Customers using contactless credit/debit cards or mobile wallets will also automatically benefit from Metro's fare capping program without having to purchase a TAP card or load one on their mobile wallet.
- Customers will be able to manage their own accounts to instantly reload fares, transfer funds from one card to another, or easily add eligible special discounts or free fares, without having to visit a Metro Customer Center or TAP machine, or call the Metro call center.
- Customers attending special events will benefit from an integrated ticket solution providing convenient transit options, making their journey hassle-free and more efficient.
- LIFE and GoPass customers will have quicker access to free and discounted fares with account-based processing.
- TAP will recognize Electronic Benefits Transfer (EBT) at TAP Vending Machines, which will enable qualified customers to purchase free and discounted fares faster.
- TAP Plus would facilitate the potential merger of Metro's customer-facing mobile applications, as it enables customers to pay for various services using the same fare payment.

New Equipment

The Board recently approved the purchase of new state-of-the-art Bus Mobile Validator (BMV) devices for Metro and TAP participating transit operators, including Metro Micro, municipal transit stores, and for special events. These devices are currently being installed on Metro and installation on municipal buses will be completed by early 2025.

The TAP Plus project includes the next generation of TAP card readers and new station validators. All fare equipment will accept TAP, barcode and credit/debit card payment. Below are brief descriptions of each equipment type (quantities include spares, devices for TAP lab testing, etc.).

- **Validator**: 4,520 new BMVs equipped with QR code scanners, larger display, and enhanced audible alerts
- **Station Validator**: 328 validators will replace current validators with QR code scanners, ADA compliant Braille, along with a larger, enhanced display and audible alerts
- **Gate**: 603 existing Metro Rail gates will be modernized with QR code scanners
- **TAP Vending Machine (TVM)**: 684 TVMs, including TVMs in operations, TAP Lab, spares, and in storage in support of new Rail projects, will be upgraded with a new ADA pin pad and DIP reader (Document Insertion Processor)

Retail Point-of-Sale Device and the Fare Inspection Device

To reduce costs, the Retail Point-of-Sale (RPOS) device and the fare inspection device are not included in TAP Plus. TAP will work with System Security and Law Enforcement (SSLE) for the development of the fare inspection application and purchase of off-the-shelf devices through a competitive procurement process.

Cloud-Hosted Back Office

In addition to upgrading customer-facing fare collection equipment, TAP Plus will deliver a scalable, cloud-hosted back office that will integrate with mobility partners such as Bike Share, Metro Micro and other services. This means customers can conveniently use the same payment method across various transportation options.

Benefits to 27 TAP Partner Agencies

TAP Plus enhancements will benefit TAP partner agencies by upgrading their onboard BMVs to accept existing TAP cards, interagency transfers on TAP, open payment cards, account-based cards, regional fare capping and barcode ticketing at no additional cost.

Implementation Schedule

In Phase 1 of the upgrade, the contractor will launch open payment in early 2026 in time for the World Cup Games. Phase 2 will include the launch of the account-based system by the Fall of 2026, well before the Super Bowl and the 2028 Olympic Games (Attachment A). This timing will allow Metro to stress test systems during significant sporting events so we can be sure they are ready to support the millions of customers we will see during the 2028 Olympic Games.

Guarantees and Warrantees

Maintaining the schedule is crucial to ensure key features are delivered in time for the World Cup in 2026. The agreement specifies penalties for failing to meet important milestone dates, $10,000 per day for each day key milestone dates are missed. These penalties will recur daily until a maximum of $700,000 is reached.

New hardware purchased under the terms of the agreement will include a one-year warranty. After the one-year warranty expires, the hardware will be added to the support services agreement for continuous coverage.

<u>Extending the TAP System Support Services Agreement and Cost Analysis</u>

The current TAP System Support Services Agreement was approved in 2019 for a period of five and a half (5.5) years and will expire on December 31, 2024. As part of this report, staff recommends extending the agreement for an additional four (4) years to ensure continuity of service for the World Cup in 2026, the Super Bowl in 2027 and the 2028 Olympics.

Metro currently spends about $16.8 million per year on maintenance of the TAP system, across the 27 TAP partner agencies. In comparison, the new four-year agreement will include support of all current and proposed hardware and software for about $19.7 million per year. This represents an annual increase of $2.9 million to cover enhancements and moving current tasks from Metro to the contractor, outlined below.

Support Services Agreement	($ in millions)
Adding Open payment & account-based Back Office	$ 1.14
Transition data storage from Metro servers to cloud-hosting	$ 1.16
Shift responsibility from Metro to contractor for complying to Payment Card Industry, or PCI, standards	$ 0.10
Move the TAP mobile app's fee-based service to a flat rate	$ 0.50
Total	**$ 2.90**

The enhancements and transitioning of services amount to $11.5 million over four years from the previous Support Services Agreement.

Service Level Agreements

Service Level Agreements (SLAs), or Key Performance Indicators (KPIs), are built into the support service agreement with defined availability and performance levels to be achieved for each service such as 24/7 help desk, the TAP app, cloud-hosting service, fare inspection app, and deployed equipment and devices on bus and rail to ensure optimal performance during peak and non-peak hours. The SLAs are designed to incentivize the contractor to deliver excellent performance, while also imposing penalties for failing to meet the SLAs. The SLAs will be carried forward to the extended TAP System Support Services contract. When SLAs are not met, the contractor will be penalized with abatement fees.

Their current performance level has been at 97.96% over the past five years.

DETERMINATION OF SAFETY IMPACT

No adverse safety impacts are anticipated from upgrading the current fare collection system with enhancements and features from TAP Plus.

FINANCIAL IMPACT

TAP Plus

The cost for the TAP Plus upgrade is $66,423,946. This includes a full system upgrade and integration and moves TAP’s legacy card-based environment to an account-based, open payment-enabled solution.

Metro continues to work with credit card companies to provide funding to support TAP Plus and negotiate favorable transaction rates to reduce costs.

Upon Board approval, funding for the TAP Plus project will be amended into the FY25 budget. Since this will be a multi-year effort, the Senior Executive Officer of TAP and Project Manager will be responsible for budgeting costs in future years, based on the annual cashflow needs.

TAP System Support Services

Separately, the cost for the TAP System Support Services Agreement will be $78,883,737 over four years for field services, security/PCI administration, licenses, and cloud-hosting services. Budget for the first year for support services is included in the proposed FY25 budget under cost center 5440, in the Revenue Collection Department for contracted maintenance services. Since this is a multi-year contract, the cost center manager and Senior Executive Officer of TAP will be responsible for budgeting funding needs in future years.

The funding source for the TAP Support Services Agreement will be Proposition C 40%. These funds are eligible for Metro, regional bus, rail operations and capital improvements.

Potential Long-Term Savings

As customers transition to open payment, there is a potential savings of $5 million to $10 million, representing a 10% to 20% reduction in the number of operational TVMs. The reduction of operational TVMs can be re-deployed to new rail lines to support rail expansion projects. Other savings may be realized through a decrease in the number of TAP cards procured, up to 29% of credit or debit card transactions at TVMs may potentially transition directly to open payment at fare gates or validators on Metro Rail.

EQUITY PLATFORM

TAP upgrades such as instant qualifications for low-income and reduced fare customers are designed to benefit low-income households, which make up the significant majority of Metro's ridership. With an account-based platform, eligible customers with an Electronic Benefit Transfer (EBT) Card or proper identification could potentially qualify instantly at rail stations for reduced fares, without having to wait for the processing time to enjoy reduced Metro fares.

Throughout 2022, TAP use increased by approximately 8% on Metro Bus and Rail. This increase may be attributed to increases in LIFE and GoPass registrations, facilitated by the simplified enrollment process on TAP. With the introduction of instant qualification through the proposed TAP upgrades, staff hopes to see a projected increase in TAP usage of at least 8-10% to at least match that of 2022.

Cash-paying customers or customers without internet access or smartphones will still be able to use the Metro system as they currently do today. The existing fare payment methods or amenities will remain unchanged with the TAP upgrades. Metro will continue to identify inclusive strategies to reach cash-paying customers to facilitate TAP benefits for these riders; for example, a Metro-issued transit debit card could be made available to increase their access.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the recommendations are in accordance with the following goals:

1. Strategic Plan Goal #1: Provide high quality mobility options that enable people to spend less

time traveling as part of an effort to manage transportation demand through fair and equitable pricing structures.

2. Strategic Plan Goal #2: Deliver outstanding trip experiences for all users of the transportation system by improving legibility, ease of use, and trip information on the transit system.

    2.2: Metro is committed to improving legibility, ease of use, and trip information on the transit system.

ALTERNATIVES CONSIDERED

The Board could decide not to amend the Cubic contract and issue a new Request for Proposal (RFP) for an open payment and account-based system and to maintain TAP equipment. Staff does not recommend this, considering the complexity of the TAP system and the demands on software and equipment integration. Specifically because:

- RFP and new software and equipment implementation would not be ready in time for the FIFA World Cup in 2026 or the Olympic Games in 2028, which are opportunities to stress test the new systems in advance of the 2028 Olympic Games.
- At a minimum, all transit agencies on TAP, including Metro, would have to replace the TAP bus mobile validator/readers. New BMVs were procured very recently. Secondly, the new vendor would have to integrate with each agency's Computer-Aided Dispatch and Automatic Vehicle Location, also known as CAD/AVL.
- A new vendor may require replacing all current equipment (could involve replacing gates, station validators, bus fareboxes, bus mobile validators and TVMs). This is cost-prohibitive ($750 million to $2 billion).
- A new vendor must take over maintenance and upgrades to current gates, validators, and bus fareboxes, requiring Cubic and the new vendor to work together to integrate the new vendor's software and readers with the current equipment. This will be extremely difficult to coordinate resulting in integration delays.

The cost of TAP Plus is reasonable because it not only upgrades Metro to meet the standards of other transit agencies across the country and the world but will also enhance the fare collection systems of 26 other agencies. This represents 4,400 buses, 101 Metro Rail stations, and over 12,000 Metro Bus stops. On average, the capital costs for each agency would be around $2.5 million, and the support services agreement would amount to approximately $0.84 million per year per agency. By comparison, Minneapolis' transit agency has a fleet size of 900 buses and two light rail lines and recently awarded a contract for $37 million. San Francisco awarded a contract for $394 million, Chicago for $320 million, and New York for $554 million. This upgrade would also support the agency's goals and work underway investigating the possibility of merging Metro's mobile applications to improve the customer experience.

Further, FTA Circular 4220.1.f allows Metro to make a change to a contract when justified. The Circular also allows Metro to issue a contract modification when patent or data rights restrictions preclude competition. The TAP software upgrade is developed and engineered by the current vendor, so it is proprietary and intellectual property. V/CM reviewed the scope of work and determined the

recommendation is justified as a contract modification.

Staff considered two alternatives to TAP Plus:

1. Continue with the current TAP mobile/card-based system while adding open payment. The estimated cost would be about $46 million. This option would not include the account-based system that would be of particular benefit to our most vulnerable customers. This does not address the limit on the number of daily autoload requests, continues delays in loading LIFE and GoPass fares and does not offer reduced fares for credit and debit card use. At a minimum, integrated event ticketing could be done in partnership with Metrolink's barcode ticketing vendor and with some software programming from Metro's vendor for an additional cost. This alternative does not include cloud-hosting, so it necessitates the replacement of in-house servers at a cost of about $4 million.

2. Continue with the current TAP mobile/card-based system while launching a robust marketing campaign to encourage customers to transition to the TAP mobile app prior to the World Cup, Superbowl and the 2028 Olympic Games. Customers could use their credit or debit cards to purchase fares using a virtual TAP card on their mobile phones (in use now). At a minimum, integrated event ticketing could be done in partnership with Metrolink's barcode ticketing vendor and with some software programming from Metro's vendor for an additional cost. However, this would not support the agency's goals and work underway investigating integrating Metro's various mobile applications to improve the customer experience.

NEXT STEPS

Upon approval by the Board, staff will execute the contracts and/or contract modifications to implement TAP Plus and to extend the TAP System Support Services for a period of four (4) years through December 31, 2028. Staff will provide periodic updates as to progress.

ATTACHMENTS

Attachment A - Tentative Timeline on Customer Benefits
Attachment B - Procurement Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary
Attachment E - Frequently Asked Questions

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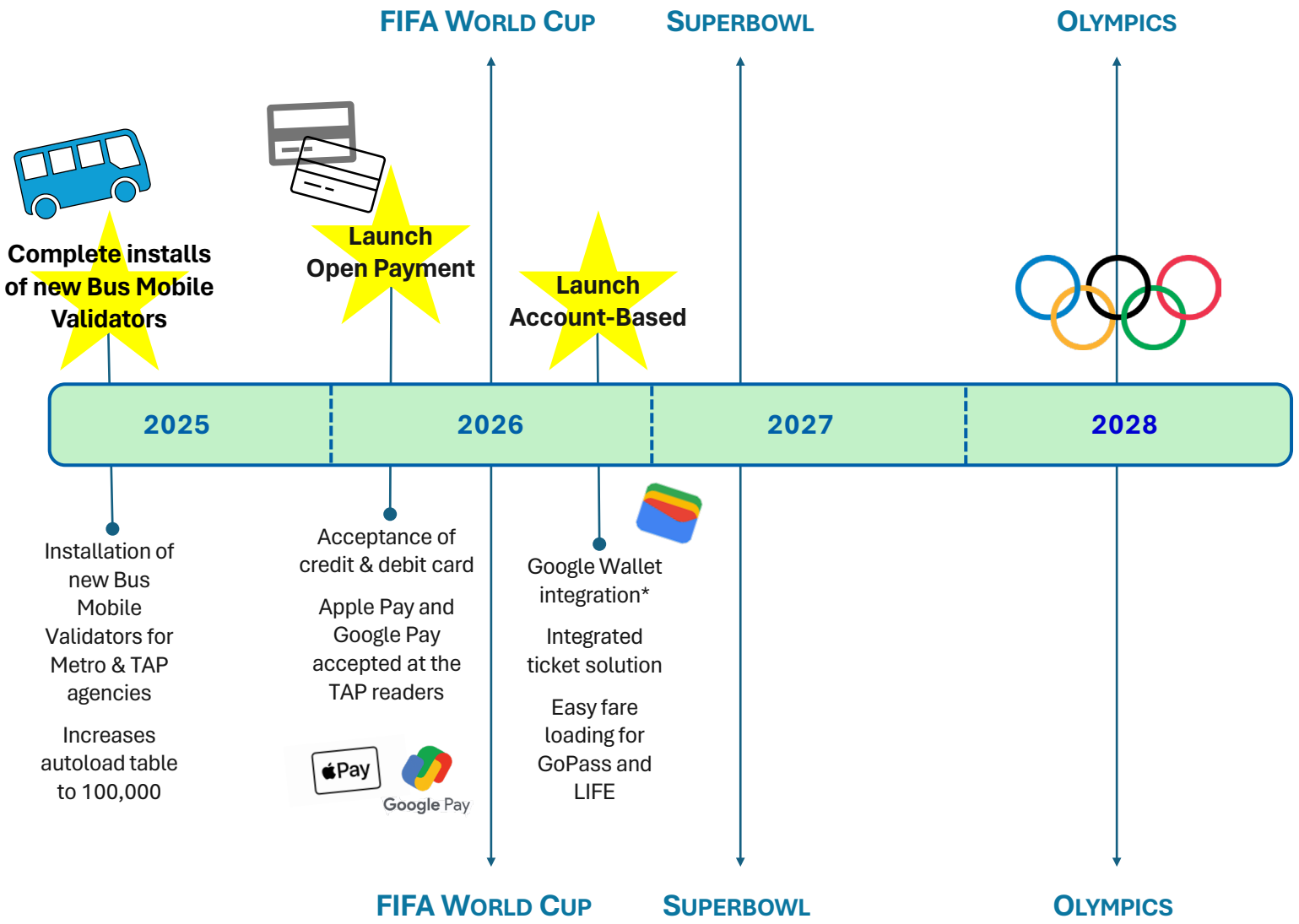
Stephanie N. Wiggins
Chief Executive Officer

Tentative Timeline for Customer Benefits



*Google Wallet integration allows customers to add a TAP card to their Google Wallet for transit

ATTACHMENT B

PROCUREMENT SUMMARY

UNIVERSAL FARE SYSTEM / OP02461010001
UNIVERSAL FARE SYSTEM, SUPPORT SERVICES / OP02461010MAINT000

1.	**Contract Number**: OP02461010001 / OP02461010MAINT000			
2.	**Contractor**: Cubic Transportation Systems, Inc.			
3.	**Mod. Work Description**: Contract No. OP02461010001, Mod No. 176 - TAP 2.0 System Upgrade to open payment and account-based functionality and expand its capabilities to improve customer experience, including acceptance of credit and debit cards as payment on buses and at rail stations for 27 Los Angeles County transit agencies. Contract No. OP02461010MAINT000, Mod No. 155.02 – to support the current fare collection system as well as the upgrade to extend the period of performance through December 31, 2028.			
4.	**Contract Work Description**: Universal Fare System			
5.	**The following data is current as of**: 5/7/24			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	2/28/2002	**Contract Award Amount:**	$84,003,444
	Notice to Proceed (NTP):	3/7/2002	**Total of Modifications Approved:**	$333,575,331
	Original Complete Date:	9/1/2007	**Pending Modifications (including this action):**	Mod No. 176: $66,423,946 Mod No. 155.02: $78,883,737
	Current Est. Complete Date:	12/31/2028	**Current Contract Value (with this action):**	$562,886,458
7.	**Contract Administrator**: Amy Chi		**Telephone Number**: (213) 922-2278	
8.	**Project Manager**: Tisha Bruce Mauro Artega		**Telephone Number**: (213) 922-7621 (213) 922-2953	

A. Procurement Background

This Board action is to approve Contract Modification No. 176 for the TAP Plus upgrade and modernization of the aging fare collection system with a cloud hosted back-end system. This upgrade will enable open payment and account-based processing that will enhance security, prepare for new payment technologies, simplify regional fares and requirements to ensure that all our customers experience a convenient, reliable, and user-friendly barrier free fare payment system.

This Board action is also to approve Contract Modification No. 155.02 issued to extend the Support Services Contract (OP02461010MAINT000) through December 31, 2028, in order to maintain continuous support of the Universal Fare Collection System. The current System Support Services is scheduled to expire December 31, 2024, and continuation is critical in order to operate and maintain the integrated fare collection system to ensure uninterrupted sales, access, and system management of the fare gates and Ticket Vending Machines (TVMs). The modification will ensure that the deployed equipment and back office are operating at optimal levels to support the expected influx of tourists visiting Los Angeles for the World Cup in 2026, the Superbowl game in 2027 and the Olympics in 2028.

These two Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

On February 28, 2002, Contract No. OP02461010001 was awarded by Metro's Board to Cubic Transportation Systems, Inc. (Cubic). The Contract provides a countywide fare collection system and on-going system support to serve Metro's public transit customers. Cubic developed and maintained the NextFare software application and related databases which is the core technology managing the entire Transit Access Pass (TAP) network consisting of bus and rail equipment and devices. NextFare communicates with all of the fare collection devices including BMVs which contain proprietary intellectual property. Therefore, Cubic is the only company that can provide and maintain the necessary upgrades of the software and hardware.

Please refer to Attachment C – Contract Modification/Change Order Log.

B. Price Analysis

The recommended price has been determined to be fair and reasonable based upon price analysis, technical evaluation, independent cost estimate (ICE) and negotiations.

Mod No.	Proposal Amount	Metro ICE	Recommended Amount
176	$68,405,432	$67,073,317	$66,423,946
155.02	$96,726,917	$78,857,438	$78,883,737

ATTACHMENT C

CONTRACT MODIFICATION/CHANGE ORDER LOG

UNIVERSAL FARE SYSTEM / OP02461010001
UNIVERSAL FARE SYSTEM, SUPPORT SERVICES / OP02461010MAINT000

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Table X-1 Milestone Changes	Approved	8/19/2002	$0.00
2	Ticket Vending Machine Soft Keys	Approved	9/4/2002	$0.00
3	San Fernando Valley BRT, Additional Quantities	Approved	4/13/2004	$7,454,844.00
4	Modification to General Conditions	Approved	10/8/2002	$0.00
5	TVM Third Coin Hopper	Approved	8/22/2003	$416,858.00
6	Stand Alone Validator Video Clips	Approved	3/3/2003	$0.00
7	Gold Line Functional Test Waiver	Approved	2/13/2003	$0.00
8	Languages Supported	Approved	2/13/2004	$0.00
9	Modifications to Compensation & Payment	Approved	2/20/2003	$0.00
10	Smart Card to Smart Card Value Transfer	Approved	3/3/2003	$0.00
11	SCADA Cable Installation on Gold Line	Approved	3/3/2003	$48,476.00
12	Gold Line Functional Test Waivers	Approved	4/8/2003	$0.00
13	Farebox Coin Dejam	Approved	4/8/2003	$0.00
14	Change in Milestone Schedule	Approved	4/16/2003	$0.00
15	Time Extension, Gold Line	Approved	7/1/2003	$0.00
16	Change from Datastream MP5 to Express Metrix	Approved	7/1/2003	$0.00
17	Final Design Review, changes in CDRLS	Approved	7/18/2003	$0.00
18	Deletion of Printer from Handheld Validator	Approved	1/6/2004	($35,252.00)
19	Variable Message Sign	Approved	2/19/2004	$243,828.00
20	Changes to Compensation and Payment	Approved	4/7/2004	$0.00

ATTACHMENT C

Mod. No.	Description	Status (approved or pending)	Date	Amount
21	PCMCIA Card Slot use for WAN	Approved	4/13/2004	$0.00
22	Data Transmission System	Approved	6/22/2004	$675,000.00
23	Mifare Card Initialization and Verification	Approved	6/8/2004	$9,629.00
24	Farebox Mounting Adapter for NABI Buses	Approved	7/9/2004	$32,485.00
25	Provide Regional CDCS	Approved	2/25/2005	$5,348,335.00
25.01	Regional CDCS Overhead Rate Adjustment	Approved	1/17/2007	($31,621.00)
25.02	Regional CDCS Acceptance Test Participants	Approved	8/7/2008	$0.00
26	Remove Requirement for Focus Groups	Approved	12/20/2004	($111,704.00)
27	Farebox Rotation	Approved	1/4/2005	$74,967.00
28	Metro Gold Line Eastside Extension, Fare Equipment	Approved	7/25/2006	$3,808,722.00
29	Stainless Steel Panels for TVM Alcoves	Approved	4/25/2005	$45,521.00
30	Data Communication Cabling for Orange Line	Approved	6/10/2005	$41,560.00
31	(Not Used)			
32	Additional Spare Part Quantities for Eastside Ext.	Approved	7/25/2005	$15,480.00
33	Mifare Card Functionality on UFS	Approved	8/15/2005	$33,105.00
34	Revisions to Project Schedule	Approved	10/26/2000	$0.00
35	OCU Mount	Approved	11/15/2005	$87,634.00
36	(Not Used)			
37	Deductive Change for Line 1.36	Approved	4/6/2007	($33,116.00)
38	Installation of Third TVM and Relocation of Two SAVs and Blue Line Willow Station	Approved	7/6/2006	$10,084.00
39	Upgrade the CDCS System from IB SSA Disk Storage Subsystem to Fiber Disk	Approved	10/2/2006	$20,000.00

ATTACHMENT C

Mod. No.	Description	Status (approved or pending)	Date	Amount
40	UFS Equipment for Expo Line	Approved	2/16/2007	$5,197,204.00
41	(Not Used)			
42	(Not Used)			
43	HHV, PMOS and CPOS Interim Maintenance Deductive Change	Approved	2/16/2007	($162,628.00)
44	UFS Additional Quantities for Contracted Services	Approved	2/16/2007	$2,499,916.00
45	Replace Go-Cards with Mi-Fare Cards	Approved	2/16/2008	($1,157,850.00)
46	Relocation of Data Probes and Receive Vaults at Division 7	Approved	4/9/2007	$29,787.00
47	Revisions to US Base and Regional Manuals for Release to ACS	Approved	4/23/2007	$46,000.00
48	Expo Line, Pico Station Infrastructure	Approved	7/18/2007	$18,542.00
49	Relocation of UFS Lab Equipment	Approved	6/2/2008	$106,905.00
50	Expo 7th and Metro Additional Infrastructure	Approved	8/30/2007	$81,719.00
50.01	Expo 7th and Metro Infrastructure Deductive change	Approved	8/30/2007	($30,173.00)
51	Handheld Validator Holster	Approved	10/16/2007	$6,184.00
52	Installation and Testing of Farebox at Transportation Concepts	Approved	3/6/2008	$16,091.00
53	Relocate OCUs on Ford Cutaways and MST Buses at Contracted Services	Approved	5/14/2008	$79,170.00
54	Installation of one Farebox and Testing for two Fareboxes at Contracted Services	Approved	5/27/2008	$18,842.00
55	UFS Quantity Adjustments	Approved	10/9/2008	$0.00
56	Contracted Bus Service Equipment Change	Approved	12/3/2008	$36,704.00

ATTACHMENT C

Mod. No.	Description	Status (approved or pending)	Date	Amount
57	Installation and Acceptance Testing of One Farebox at First Transit	Approved	12/19/2008	$3,040.00
58	Provide UFS Equipment for Expo from Culver City to Venice/Robertson Aerial Station	Approved	3/4/2009	$304,246.00
59	Regional CDCS Electrical Power Reconfiguration	Approved	2/9/2009	$17,186.00
60	Rail Equipment Warranty and Bus Equipment Warranty	Approved	2/19/2009	$0.00
61	TAP Enables Turnstile Fare Gates for Rail Stations	Approved	4/9/2009	$10,000,000.00
62	Provide UFS Equipment for Expo Truesdale Station	Approved	3/4/2009	$284,167.00
63	System Support Services	Approved	6/8/2010	$33,988,558.00
63.01	SSS, Additional Costs	Approved	3/22/2013	$677,631.00
63.02	SSS, Orange Line Credits	Approved	3/22/2013	($58,243.00)
63.03	SSS, One-year Extension	Approved	3/22/2013	$8,148,263.00
64	$5 Dollar Bill handling Unit for Fareboxes and TVMs	Approved	7/27/2009	$304,658.00
65	Installation of Additional SAVs for Eastside Extension	Approved	1/4/2010	$34,077.00
66	Relocation of Wing Gate at MRL Wilshire/Normandie Station	Approved	2/2/2010	$18,905.00
67	(Not Used)	Approved		
68	UFS Equipment for Orange Line Extension	Approved	11/2/2010	$2,749,476.00
68.01	Transfer Maintenance Dollars to 63.01	Approved	1/25/2013	($677,631.00)
68.02	UFS Equipment for Orange Line Extension, Credits	Approved	3/22/2013	($10,982.00)
69	Additional TVM at Aviation Greenline Station	Approved	4/2/2010	$13,031.00
70	TAP Card Physical Testing	Approved	4/28/2010	$41,844.00
70.01	TAP Card Physical Testing	Approved	3/22/2013	$12,658.00
71	Concession Light Functionality	Approved	6/30/2010	$96,726.00

ATTACHMENT C

Mod. No.	Description	Status (approved or pending)	Date	Amount
72	(Not Used)	Approved		
73	API Test Server Imagining	Approved	9/9/2010	$45,024.00
74	Contract Services Relocation	Approved	11/1/2010	$33,854.00
75	Limited Function Sales Office Terminals, Increase Quantity	Approved	2/15/2011	$993,795.00
76	CISCO ASA Acquisition and Implementation for API Test and Production Servers	Approved	2/28/2011	$59,209.00
77	Cubic LU Key Installation	Approved	3/3/2011	$69,097.00
78	Updates Farebox Configuration to Support ARUB Wireless Security Data Transfer	Approved	3/3/2011	$40,204.00
79	Relocation of UFS Test Lab Equipment	Approved	4/25/2011	$80,911.00
80	7 Byte UID Support	Approved	4/20/2011	$362,069.00
81	Fare Gate Fencing Installation Modifications, North Hollywood and Avalon Stations	Approved	4/25/2011	$24,004.00
82	Additional TVM at Hollywood/Western Redline Station	Approved	4/25/2011	$15,531.00
83	Purchase Drive Control Unit Light Validators DCU-LV	Approved	4/25/2011	$363,492.00
84	Install TVMs at Three Metro customer Centers	Approved	6/6/2011	$386,680.00
85	Cubic Modification to Gate Software/Locking Commands	Approved	6/29/2011	$111,188.00
86	UFS Equipment for Expo Phase I Farmdale Station	Approved	7/26/2011	$415,184.00
87	Relocation of TVMs at the Green Line Long Beach Station	Approved	8/25/2011	$15,909.00
88	Mobile Validator Non-Recurring Engineering System Development	Approved	10/12/2011	$611,677.00

ATTACHMENT C

Mod. No.	Description	Status (approved or pending)	Date	Amount
89	Expo Pico Station North Platform TVM/SAV Work	Approved	3/5/2012	$17,592.00
90	Deletion of Contract Line Items 1.03, 1.04 & 1.33	Approved	2/15/2012	($20,622.00)
91	Orange Line Installation of 12 Metro Provided SAVs	Approved	2/15/2012	$34,483.00
92	(Not Used)			
93	(Not Used)			
94	System Support Services, Six Year Extension	Approved	7/1/2013	$55,000,000.00
94.01	(Not Used)			
94.02	System Support Services for Expo II and Foothill Extension	Approved	3/2/2015	$1,152,749.00
94.03	Maintenance Support Services for 54 TVMs	Approved	4/14/2016	$838,211.00
95	UFS Equipment Storage Costs	Approved	6/13/2012	$4,129.00
96	Faregating, Three Additional Swing Gates	Approved	2/4/2013	$44,611.00
97	Green Line Faregating Additional Fire Key Switches at Vermont Station	Approved	4/1/2013	$8,392.00
98	Emergency Swing Gate Upgrades	Approved	4/15/2013	$252,145.00
99	Removal of TVM from Wilshire/LaBrea Customer Center	Approved	10/8/2013	$4,883.00
100	Supplying and Supporting a Turnkey Mobile Validator System	Approved	7/1/2013	$2,996,113.00
101	Bus Division Vault Relocation	Approved	8/1/2013	$995,940.00
102	Install One TVM at East Portal Customer Service Center and One at Culver City Station	Approved	10/8/2013	$252,905.00
103	El Monte Bus Facility TVMs	Approved	10/15/2013	$474,753.00

ATTACHMENT C

Mod. No.	Description	Status (approved or pending)	Date	Amount
104	Fare Gate Consoles for Expo 2, Colorado/4th Street Station	Approved	5/26/2014	$380,000.00
105	TVM and SAV Relocations	Approved	12/16/2013	$1,456,632.00
106	Modification to Nextfare to Allow for Segregation of Facility Specific Data	Approved	1/29/2014	$647,869.00
107	Passback Modification	Approved	2/18/2014	$70,301.00
108	UFS PCI Compliance	Approved	10/23/2014	$9,015,319.00
109	Service Provider Support	Approved	6/14/2014	$66,777.00
110	Autoload Segregation by Muni	Approved	6/30/2014	$111,707.00
111	SAV Three Distinct Tones	Approved	8/4/2014	$46,634.00
112	Modify TAP Vending Machine to Improve Purchases	Approved	8/4/2014	$250,000.00
113	ADA TVM Upgrades for CN No. 162 and 150 Replacement TVMs	Approved	8/5/2014	$416,815.00
114 A	UFS Equipment for Gold Line Foothill Extension	Approved	8/25/2014	$1,878,756.00
114 B	UFS Equipment for Expo Phase	Approved	8/25/2014	$3,783,200.00
115	FBX External Interface Spec Changes	Approved	8/19/2014	$20,488.00
116	Willowbrook Station Blue Line SAVs	Approved	11/19/2014	$62,882.00
117	TAP-In, TAP-In, Transfer Gate	Approved	11/19/2014	$88,598.00
118	Virtual Gate Arrangement of SAVs at Gold Line Union Station Entrance	Approved	11/19/2014	$84,964.00
119	Conversion of Expo 1 Aerial Stations to Fare Gates	Approved	3/2/2015	$3,077,952.00
120	Change in Service Level Agreement for TVM & GC Network Additions at No Cost	Approved	3/2/2015	$0.00
121	Emergency Swing Gate External Alarm Mode	Approved	11/19/2014	$0.00

ATTACHMENT C

Mod. No.	Description	Status (approved or pending)	Date	Amount
122	Installation of Colorado & 4th Faregates & ESGs	Approved	3/2/2015	$163,143.00
123	OCDC Replacement Equipment Software and Installation	Approved	5/12/2015	$681,068.00
124	Expo One Claim No. 1 Settlement	Approved	5/26/2015	$19,648.00
125	UFS Global Network, Change for Credit/Debit Processing at TVM	Approved	5/12/2015	$52,735.00
126	Metrolink Integration Support	Approved	5/12/2015	$56,073.00
127	Metro Network Assistance	Approved	5/12/2015	$48,758.00
128	Division 13 Bus Operations TVMs	Approved	5/12/2015	$99,401.00
129	Fare Equipment Changes at MRL North Hollywood Station	Approved	5/12/2015	$577,401.00
130	Installation of Additional TVM at MRL Civic Center Station North Entrance	Approved	7/15/2015	$21,593.00
131	Relocate One TVM From Hawthorne to Hollywood	Approved	9/2/2015	$31,983.00
132	Service Provider Support – Deductive Change (Mod 109)	Approved	6/13/2015	($66,777.00)
133	Additional Emergency Swing Gate for Expo 2	Approved	6/3/2015	$10,970.00
134	Metrolink Support for LU Encoding	Approved	10/7/2015	$13,666.00
135	Emergency Swing Gate Hinge Post Substitution at Expo 2 Bundy Station – No Cost Change	Approved	10/21/2015	$0.00
136	Relocation of TVMs at MGL Artesia Station	Pending		$0.00
137	(Not Used)			
138	Vertiba Support (Salesforce – CRM)	Approved	8/20/2015	$9,671.00
139	Regional Inter Agency Transfer Policy Change	Approved	1/21/2015	$435,000.00

ATTACHMENT C

Mod. No.	Description	Status (approved or pending)	Date	Amount
139.01	Regional Inter Agency Transfer (IAT) Policy Change	Approved	7/15/2016	$480,000.00
140	54 TVMs, purchase and insctall	Approved	4/14/2016	$5,194,834.00
141	(Not Used)			
142	Network, back office station configuration and IAT support	Approved	4/25/2017	$14,578.00
143	Reduction in monthly PM services	Approved	5/8/2017	($404,550.00)
144	20 BMV Install Kits	Approved	5/8/2017	$10,310.00
145	Sales, Use, Activate, Initialize, and read transactions into Nextfare	Approved	5/25/2017	$0.00
146	TVM Screen Flow Phase 2	Approved	6/30/2017	$475,000.00
147	Revisions to Mod 140/CN 185.03 TVM Deployment Scope of Work	Approved	8/28/2017	$0.00
148	405 BMVs and 480 Install Kits	Approved	11/20/2017	$990,059.00
149	UFS Equipment for Crenshaw/LAX	Approved	12/1/2017	$5,920,997.00
150	CPA Change to Include Terminal ID	Approved	10/18/2017	$45,487.00
151	UFS Equipment for Regional Connector	Approved	12/1/2017	$3,316,556.00
151.01	Revisions to CN/Mod for Regional Connector Claim	Approved	3/28/2022	$42,148.00
151.02	Storage Period Adjustment for Regional Connector Project (No-Cost)	Approved	2/7/2023	-
151.03	Not Used	-	-	-
151.04	Additional Cost for out-of-scope work – Regional Connector Project	Approved	3/28/2023	$19,523.79
152	TAP System Patching	Approved	4/4/2018	$165,337.00
153	Network Back Office Configuration	Approved	4/12/2018	$37,222.00
154	TAP System Wide Upgrades	Approved	6/28/2018	$22,104,750.00

ATTACHMENT C

Mod. No.	Description	Status (approved or pending)	Date	Amount
155	TAP System Support Services	Approved	4/25/2019	$68,220,642.00
155.01	Maintenance of CLAX/Regional Connector	Approved	9/22/2022	$1,054,539.00
155.02	**TAP 2.0 System Maintenance Support Services**	**Pending**	**Pending**	**$78,883,737.00**
156	Latitude/Longitude to A102 Reports	Approved	6/29/2018	$14,994.00
157	Willowbrook/Rosa Parks Station Improvements	Approved	10/25/2018	$2,622,560.00
158	Net Backup DPOO License & Support	Approved	6/7/2019	$55,281.00
159	Procure Additional BMVs	Approved	6/27/2019	$434,680.00
160	Q-Radar License Renewal	Approved	5/14/2020	$53,647.00
161	Additional ITS Network Equipment/Regional Connector Project	Approved	7/23/2021	$57,860.00
162	Additional ITS Network Equipment/CLAX Station	Approved	7/23/2021	$124,591.00
163/163.01	UFS Equipment for Purple Line Extension, Phase 1 Project	Approved	10/1/2021	$4,038,756.00
164	Fare Capping Project	Approved	10/22/2021	$5,662,667.00
165	Replacement of BMVs for All Door Boarding	Approved	2/24/2022	$9,545,440.00
165.01	Bus Mobile Validators (BMVs) for TAP Municipal Operators & Micro Transit services	Approved	7/27/2023	$4,032,850.00
166	LIFE Fare Capping for Regular Cards	Approved	4/6/2022	$149,888.00
168	Non-RMP Changes & Promo Card Enhancements	Approved	6/23/2022	$387,000.00
169	QRadar License Renewal	Approved	6/30/2022	$90,055.00
170	UFS Equipment for AMC/96th St Station	Approved	9/20/2022	$3,660,472.00
171	Fare Capping Phased Approach	Approved	2/14/2023	$274,940.00
172	Rolling Weekly (7-Day) Pass	Approved	3/8/2023	$1,255,979.00

ATTACHMENT C

Mod. No.	Description	Status (approved or pending)	Date	Amount
173	TAP Core Server & TVM Upgrade Project	Approved	6/22/2023	$12,364,519.00
174	TAP System Enhancements	Approved	6/27/2023	$481,116.00
175	UFS Equipment for PLE/Gold Line /WRP	Approved	3/28/2024	$10,394,406.00
176	**TAP 2.0 System Upgrade**	**Pending**	**Pending**	**$66,423,946.00**
	Modification Total:			**$478,883,013.79**
	Original Contract:		**2/28/2002**	**$84,003,444.00**
	Total:			**$562,886,457.79**

DEOD SUMMARY

UNIVERSAL FARE SYSTEM / OP02461010001
UNIVERSAL FARE SYSTEM, SUPPORT SERVICES / OP02461010MAINT000

A. Small Business Participation

Cubic Transportation Systems, Inc. made a 5.65% Disadvantaged Business Enterprise (DBE) commitment. The project is 90% complete and the current DBE participation is 6.43%, exceeding the commitment by 0.78%.

Subcontractor Name	Ethnicity	% Commitment	% Current Participation
American Alloy Fabrication	Caucasian Female	0.25%	0.25%
Lows Enterprise, Inc.	Black American	0.13%	0.03%
TechProse	Caucasian Female	0.41%	0.05%
Robnett Electrical	Black American	2.53%	5.78%
Priority Manufacturing	Caucasian Female	0.93%	0.03%
J-Tec Metal Products	Hispanic American	0.13%	0.03%
KLI, Inc.	Asian-Pacific American	0.25%	0.07%
Kormex Metal Craft	Asian-Pacific American	1.02%	0.19%
	TOTAL	**5.65%**	**6.43%**

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR),

California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

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

Frequently Asked Questions (FAQ)

OPEN PAYMENT/ACCOUNT-BASED

Q 1. Are there opportunities for interoperability with other vendors and products, including third party QR codes?

- Yes. TAP Plus can offer integration of third-party QR codes such as AMTRAK, Metrolink, LOSSAN, and LA28 for seamless travel and special events. TAP Plus can offer connections with social services (DPSS, EBT, SNAP, Cal-Fresh) and third-party mobility services (scooters, ride-hailing, parking, EV charging).

- Further, the legacy back office system (Cubic) is currently connected to various third-party devices and services contracted by Metro, including Salesforce, PAX (Point of Sale devices), Masabi QR readers (Metrolink rail gates), Genfare (Farebox), Getac (DCC), Xerox (CAD/AVL system), Qikcell (4G Router), Palo Alto (Routers), IBM servers, Verizon and T-Mobile, Axiom (fare enforcement app, citation and validation for parking), APIs for Metro Parking and Bikeshare, InComm (Retail TAP cards), and Oracle (database).

- Integrated event ticketing has been launched, connecting Masabi, Metro, and Cubic. Currently, QR code readers are only at rail stations, while buses use flash passes. Plans are underway to expand QR code readers across the entire system under the TAP Plus proposal, allowing for QR code fare validation across Metro and 26 transit agencies. Each agency can utilize unique QR codes for city events.

Q 2. Will the vendor use open-source software for this development?

Open-source software is computer software that allows anyone to use, study, change and distribute it for any purpose. The vendor will use open-source software where possible and has a similar agreement with NY MTA. Open-source software is required in this proposed amendment.

Specifically, under the TAP Plus proposal, the fare collection system combines commercial off-the-shelf (COTS) solutions, open-source software, and proprietary elements.

Q 3. How will Metro ensure customers are involved throughout the process?

There are two ways customers will be involved in the Tap Plus development and rollout: market research through surveys and focus groups and user experience testing. Customers include riders from Metro and 26 Muni agencies, LIFE and GoPass participants, Seniors and Persons with Disabilities, and community members. In the Summer of 2024, TAP will create and disseminate a customer survey to assist staff in the customer interface of open payment and the account-based system. This survey would be followed by focus groups comprised of members of the public to gather supplemental feedback to aid in TAP Plus development. These efforts will ensure customers have input and that the development of TAP Plus is aligned with their needs and expectations.

Additionally, a core group of customers will perform thorough testing and feedback to assess the customer experience and usability of each new feature. In Spring 2025, TAP will begin with outreach efforts to organize and recruit core group testers. Testing will begin on open payment in the Summer of 2025 and will continue through

implementation in the Spring of 2026. In Fall 2026, account-based testing will begin and continue through implementation in Winter 2026/2027.

Q 4. What are Metro's plans for the mobile app consolidation, and how does that integrate with this upgrade?

TAP Plus is flexible and designed to integrate with third-party vendors. Metro's mobile app vision is to provide a consistent, accurate, and intuitive experience for customers to pay, plan, report and communicate across services. The Mobile App Working Group is preparing an RFP, with a final recommendation expected in late 2024.

PROCUREMENT/VENDOR

Q 5. Why is Metro issuing a change notice to the current contractor and not an RFP?

There are four primary reasons for continuing with the current vendor:

1. Complexity of the system: TAP serves 27 transit agencies, manages over 700 fare product variations, the TAP mobile app, website, and 1,500 TAP retail vendors. This requires a vendor that has experience with large agencies like New York, Chicago, San Francisco, and Boston.
2. Timeline: To meet the expectations of customers who will descend on Los Angeles with the World Cup, Super Bowl, and Olympic Games, Metro needs to get started immediately. Open payment will be delivered before the 2026 World Cup and by early 2027 the account-based system will be completed. This timeline would not be possible if Metro undertook a new procurement.
3. Leveraging Metro's current investment: Metro has millions of dollars invested in the current system. This includes 550 TAP Vending Machines, 4,000 fareboxes across 26 operators, 931 rail gates and station validators, etc. This equipment is proprietary, and although Metro might be able to find a vendor that would be willing to work with the current vendor to switch over, it would be far more expensive, would require the replacement of all readers at a minimum, and may not be ready in time to support the World Cup, Super Bowl, Olympic Games.
4. Cost: Metro estimates that the cost of going with another vendor ranges from $750 million to integrate current equipment to $2 billion to purchase all new equipment. Estimates are based on what San Francisco, Chicago, Boston, and New York are paying to upgrade or replace their systems.

Q 6. Why does Metro want to meet the deadline for the 2026 World Cup rather than the 2028 Olympics?

This timing will allow Metro to stress test systems during significant sporting events to ensure they are ready to support the expected millions of customers during the Olympic and Paralympic Games.

Q 7. What remedies does Metro have if the vendor is late with the project schedule or does not perform?

Metro may withhold 10% retention from each invoice until a total of 50% of the contract modification value has been billed. The retention withheld will not be released until Metro is satisfied with the delivery of the project. This amount could be as much as $33.5 million.

Metro can also assess liquidated damages for missing milestones and completion dates subject to an 8% maximum monetary penalty. This could amount to as much as $5.36 million in fines.

The vendor will face penalties of $10,000 per day for each milestone, with a maximum of $700,000. This is an enhancement to the current agreement.

Additionally, Metro can Termination for Convenience without cause at any time, in whole or in part, as determined by the MTA in its sole discretion or Terminate for Default if the vendor fails to perform any material work or provide any system component within the schedule specified in the contract.

Q 8. Where has Cubic successfully launched open payment systems?

The vendor successfully launched open payment in the following other cities:

- London - 2012
- Chicago - 2013
- Miami - 2019
- Vancouver - 2018; added Amex in 2019 and Interac Debit in 2023
- Sydney - 2020-2021
- Brisbane - 2022
- New York - 2021-2022

Q 9. If Metro is experiencing delays in development or rollout, what is our drop-dead date for changing course?

Below are preliminary deadlines and milestones. Metro has engineers and testers on staff and its own TAP test lab. Metro could receive preliminary open payment software as early as June/July of 2025.

Deliverables/ Milestones	Event	Acceptance Criteria	Delivery Date
1	Approval of Schedule	Cubic deadline and responsibilities formally documented within a Project Schedule per SOW requirements. Metro shall have (20) business days following receipt of formal Cubic schedule to provide comment and approval	Jul-24
2	Hardware Procurement	Cubic submission of an ERA report exhibiting material order	Aug-24
3	Approval of Final Design Document	Once Cubic submits FDR document, Metro shall have (20) business days following receipt of formal Cubic FDR to provide comment and approval	Nov-24
4	Approval of Test Plan	Once Cubic submits Test Plan document, Metro shall have	Feb-25

		(20) business days following receipt of formal Cubic Test Plan to provide comment and approval	
5	Phase 1 (Open Payment) SIT	Cubic completion of Open Payment SIT with a pass rate in Cubic QA environment	Aug-25
6	IAT Completion	Successful passage of hardware Installation/Acceptance Testing (IAT)	Feb-26
7	Rollout of Open Payment	Metro deployment of Open Payment to the field	Apr-26
8	Phase 2 Account-Based SIT	Cubic completion of Account-Based SIT with a pass rate in Cubic QA environment	Oct-26
9	Rollout of Account-Based system	Metro deployment of account-based to the field	Dec-26
10	Full system acceptance	Successful completion of migration to account-based	Aug-27

Q 10. Can Metro provide more detail about the factors that went into the price analysis and technical evaluation that were used to arrive at the independent cost estimate?

- For equipment and installation, staff used previous change notices to determine fair and reasonable hardware and labor costs.
- For software development, staff determined the level of effort required in terms of hours multiplied by the hourly rates per labor category and determined that the rates were fair and reasonable based on industry standards.
- For cloud hosting, staff consulted with the IT department and determined the costs were fair and reasonable.
- For PCI, staff consulted with the IT department to determine the annual costs and used the costs to compare them against Cubic's annual costs and determined that they were fair and reasonable.
- For Support Services, staff used the current agreement's cost elements and extrapolated forward for four years using the same annual increase, year to year, and adjusting for current in-service quantities of equipment.

Q 11. If Metro does move forward with the contract extension and scope change, and decides 4 years down the line that it wants to part ways with Cubic or decouple the open payment component, what does that process look like, does Metro own the new hardware, software, and data, and would this system allow for a seamless transfer or integration?

Yes, Metro owns all the equipment and data. Metro is purchasing a subscription for the software. Uncoupling elements is not recommended as it would require multiple readers on the system and at least two back offices. To achieve a fully integrated system like Metro has now, both systems operated by different vendors would have to communicate in real time. This could be extremely complex and costly and is not recommended.

If Metro decides to part ways due to performance issues, staff would issue an RFP to collect proposals for two options:

1. Require a vendor to integrate their software with the current equipment. This would require the replacement of the readers (proprietary), new software to run the equipment, and a new service agreement. This new system would be expected to run in parallel with the current system for up to two years as Metro transitions customers and 26 TAP partner transit agencies.
2. If the equipment cannot be operated by a new vendor or it is deemed that the current equipment needs to be replaced to ensure compatibility, then staff would solicit proposals calling for a total replacement of all fare collection equipment, including TAP vending machines, gates, station validators, bus validators fare boxes TAP mobile app and website. This would require a much longer transition (3 to 5 years) as replacement equipment must be designed to fit Metro's requirements and produced as ordered.

ALTERNATIVES CONSIDERED and WHAT ARE OTHER CITIES DOING?

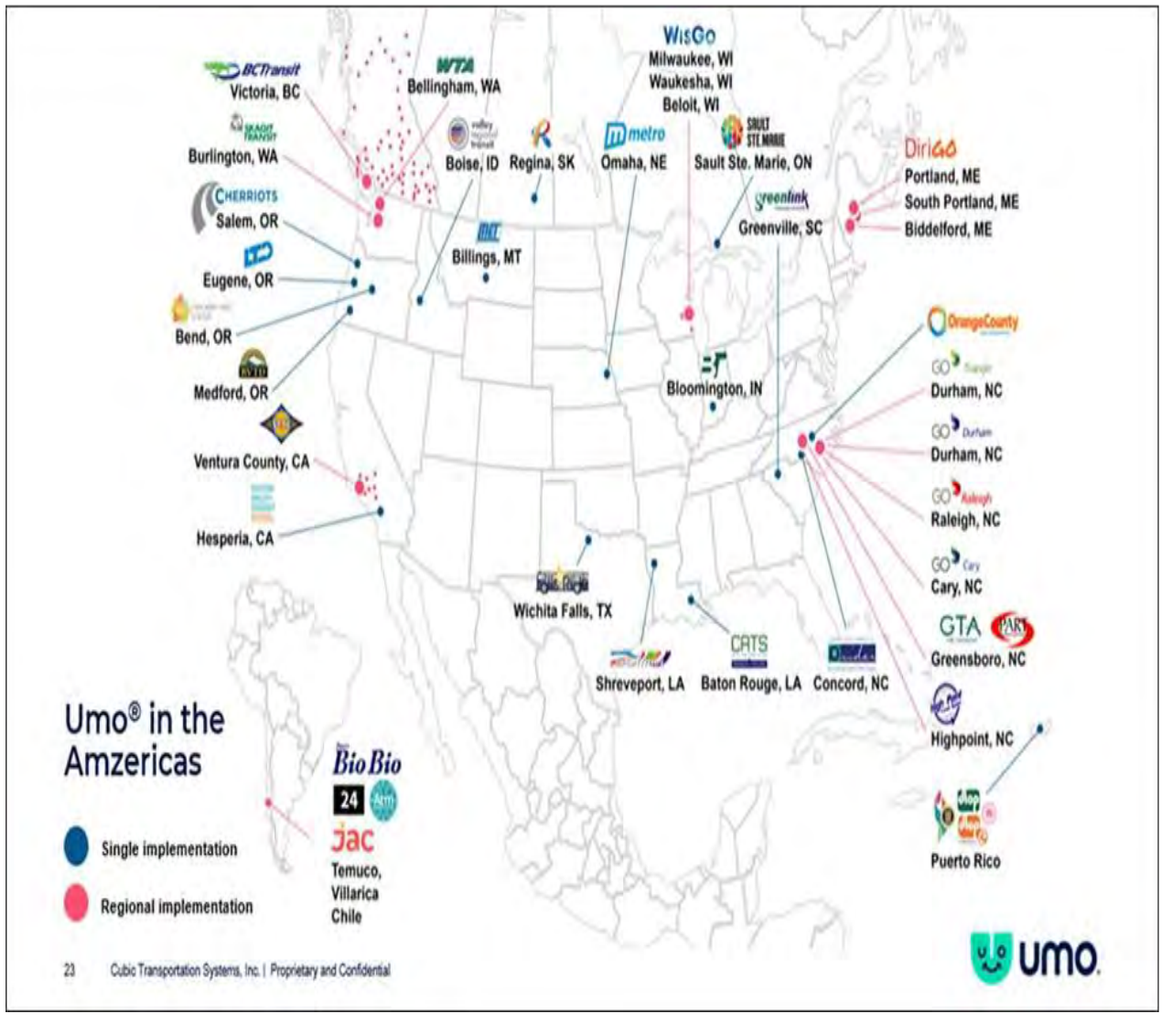
Q 12. Why didn't Metro consider going with Cal-ITP?

Cal-ITP does not support our current system, and they will not be able to convert the current card system to an open payment system. Cal-ITP does not have a solution to upgrade Metro's fare gates or bus validators for integrated event ticketing. Cal-ITP does not have a proven track record with large complex transit agencies.

Q 13. What other cities are currently supported by Cubic?

Larger Transit Agencies

Smaller Transit Agencies



Q 14. Are there any other vendors supporting large transit agencies?

There are no vendors that support a large transit agency with as many partner agencies (26) as LA does.

Q 15. Have other cities served by Cubic experienced delays or budget overruns?

Several agencies have experienced delays and cost overruns. Metro staff identified four reasons for delays and budget overruns in cities served by Cubic.

1. Core issues include upgrading from magstripe or non-legacy systems to open payment and account-based systems, which are more complex.
2. Delays are due to development challenges and agency internal organizational issues.
3. In some cases, the complex, privately financed project faces administrative and technical challenges during migration.
4. Integration with third-party devices introduces new technical complications and extends timelines.

Q 16. What will Metro do to avoid problems that other cities have experienced?

By considering the following factors, Metro can avoid the issues that others are facing.

1. Metro is leveraging existing infrastructure and hardware with Cubic, while other systems are being built from the ground up, replacing their existing systems. Metro saves time since its legacy system is Cubic.

2. Metro has a clearly defined scope of work and KPIs and will strictly adhere to them.
3. Metro is leveraging its existing customer relationship management system, unlike other cities migrating to new CRMs.
4. Cubic has deployed open payment in other cities, providing Metro an advantage to deploy faster and free of bugs.
5. Metro also has an internal team of testers and engineers who are well-versed in the fare collection system. This team provides additional expertise to keep cubic on track, closely monitors the project against the plan and budget, and conducts robust internal testing.

Q 17. Is Cubic a defense contractor too?

Yes. Cubic has two separate business units, Cubic Transportation Systems (CTS) and Cubic Defense. CTS has separate management and Profit and Loss Statements. Metro's contract is with the CTS.

GLOSSARY OF TERMS

Term	Definition
Closed Loop	A closed loop card is a payment card that the cardholder can use only at a particular retailer or other company. Our TAP card is a closed loop card. All information is kept on the card.
Commercial Off-the-Shelf (COTS)	Commercial-off-the-shelf or commercially available off-the-shelf products are packaged or canned hardware or software, that is ready-made and available for sale to the general public or organizations, rather than commissioning custom-made, or bespoke, solutions. The vendor will use COTS software, where applicable, to support the fare collection system.
Contactless Payment	Contactless payment systems are credit cards and debit cards, key fobs, smart cards, or other devices, including smartphones and other mobile devices, that use radio-frequency identification or near-field communication for making secure payments.
Open API (Application Programming Interface)	An open API is a publicly available application programming interface that provides developers with access to a software application or web service. Open APIs are APIs that are published on the internet and are free to access by consumers.
Open Loop	Open-loop payment technology is built upon international EMV standards meaning any rider can use their everyday bank issued contactless EMV credit or debit card or their smart device to pay for their travel.
Open Payment	Open payments allow commuters to use their existing Visa cards or mobile payment apps to pay for their transit fares. There's no need to queue up for a ticket or top-up a

Term	Definition
	transit-specific card. Just tap your Visa card or mobile device on the reader and go.
Open Source	Open-source infrastructure is technology specifications that are not proprietary. Open-source architecture means that a given software can be integrated with other software sources, whereas a closed source or proprietary architecture can only use the services or integrate with technology from a single origin.

Item #43

TAP Plus

Board of Directors Meeting

June 27, 2024

tap

TAP

THE CURRENT SYSTEM

For Metro and 26 TAP partner transit agencies

TAP fare is accepted at
4,000 fareboxes, 1,330 bus mobile validators, and 931 rail gate and stand-alone validators.

TAP fare is sold at
Web (*taptogo.net*), the mobile app (TAP LA), 550 ticket vending machines, and 1,540 retail point of sale (RPOS) devices.

METRO IN-HOUSE SYSTEM
TAPforce

- *Taptogo.net* Website
- TAP Customer Service
- Multi-Modal Mobility
- Integrated Ticketing System

New and improved equipment

New BMV

Station Validator

Rail Gate

Open payment

supports new payment options

Account-based

GoPass

LIFE

- Increased capacity to handle orders for GoPass, GO TAP, B-TAP, E-TAP, U-Pass, and I-TAP
- LIFE customers can easily load 20-Ride or monthly pass without calling Customer Service or going to a vendor

Interoperability

Increased integration

with third-party partners

Decision Factors

Areas	*Objective*	*Proposed Vendor*	*Other Vendor*
Complexity	Robust system to support/integrate with open payment and account-based for: • Metro and 26 transit operators • 700+ fare products • GoPass • LIFE • Various Reduced Fares • Metro Micro and other micro services • Bike Share • Integrated Ticketing	Large/peer systems are currently supported by the same vendor and successfully launched open payment: • London (2012) • Chicago (2013) • Vancouver (2018) • Miami (2019) • Sydney (2021) • New York (2022) • Brisbane (2022) • San Francisco Bay Area (pilot) • Boston	There are seven major vendors providing fare collection services, but there are none other than Cubic serving transit agencies as large and complex as Metro and 26 other agencies. Cal-ITP offers only a partial solution. (Not a vendor)
Timing	2028 Olympic readiness	**Implementation**: 2 years Open payment delivered by World Cup 2026 Account-based delivered by end of 2026	**RFP**: 12 months **Implementation**: 3-4 years **Total**: 5 years
Risks	Minimize delays; penalties and withhold payment for delays	Delays result in penalties and withholding payments	Requires complete cooperation between competitive vendors because equipment is proprietary; delays from coordination and Metro and muni integration with onboard software and hardware
Equipment	Utilize current equipment; modify and add where necessary	Maximizes current hardware	May integrate with existing hardware or may require new hardware
Performance	Over 98%	97.96% over past five years	Unknown at this time
Cost	Lowest cost possible while maximizing existing assets and investments	$66.4 million for 27 operators	$750 million to $2 billion for 27 operators

Penalties for Delays and Performance

- Penalties for Capital Upgrades
  - The vendor will face penalties of $10,000 per day for each milestone, with a maximum of $700,000. This is an enhancement to the current agreement.
  - Metro may also withhold 10% retention from each invoice until a total of 50% of the contract modification value has been billed. The retention withheld will not be released until Metro is satisfied with the delivery of the project. This amount could be as much as $33.5 million.
  - Metro can also assess liquidated damages for missing milestones and completion dates subject to an 8% maximum monetary penalty. This could amount to as much as $5.36 million in fines.
  - Payments made only at completion of milestones
- Contract Termination
  - Contract can be terminated for convenience or for cause at any time
- Maintenance Support Performance
  - Vendor delivered fare capping on time and within budget
  - Maintenance service: TAP equipment has operated at a 97.96% level for past five years

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User Experience Testing

- TAP Plus upgrades are based on direct feedback from riders and TAP Partner agencies
- TAP will work with a robust customer group to perform user experience testing.
  - Core group to include riders from Metro and Muni agencies, LIFE and GoPass participants, Seniors and Persons with Disabilities, community members, and employees from various internal Metro departments.
- In Summer 2024, TAP will disseminate a customer survey to assist staff in the customer interface of open payment and the account-based system.
  - Followed by focus groups comprised of members of the public to gather supplemental feedback to aid in TAP Plus development.
- In Spring 2025, TAP will begin with outreach efforts to organize and recruit core group testers.
- Testing will begin on open payment in the Summer of 2025 and will continue through implementation in the Spring of 2026.
- In Fall 2026, account-based testing will begin and continue through implementation in Winter 2026/2027.

tap

Community Outreach Efforts

- Staff presented to:
  - All 5 of the Metro Service Councils (San Fernando Valley Service Council, San Gabriel Valley Service Council, Gateway Cities Service Council, Westside Central Service Council and South Bay Cities Service Council)
    - Accessible presentation and provided in English/Spanish
  - LIFE Administrators (external partners)
  - Aging and Disability Transportation Network
  - Bus Operations Subcommittee
  - MOVE LA + others at a TAP Plus Community Engagement Virtual Meeting
  - Community Members at South LA Ciclavia
  - On the Move Riders Club – Travel Buddies (Seniors)
  - Citizens Advisory Committee (6/26)
  - Terasaki Budokan Multipurpose Community Center /Senior Event (6/28)

tap

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

Metro

Board Report

File #: 2024-0285, **File Type:** Informational Report **Agenda Number:** 42.

REGULAR BOARD MEETING
JUNE 27, 2024

SUBJECT: MOTION 22 RESPONSE: BRIDGE TO FARELESS TRANSIT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE an update on the Low Income Fare is Easy (LIFE) Program in response to Board Motion 22 Bridge to Fareless Transit (Attachment A).

ISSUE

On April 25, 2024, the Board passed Motion 22 by Directors Bass, Butts, Dutra, Dupont-Walker, Mitchell, and Solis which made the GoPass Program permanent and required staff to report back in June 2024 on opportunities to expand the Low-Income-Fare-is-Easy program enrollment and utilization.

BACKGROUND

In September 2020, Metro convened the Fareless System Initiative (FSI) Task Force to study the feasibility of removing fares for the most vulnerable riders. On May 27, 2021, the Board passed Motion 45 by Directors Garcetti, Mitchell, Krekorian, Hahn, Bonin, and Solis (Attachment B) on implementation strategies for FSI. The motion directed the Chief Executive Officer to implement the FSI, subject to a final funding plan, while pursuing cost-sharing agreements, and reporting to the Board on the development, launch, and performance of FSI.

On September 23, 2021, the Board approved a staff recommendation to launch Phase 1 of the FSI for K-14 students (GoPass) on October 1, 2021, as a two-year pilot, with the understanding that future Board approval would be required to launch Phase 2 for non-student, low-income adults once available funding had been identified. At the same meeting, the Board approved Motion 40 by Directors Mitchell, Solis, Garcetti, Sandoval, and Bonin to streamline the LIFE Program and increase enrollment. On April 23, 2023, the Board approved a one-year extension of the GoPass Pilot Program to add Year 3 through June 30, 2024.

On April 25, 2024, the Board passed Motion 22 - Bridge to Fareless Transit . This motion made the GoPass Program permanent and required staff to “report back by June 2024 on opportunities to expand the Low-Income-Fare-is-Easy program enrollment and utilization, including but not limited to:

1. Creating a cost-benefit analysis to provide unlimited free rides for all who qualify for the LIFE Program;
2. Identifying revenue impacts;
3. Identifying permanent sources of replacement revenues;
4. Feasibility of enabling the TAP app to accept applications;
5. Allowing program recipients to utilize the TAP app instead of the physical card to allow for direct program access to those receiving/signing up for Aid to Families with Dependent Children, or cash assistance and other benefits through the Los Angeles County Department of Public Social Services;
6. Coordination with open loop upgrades on the TAP system so qualified individuals can use other social benefit cards instead of Metro fare media; and
7. Outreach and engagement efforts led by Community-Based Organizations that include active and direct engagement with customers."

The motion also directed Metro to conduct outreach with local cities and Councils of Government within Los Angeles County to express the importance of subsidized transit and provide examples of how a local fare subsidy program could be instituted to support their respective constituents; describe how we are including our municipal and local operators; describe how Metro will preserve existing transit service; and describe any impact a broader fareless system could have on Access paratransit services.

DISCUSSION

Program Analysis

The Low-Income Fare is Easy (LIFE) Program has proven to be essential to LA County's most vulnerable transit riders. The free 20-Regional Ride option has greatly benefited LIFE participants by offering free 20-trips every month. The free 90-day pass is offered to new LIFE participants as an incentive to join the program and both options are still in use.

A. LIFE Enrollment and Program Enhancements

As a result of Motion 40, the LIFE program introduced various improvements beginning in October 2021, including self-certification. In July 2023, Metro launched fare capping to highlight the benefits of using TAP to receive fare discounts. Metro staff collected ridership data during the first 6 months of fare capping to analyze the effects on the LIFE program.

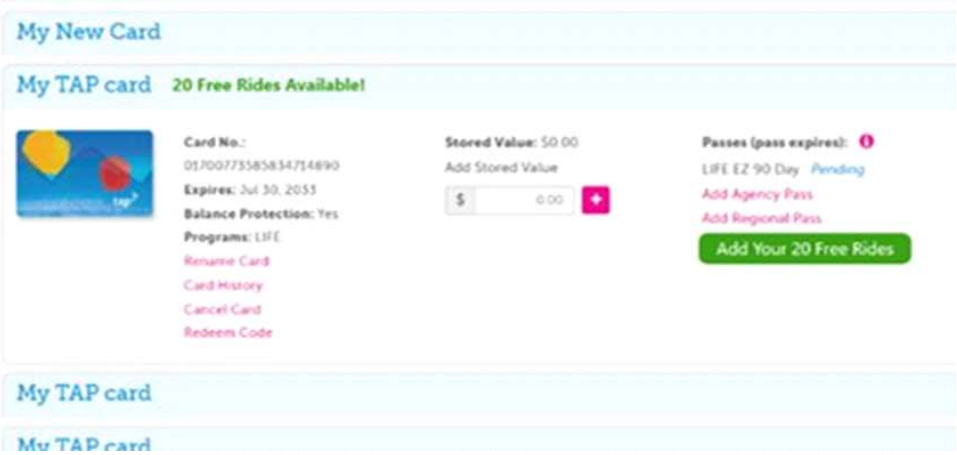
The LIFE program has over 335,000 participants currently enrolled in the program and the program has an annual cost of $33.5 million. This is triple the number of participants since 2021, when the Board requested a plan to double the number of LIFE Program enrollees. While enrollment efforts have been successful, the number of active users remains low, with a 16% utilization rate. In a 2023 survey of LIFE participants (Attachment C), 72% of respondents said they ride more frequently when they receive free fares, and 55% of those who answered said they ride multiple times a day. Staff has also heard from riders that there have been challenges loading the Free 20-Regional trip pass monthly. Currently, LIFE riders must load and activate the free trips each month, which is cited as a

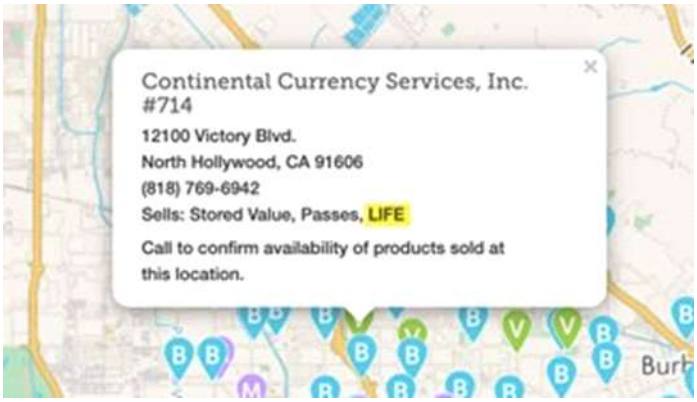
barrier for riders. TAP Plus upgrades will eliminate this barrier, by allowing for automatic loading of the passes after enrollment. Other improvements being made to address these issues are listed below.

The following improvements have been delivered:

- Improved LIFE Program enrollment details to customer card profile accounts on taptogo.net website and TAP app.
- In January 2024, LIFE identifier was added to TAP vendor profiles that accept LIFE products.
- Since April 2024, Metro has launched an monthly email campaign has been initiated to remind LIFE participants to load their free LIFE 20-ride passes. This will be an ongoing effort.
- In May 2024, TAP began hosting TAP Vendor Pop up events with the LIFE program to inform customers where to load Free 20-ride or discounted passes in their neighborhood.

Figure 1:





The following improvement efforts are ongoing:

- Increasing the number of TAP vendors in communities where LIFE riders live, enabling them

to load passes locally, and incorporating a LIFE designation to vendor listings.

- The LIFE administrator, IILA, will be able to load LIFE 20-ride passes at their office and at events for customers who are already enrolled in the program. This will improve the customer experience as well as awareness of monthly program benefits.
- Adding the 20-ride pass to be loaded on a LIFE TAP card at Ticket Vending Machines

B. Free 90-day pass

The free 90-day pass is offered to new enrollees to incentivize ridership. The use of this pass is a strong indicator of ridership behavior, as participants have unlimited rides over 90 days. Data shows that:

- Participants tap on average 19.2 times per month
- 78% tap <30 times per month

C. Free 20-Regional Trips every month

- The free 20-Regional Trips are offered to participants every month, and need to be loaded by the participant by calling TAP customer service, or at a participating retailer A TAP card can hold up to eight active passes, so unused trips from each 20-ride pass are available until they are used up and riders can continue to load new monthly 20-ride passes (or other pass types) until all eight slots are full, meaning unused taps can be used in subsequent months if there is still space on the card.

The use of this pass shows how LIFE participants travel on the Metro system. Data shows that:

- Participants tap on average 13.3 times per month
- 85% tap <20 times per month

E. LIFE Unlimited Free Rides

The estimated cost to provide unlimited free rides for all who qualify ranges from $64 million to $123 million, annually. See details in Figure 1 below.

Figure 2:

Cost of LIFE unlimited FREE		
	Increase of Active users	***All who qualify***
Enrollment	335,820	335,820
Active Users	167,910	335,820
# of Annual trips (based on avg 19 trips per month)	38,283,480	76,566,960
Estimated Costs	$64.0 million	$123.3 million

Note 1: This is defined as all currently enrolled LIFE riders. Costs would increase if additional riders were enrolled. Based on LIFE TAP data, the majority of the 20-Regional Ride users don't utilize all the free rides available, and utilization of the FREE 90-day pass indicated that, on average, the pass was used 19.2 times a month.

LIFE is a regional program and impacts transit operators throughout the county and will require consensus from all participating operators. Unlimited free rides will negatively impact fare revenues that every transit operator relies on to support their operations. With significant program cost increases (estimated from $30.5M to $89.8M annually, see Figure 2 below) and no dedicated funding, LIFE may not be able to continue, unless cuts in operating budgets are made by Metro and transit operators to sustain the program. These cost estimates are only based on projected ridership estimates and do not include additional operating costs that may be needed to meet demand.

The primary risk is that cuts in the operating budget will negatively impact the quality and frequency of service and unintentionally limit mobility options for those that need it the most. These budget shortfalls can affect transit access and opportunities to all including underserved, overburdened, and disadvantaged communities undermining the main purpose of the LIFE Program. Figure 2 below highlights key points of the Cost-Benefit Analysis.

Figure 3:

	LIFE program	**LIFE Unlimited Free**
Free Trips	20 trips each month	Unlimited
Who benefits	87% of enrolled riders	100% of enrolled riders
Cost	$33.5 million	$64 million -123.3 million
Benefit	- Allows for investments in service that can better serve low-income communities - Ensures that many riders receive assistance	- Eliminate cost barriers - Improve access to opportunity
Risks	- Moderately less investments in service	- Invests in free fares over current service and future service improvements - Discontinue program if funding not available - Potential misuse of system - Without funding, tradeoffs will need to be made to continue program
Risk mitigation efforts	Targeted and moderate subsidies help to ensure: - Sustainability of the program - Many riders have assistance	Identify and secure long-term funding

Based on the performance of other free fare programs, such as GoPass, which had a 51% increase

in boardings between calendar years 2022 and 2023, with the shift of the LIFE Program to unlimited free rides, usage is expected to increase significantly. In addition, there are potential risks, which could include user abuse (TAP card sharing, enrollment fraud, to sell or share) and misuse of the system. Even under the current LIFE Program, the Department of Public Social Services (DPSS) has enrolled 23,696 new participants since September 2021 (3,222 or 13.6% were found to be duplicate enrollees). Results from a random audit of self-certified participants conducted in April 2024 showed an 18% response rate when trying to reach participants to review their program eligibility documents. The auditors believed the response rate was low because many of the participants selected were unhoused and were unreachable after several attempts. After learning and understanding this challenge, auditors chose a different sample group and are conducting a second audit that began in late May. Auditors will provide recommendations after this second audit has been completed. Metro staff will continue to ensure that safeguards are in place to maintain the integrity of the program and that the program responsibly provides individual benefits only to riders who qualify for the program. These safeguards will also ensure that the LIFE Program budget will continue to offer subsidies to the greatest number of people who are eligible for the discounts.

Access to affordable transportation is essential to increasing access to opportunity. Vast disparities among neighborhoods and individuals in LA County limit this access, making opportunities harder to reach for some, whether it's jobs, housing, education, health care, safe environments or other essential tenets of thriving, vibrant communities. Providing unlimited free rides to all LIFE participants could affect service since funding sources could need to be reallocated from service budgets to fund the added expense of free trips.

Permanent Source of Replacement Revenues

The Deloitte Report on Potential Funding Sources (Attachment D) identified a variety of federal, state and local funding sources. Metro has supported legislation for additional funding, at both the state and federal level. Metro has been successful in attaining short-term grants under the state's Transformative Climate Communities (TCC) grant program for projects in South LA and Pomona for a total of $7 million over 5 years for LIFE and GoPass and were recently awarded $4 million to partially offset the cost of GoPass for 5 years under the federal Reconnecting Communities grant program. However, these are small amounts compared to the annual cost of these programs and only provide short-term funding. Acquiring additional Federal and state funding will be challenging and will not offer long-term solutions as they may not be consistently available year after year. In addition, seeking state and federal funding place transit needs in competition with each other and other vital public services like education or healthcare.

Local Return

Proposition A, Proposition C, Measure R and Measure M are funded by four 1/2 cent sales tax measures approved by Los Angeles County voters. Each fund source has a Local Return apportionment of 25%, 20%, 15% and 17% respectively. Proposition A, Proposition C, and Measure M are evergreen taxes. While Measure R has a sunset date of June 30, 2039, Measure M apportionment will increase from 17% to 20% of a full cent sales tax vs a half cent sales tax on July 1, 2039. As "no sunset" taxes, this fund source can be a permanent source of replacement revenues for this initiative.

The Local Return component goes directly to the cities and Los Angeles County unincorporated areas, based on population, as posted annually by the Department of Finance (DOF). All Local Return is for use in developing and/or improving public transit, paratransit, and the related transportation infrastructure. Proposition A is restricted for direct transit use. Proposition C expands the transit use for in-direct use, such as streets and roads. Measure R and Measure M expand their allowable use not only for transit use, but for transportation use as well. Each of these sources are eligible for transit subsidies to fund free fares for low-income riders.

Figure 4:

Local Return	FY2022 (1)	FY2023 (1)	FY2024 (2)	FY2023 Audited Fund Balance (3)
Proposition A	$ 256,897,694	$ 264,015,496	$ 285,000,000	$ 540,577,330
Proposition C	213,091,328	218,993,336	236,400,000	449,310,284
Measure R	159,792,459	164,197,666	177,300,000	312,581,822
Measure M	164,197,666	185,742,688	200,940,000	404,146,791
Total	**$ 793,979,147**	**$ 832,949,186**	**$ 899,640,000**	**$ 1,706,616,227**

Notes: Local Return funding is based on sales tax revenues and vary each year; however, they are steadily increasing.

1. Actual Local Return funds received by jurisdictions.
2. Adopted budgeted Local Return funds allocated to jurisdictions.
3. Unspent funding that cities must expend in 4-5 years per Local Return Guidelines. This includes $31.2 million in Board approved Local Return Capital Reserve

Cities and jurisdictions can contribute a portion of their local return dollars for free low-income fares. Free fares for low-income riders through the LIFE program is estimated to cost $123.3 million. Contributions of 10% of their local return dollars could cover the cost of offering free unlimited rides for the LIFE program. If this usage is approved by the Board, staff will conduct outreach with local cities and Councils of Government within Los Angeles County to express the importance of using these dollars to subsidize transit.

The Deloitte Report cited above also identified a variety of alternative revenue options, such as future congestion pricing revenues, implementing a voluntary ExpressLanes toll round-up, or adding fees to Metro contracts (see complete list in Attachment D).

TAP App for LIFE Application

Currently, staff is working on an update to the TAP app that will allow customers to apply for both the Reduced Fare and LIFE program that would roll out by the end of 2024. This update will allow customers to conveniently apply for a Reduced Fare card and LIFE subsidies should they be eligible.

All this is being done on the TAP app and on one single, streamlined application that will automatically determine what subsidies the customer is eligible for. LIFE has received customer feedback that the application process has been challenging. In response, Metro has worked hard to streamline the application process, including adding self-certification of qualifying income. In addition, about 13% of LIFE participants drop off after their first 90-days free ride pass expires. This new update will create a better user experience for LIFE patrons as they will be able to apply for and use their LIFE benefits all on the TAP app, in place of a separate application and reloading a plastic card.

Department of Public Social Services (DPSS)

In September 2022, LA Metro launched a partnership with the Department of Public Social Services. A dedicated online enrollment portal was created for DPSS agents to support enrollment at four pilot DPSS offices: The Belvedere office in East LA, The Glendale office, The Metro Family Office, near LA Trade Tech College, and The Rancho Park Office in West Los Angeles. Since then, the program has onboarded 14 additional DPSS offices bringing the total number to 18. Office locations and enrollments are :

DPSS Office	Enrollments
Metro Family (Los Angeles)	8884
Rancho Park (East Los Angeles)	4394
Metro Special (South Los Angeles)	3094
Belvedere District (East Los Angeles)	2375
Lancaster	1587
Metro East (East LA/Boyle Heights)	1205
Glendale District #02	1022
Florence (South Los Angeles)	832
San Fernando	445
Metro North (Central Los Angeles)	301
Lancaster General Relief	209
Santa Clarita Sub-Office	199
Norwalk	86
El Monte	82
Lincoln Heights	72
South Special (Compton)	5
South Family (Compton)	Onboarded
East San Fernando Valley	Onboarded

Metro staff will continue to work with DPSS to provide administrative support and onboard the remaining 7 DPSS offices to further expand program enrollments throughout LA County.

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DPSS Enrollments and TAP Cards

Since September 2022, DPSS offices have enrolled 20,343 customers into the LIFE Program. Enrollments are conducted by DPSS Customer Service Assistants (CSAs) who submit applications on behalf of the customers. As with all LIFE applications, LIFE Administrators review and approve all DPSS applications within 7-10 business days. If a TAP card needs to be mailed to a customer, then processing time may take longer due to mail and receipt of card at a DPSS office or address provided. Of those enrolled, 697 (3%) customers had their own TAP cards, which were reloaded with the discounted fare, while 19,646 (97%) customers requested a new TAP card to be mailed to them and are now using the benefit on their new card. If a LIFE TAP card is reported lost, it can easily be replaced, and a new card will be mailed out. Over 300 TAP cards have been returned undeliverable. In Spring 2023, Metro staff requested DPSS approval for CSAs to administer TAP cards provided by Metro to reduce customer wait time, but the offer was declined due to insufficient DPSS staff resources and the inability to safely store TAP cards in offices.

Open Loop Upgrades

Under the TAP Plus proposal, if approved, will introduce open payments and an account-based system. This means that the Metro system will be able to accept any debit and credit card, be they plastic or virtual, so long as the card is a contactless EMV (Europay, Mastercard, Visa) card. To enable customers to utilize their existing social benefit cards, each social benefit program must upgrade to contactless EMV cards. Currently, staff is not aware of any social benefit program using contactless EMV cards, but there is an effort underway to move in that direction.

For customers to use their credit/debit cards to receive reduced fare for transit, they must first enroll in the reduced fare program or a discount program like LIFE with that credit/debit card. Another option is that Metro can connect to an entity like EBT to automatically enroll customers. The latter option highly depends on what can be negotiated with each specific social benefits program, in terms of any connections and integrations. Furthermore, there will be some cases where additional minimal engineering work may be required due to legislation changes.

Outreach and Engagement Efforts

Community Based Organizations (CBOs) have played a pivotal role in providing transportation assistance to those most in need throughout Los Angeles County. Since the 1992 Los Angeles Uprising, CBOs like First African Methodist Episcopal (FAME) Assistance Corporation, partnered with Metro's predecessor, Los Angeles County Transportation Commission (LACTC), to launch Operation Food Basket. This provided $7 dollar taxi coupons to residents in hard hit areas. In 1993, the program was renamed the "Immediate Needs Transportation" program to expand services to include bus tokens. To ensure residents received tokens, FAME Assistance Corporation partnered with several hundred non-profit organizations to distribute them throughout Los Angeles. For more than a decade, the program was a success, and in 2019, LA Metro merged the Immediate Needs Transportation program with its discounted fare program, "Rider Relief Transportation" program, and renamed it "Low Income Fare is Easy" (LIFE). The LIFE program contracted two CBOs, FAME Assistance Corporation and International Institute of Los Angeles (IILA), to administer LIFE program enrollments, outreach, and the taxi voucher program.

Since 2019, the LIFE program has partnered with 414 active CBOs to assist with enrollments, outreach, and the taxi voucher program. These CBOs are provided with an online enrollment portal, brochures and TAP cards to streamline the enrollment process and get benefits into riders' hands faster.

From July 2019 through April 2024, these CBO partnerships have directly supported:

- 61,000 Enrollments
- Distributed 70,000 brochures annually
- Provided over 30,000 TAP cards annually

Metro's CBO partners have also been deployed countywide to provide multilingual outreach and support to hard-to-reach populations, such as low-income and cash-paying riders, at Metro stations, community events, food banks, and other locations. From February 2022 through November 2023, 15 CBO partners were contracted to disseminate LIFE brochures, assist qualifying riders with applications for enrollment and support the overall public engagement campaign. Metro's CBO partners have included the Korean American Federation LA (KAFLA), LA Metro Churches, Legacy LA, Pacoima Beautiful, Eastmont Community Center, Pico Union Corporation, In the Making, Little Tokyo Community Council, Little Tokyo Service Center, and Mundo Maya. In addition to the primary partnerships, through the partnership with KAFLA, additional outreach services were provided through a network of CBO sub-partners such as: Koreatown Youth & Community Center, Homies Unidos, Hwarang Youth Foundation, Partnership for Growth LA, and Anti-Recidivism Coalition (ARC).

From February 2022 through November 2023, collectively, these CBOS provided:

- 568 Outreach events
- 371,855 In person interactions
- 93,072 materials distributed.
- 732,525 Social media impressions and engagement

CBOs also support our LIFE Limited program that provides taxi vouchers to individuals with short term/immediate need transit services who are otherwise unable to use fixed route transit. This may include individuals who have been discharged from the hospital, have been released from incarceration, or are a domestic violence survivor. Taxi vouchers and their required reimbursements to taxi providers are managed by program administrators and distributed to the rider, through approved CBOs and agencies such as hospitals and shelters, to provide trips categorized by mobility or health limitations, urgency, or safety.

Metro staff will continue to work with CBO partners to expand the program even further; staff will continue to work with the network of CBO partners to collect and evaluate feedback received from new LIFE program participants and potential enrollees. The information will be utilized to adjust and better focus outreach efforts, as well as identify new strategies for program growth.

Impact on Other Transit Agencies

Staff hold biweekly Ad Hoc Committee meetings to collaborate with the transit agencies participating

in GoPass. Most of these agencies also participate in LIFE. In 2021, transit operators agreed to pilot the GoPass program as Phase 1 of FSI using available American Recovery Plan Act (ARPA) funding, with the understanding that additional funding would need to be identified prior to the Board approving Phase 2 of FSI for low-income adults. Due to GoPass, participating agencies have seen higher ridership that results in higher costs for providing increased transit service, more vehicles, additional cleaning and maintenance, and increased security. Expanding the LIFE Program will increase ridership and costs. Participating agencies have expressed concerns about being reimbursed for these programs at a rate that is lower than their regular fare rate, while their costs continue to increase. While they support the overall goal of GoPass and LIFE programs , agencies they are requesting to be fully reimbursed for boardings that are free to riders in order to cover their own costs.

Impact on Access Paratransit Services

Section 37.131(c) of the Code of Federal Regulations states: *The fare for a trip charged to an ADA paratransit eligible user of the complementary paratransit service shall not exceed twice the fare that would be charged to an individual paying full fare (i.e., without regard to discounts) for a trip of similar length, at a similar time of day, on the entity's fixed route system.*

The regulations limit paratransit fares to no more than twice the full, non-discounted fixed-route base fare. A subsequent amendment in the 2015 Fixing America's Surface Transportation (FAST) Act tied Access' fares to the Metro base fare of $1.75 for purposes of calculating a maximum paratransit fare amount.

Access charges a fare of $2.75 each way for a trip up to 19.9 miles and a fare of $3.50 for a trip of 20 miles or more in the Los Angeles basin. For fares in the Santa Clarita and Antelope Valleys, Access charges $2 each way due to the lower base fares of the fixed-route systems in those areas. Access Services projects to collect $11.1 million in fare revenues for FY25, an increase of 25.7 percent or $2.3 million from FY24.

Fare Programs staff has consulted with County Council on this regulation, and they agree that the LIFE program fare does not constitute Metro's base fare, rather, it is a discounted fare only for eligible participants. However, a completely fareless system will have a larger impact on Access paratransit services, because Access would be required to be fareless as well.

EQUITY PLATFORM

At its core, the goal of free and reduced fare programs is to achieve greater equity by reducing barriers and improving access to transit and opportunity for all communities. The LIFE Program has tripled its enrollment over the past three years, based on the improvements already implemented. Additional improvements to the program will allow more low-income residents of LA County to benefit from increased transportation affordability. Depending on the long-term funding options and tradeoffs for expanded free and reduced fare programs, potential service impacts could impact riders' access to opportunities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These programs support Metro's Strategic Plan Goal 3) Enhance communities and lives through mobility and access to opportunity and Goal 4) Transform LA County through collaboration and leadership. Metro will continue to work toward providing accessible and inclusive services for the residents of Los Angeles County.

NEXT STEPS

Staff will continue to collaborate with social benefits programs and other transit agencies throughout LA County to expand LIFE program participation in ways that also preserve service and reliability.

Additionally, staff will work to unify the qualifying senior age across the region to simplify and expand transit access for older adults. We will also continue to analyze lowering the enrollment requirement from full-time to part-time for college and vocational students to increase eligibility and potentially ridership. These efforts aim to enhance equitable access to affordable transit for all community members.

If approved, staff will conduct outreach with local cities and Councils of Government within Los Angeles County to express the importance of using Local Return and other dollars to subsidize transit.

ATTACHMENTS

Attachment A - Motion 22
Attachment B - Motion 40
Attachment C - LIFE Survey Results
Attachment D - Potential Funding Sources

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Attachment A

Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
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Metro

Board Report

File #: 2024-0258, **File Type:** Motion / Motion Response **Agenda Number:** 22.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
APRIL 18, 2024

Motion by:

DIRECTORS BASS, BUTTS, DUTRA, DUPONT-WALKER, MITCHELL, AND SOLIS

Bridge To Farelessness

Los Angeles County public transit users are primarily low-income people of color who are disproportionately and negatively impacted by the high cost of housing and transportation associated with living in our region. The 2022 Metro Customer Survey revealed that 43% of bus riders report household incomes under $15,000, 89% earn less than $50,000 annually, and 63% and 15% identify as Latino/a and Black, respectively. For comparison, that year's US Census found Los Angeles's median household income as $83,411, and 47% and 8.3% identified as Latino/a and Black, respectively.

Removing transit fares for those in need will make public transportation accessible and ensure that low-income individuals and families can afford public transit, promoting social equity. A reliable, frequent, and accessible public transit system improves access to economic and education opportunities, enhances social connections, and reduces isolation, especially for those who may face mobility challenges.

As of February 2024, Metro has seen ridership increase to approximately 80% of pre-pandemic levels, marking the 15th consecutive month of year-over-year ridership growth. To continue this upward trend, Metro must maintain these ridership gains and increase ridership throughout the system. Cost is often a barrier to using public transportation, and removing this barrier can encourage more people to choose sustainable and efficient modes of transit. Increased ridership can have positive economic effects by boosting local businesses around transit hubs.

Encouraging more people to use public transportation instead of driving single-occupancy private vehicles contributes to reducing traffic congestion, leading to smoother traffic flow, minimizing the need for extensive road infrastructure, and reducing carbon emissions. This aligns with environmental sustainability goals and will help Metro and the region's efforts to address climate change concerns. Metro has several targeted fareless initiatives that provide the most dependent transit riders with free and reduced fares to eliminate cost burdens and create a bridge to a fully fareless system.

Metro's Low-Income-Fare-is-Easy (LIFE) Program provides free and reduced fares to Metro's most dependent riders. In December 2023, the program recruited nearly 8,000 new participants and hosted 33 rail line pop-ups and special events in the same month. In 2023, the LIFE program reached a total of 300,000 participant enrollees. Metro could explore additional opportunities to expand initiatives that provide fareless transit access. Examples include but are not limited to exploring opportunities for local municipalities to fund transit fare subsidies for the residents within their jurisdiction, similar to a fareless transit program implemented through the collaboration of the City of Boston and the Massachusetts Bay Transportation Authority.

In September 2020, Metro's Fareless System Initiative (FSI) Task Force embarked on an intensive process of studying and identifying facts, challenges, and opportunities for eliminating fares on Metro buses and trains.

After studying and evaluating ways to implement a fareless system internally and externally, the FSI Task Force developed several strategic recommendations for the Metro Board of Directors to consider in May 2021. The leading concept included fareless transit for adult riders. In September 2021, the Board unanimously approved staff recommendations for implementing a pilot initiative known as the GoPass Fareless Pilot Program and approved a funding plan.

SUBJECT: BRIDGE TO FARELESSNESS MOTION

RECOMMENDATION

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

A. Make the GoPass Fareless Pilot Program permanent and provide a report back to the Board annually at the September Board Meeting, beginning September 2024, on program implementation, including but not limited to:

    1. An analysis reflecting the prior 12 months of data;

    2. Identifying additional funding sources to help offset the program's cost to the Agency, including philanthropic and commercial partnerships;

    3. Identifying barriers to cost sharing that educational institutions, particularly those in or serving Equity-Focused Communities, face in implementing the program;

    4. The Program's impact on Metro ridership and other outcomes for students; and

    5. Report on the feasibility of enhancements to the program.

B. Report back by June 2024 on opportunities to expand the Low-Income-Fare-is-Easy program enrollment and utilization, including but not limited to:

    1. Creating a cost-benefit analysis to provide unlimited free rides for all who qualify for the

program

2. Identifying revenue impacts;

3. Identifying permanent sources of replacement revenues;

4. Feasibility of enabling the TAP app to accept applications;

5. Allowing program recipients to utilize the TAP app in lieu of the physical card to allow for direct program access to those receiving/signing up for Aid to Families with Dependent Children, or cash assistance and other benefits through the Los Angeles County Department of Public Social Services;

6. Coordination with open loop upgrades on the TAP system so qualified individuals can use other social benefit cards in lieu of Metro fare media; and

7. Outreach and engagement efforts led by Community-Based Organizations that include active and direct engagement with customers

C. Direct Metro to conduct outreach with local cities and Councils of Government within Los Angeles County to express the importance of subsidized transit and provide examples of how a local fare subsidy program could be instituted to support their respective constituents.

HAHN AMENDMENT: report back to include:

A. how we are including our municipal and local operators;

B. how we will preserve existing transit service; and

C. any impact a broader fareless system could have on ACCESS paratransit services.

Attachment B

Metro

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

Metro

Board Report

File #: 2021-0627, **File Type:** Motion / Motion Response **Agenda Number:** 40.

REGULAR BOARD MEETING
SEPTEMBER 23, 2021

Motion by:

DIRECTORS MITCHELL, SOLIS, GARCETTI, SANDOVAL, AND BONIN

Related to Item 35: Fareless System Initiative (FSI)

Effective March 23, 2020, former LA Metro CEO Phil Washington ordered that all passengers shall board the rear door when entering an LA Metro bus and, accordingly, removed the requirement for bus passengers to use the fare box. This practice was established to reduce the risk of COVID-19 transmissions on transit and to protect transit operators at the front of the bus from potential exposure to COVID-19. While put in place as a health pandemic response, this practice has been one of the most effective strategies in our region to respond to the economic pandemic our communities face.

Riders and community advocates quickly embraced LA Metro's fare free bus service and in August 2020, CEO Washington announced the formation of the Fareless System Initiative (FSI) Task Force to study the potential for continuing fare-free service as a recovery strategy to continue after the pandemic. The Task Force's research confirmed what riders already know; that LA Metro's riders are overwhelmingly low-income people of color for whom transit fares are an economic burden and for whom fare enforcement perpetuates racial disparities. Furthermore, the Task Force found that a fareless system would grow ridership and help the region meet its mobility, congestion reduction, and sustainability goals more effectively than almost any other LA Metro initiative. Buoyed by these findings, on May 27, 2021, the Board directed staff to proceed with FSI, subject to a final financial plan, which is before the Board for consideration today.

The financial plan identifies funding for free student passes as Phase 1 of FSI. Staff has moved quickly to build on the previously existing U-Pass program to expand free student passes to students in every participating school district throughout the county. However, the financial plan does not identify the funding needed to move forward and launch Phase 2 of FSI, which would serve all low-income riders. In the interim, staff proposes to build on the existing LIFE Program as a first step toward FSI Phase 2, until additional funding can be secured.

Increasing enrollment in the LIFE Program is an important interim step for an expansion of FSI. If implemented, it will create a pre-qualified pool of applicants for FSI Phase 2. While enrollment has grown since its launch in 2019, the LIFE Program still falls far short of its intended impact, largely due to intimidating, restrictive, and tedious enrollment barriers. The current LIFE Program design will

require an overhaul to meet the needs of eligible low-income riders. Namely, the LIFE Program must be far easier to enroll in, more accessible, easier to pay for, and truly affordable for low-income riders.

Our communities are still faced with a dual economic and health pandemic that racial and economic inequalities have further exacerbated. Programs across this region-created to support families in need-will be expiring later this year, despite evidence that these programs have collectively spurred a record drop in poverty (as much as half according to the Urban Institute). Costs will quickly escalate for families, many of whom are still unemployed, taking care of children and loved ones at home, and paying off rental debt. LA Metro must do more to prevent the resumption of fares from exacerbating economic distress among economically vulnerable people in our communities. Removing financial barriers for those who cannot afford transportation creates a lifeline for those who need access to essential travel.

Revamping the LIFE Program will alleviate the impact of fares on low-income riders while preparing LA Metro to implement FSI Phase 2.

SUBJECT: AMENDMENT TO FARELESS SYSTEM INITIATIVE (FSI)

RECOMMENDATION

APPROVE Motion by Mitchell, Solis, Garcetti, Sandoval, and Bonin that the Board direct the Chief Executive Officer to:

A. Develop a plan to double the number of LIFE Program enrollees by the end of 2022.

B. Expedite a streamlined application system that enables on-the-spot enrollment and the immediate issuance of LIFE Program benefits through a process that allows applicants to self-certify qualification in the program. Applicants should attest that their information and eligibility in the program is accurate under penalty of fine.

C. Ensure the fare capping pilot approved by the Board in March 2021 applies to LIFE Program participants.

D. Expand partnerships with local, state, and federal public benefit programs to automatically enroll members in LIFE upon qualification.

E. Partner with community-based organizations to canvass LA Metro buses and trains to enroll qualifying riders.

F. Provide three months of fareless transit to new enrollees as an incentive to enrollment, beginning upon the resumption of fare collection.

G. Evaluate whether qualified applicants can enroll in the LIFE Program with the next generation of touch screen TAP Vending Machines.

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

H. Continue the current boarding practices until prospective participants can enroll-on-the spot and self-certify their eligibility, with no less than 90 days for promotion and 45 days for enrollment before fare collection resumes. The resumption of fare collection should also be subject to a 45-day awareness-building period that fares collection will resume as detailed in Attachment I of the September 2021 FSI report (Board File 2021-0574).

I. Return to the Board in January 2022 with an update on LIFE Program changes.

J. Conduct a LIFE Program evaluation - in partnership with community-based organizations -- to:

1. Develop additional strategies that support the enrollment of new participants in the LIFE Program.

2. Survey and convene current and prospective LIFE Program enrollees on how well the current program meets the needs of eligible applicants.

3. Review current benefit levels and recommend changes, as appropriate.

Executive Summary – LIFE Survey

Background

In February 2023, LA Metro conducted an online LIFE participant survey. The purpose of the survey was to help develop an advocacy plan for the fare program, specifically around free fares. The survey allowed LA Metro to collect qualitative information about the people who use the free fare program and visualize the impact of the program.

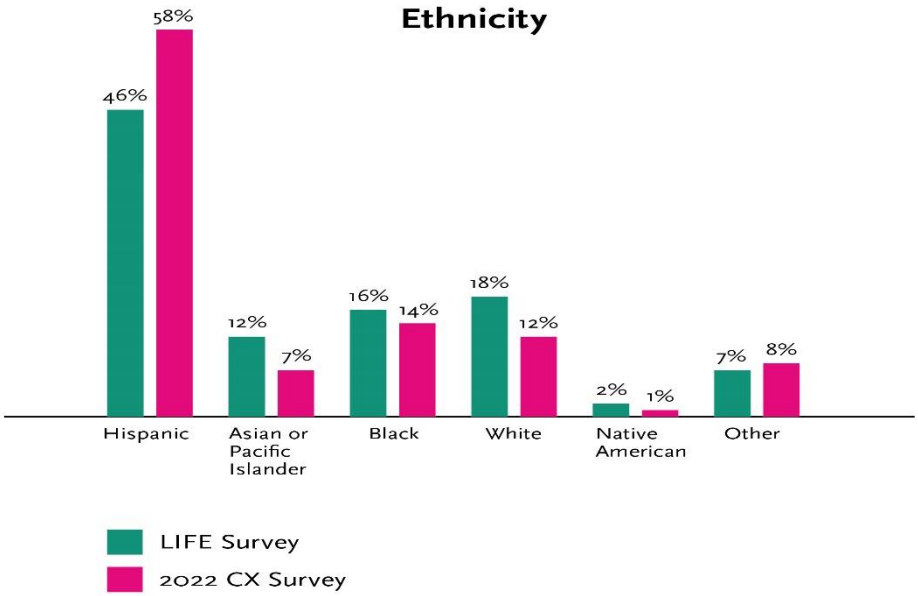
Methodology

TAP sent out an online survey to 28.04k LIFE program participants who were eligible/are using 90 days of free fares. The survey was available in English and Spanish and was live for 10 days in February 2023. 1661 LIFE surveys were collected with a 41% response rate.

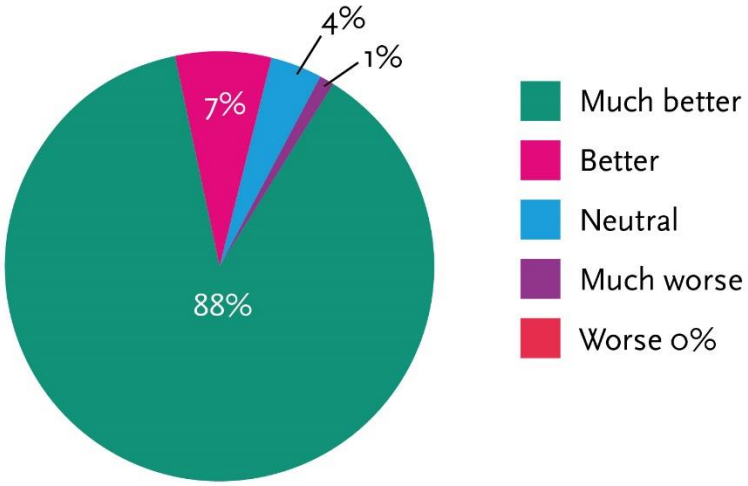
Key Findings

- 50% of LIFE survey participants are female compared to systemwide 46%, *Customer Experience Survey 2022*
- 55% of LIFE survey participants are riding Metro multiple times a day.
- 72% rode Metro more frequently when using the free fares.
- More than 50% of LIFE survey participants have had to choose between spending money to ride LA Metro or spending it on other important needs.
    - When having to choose between spending money to ride LA Metro or spending it on other important needs, 29% of survey respondents used their money to pay the fare.
- When receiving free fares, LIFE survey participants spent the money they saved on food, housing cost, and home items.
- 95% of LIFE survey participants feel better or much better after receiving free fares.
    - The top three reasons why survey respondents felt better were because they worried less about money, felt less stressed, and were able to plan their day more easily.

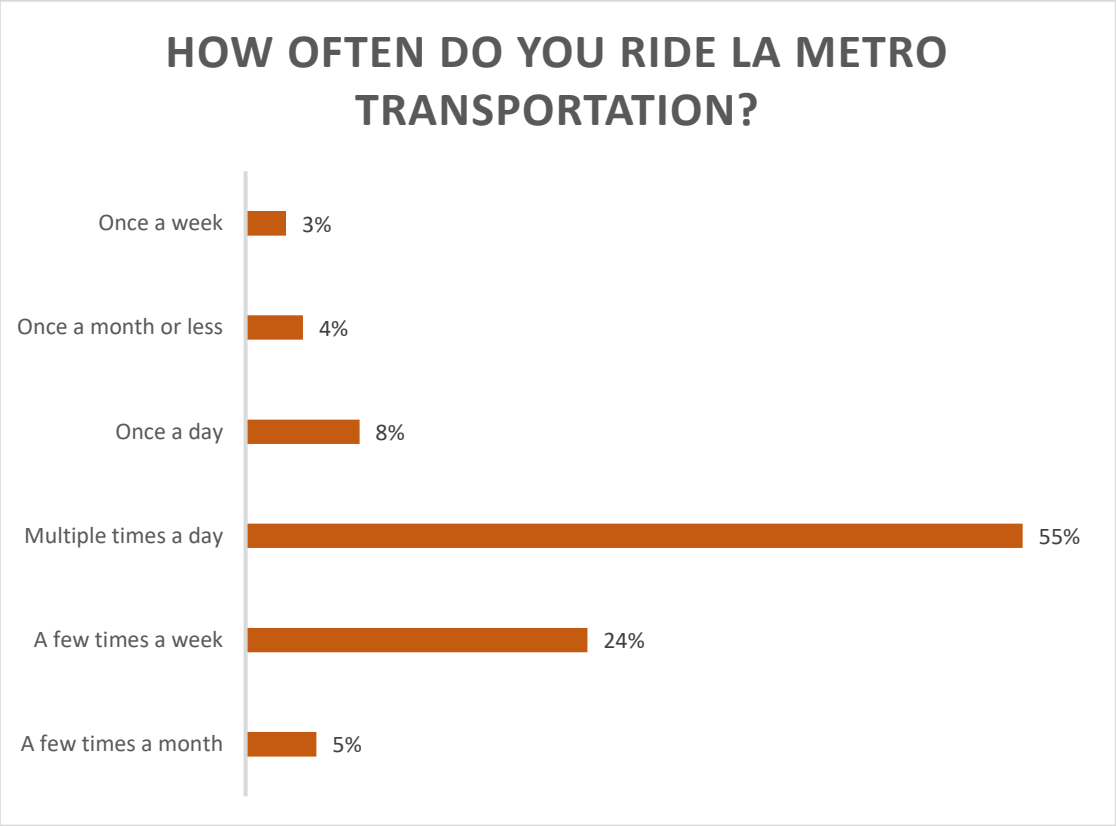
LIFE Survey Summary

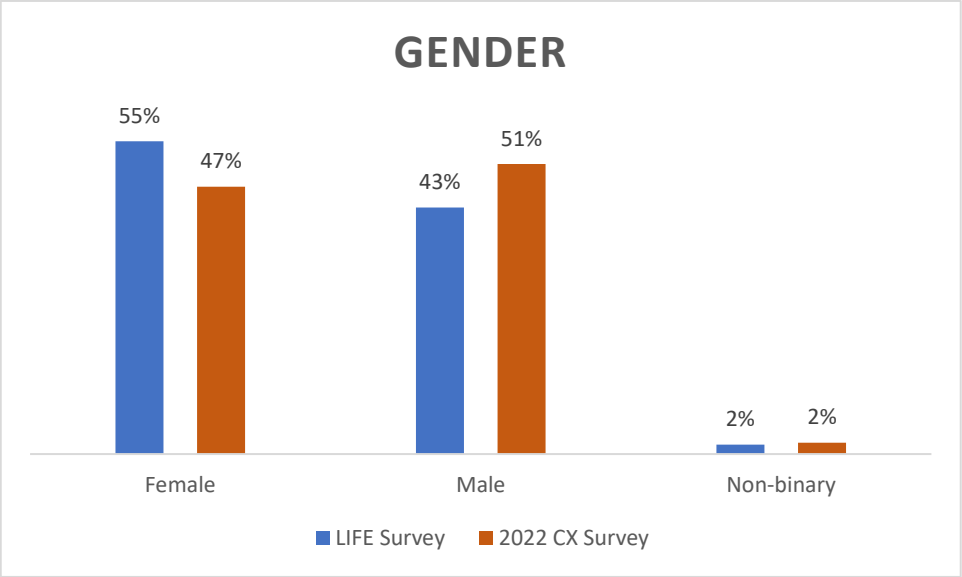


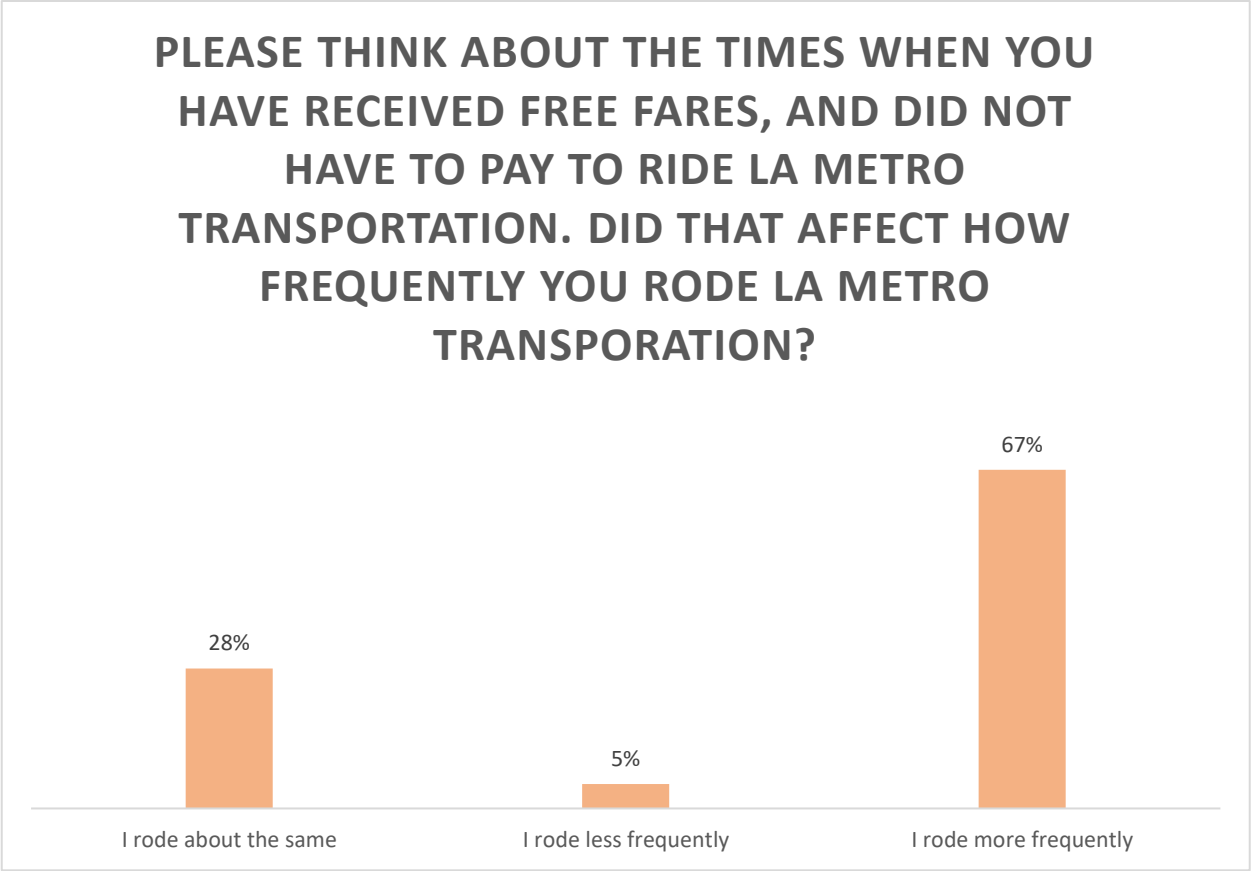
After receiving free fares, how did you feel?

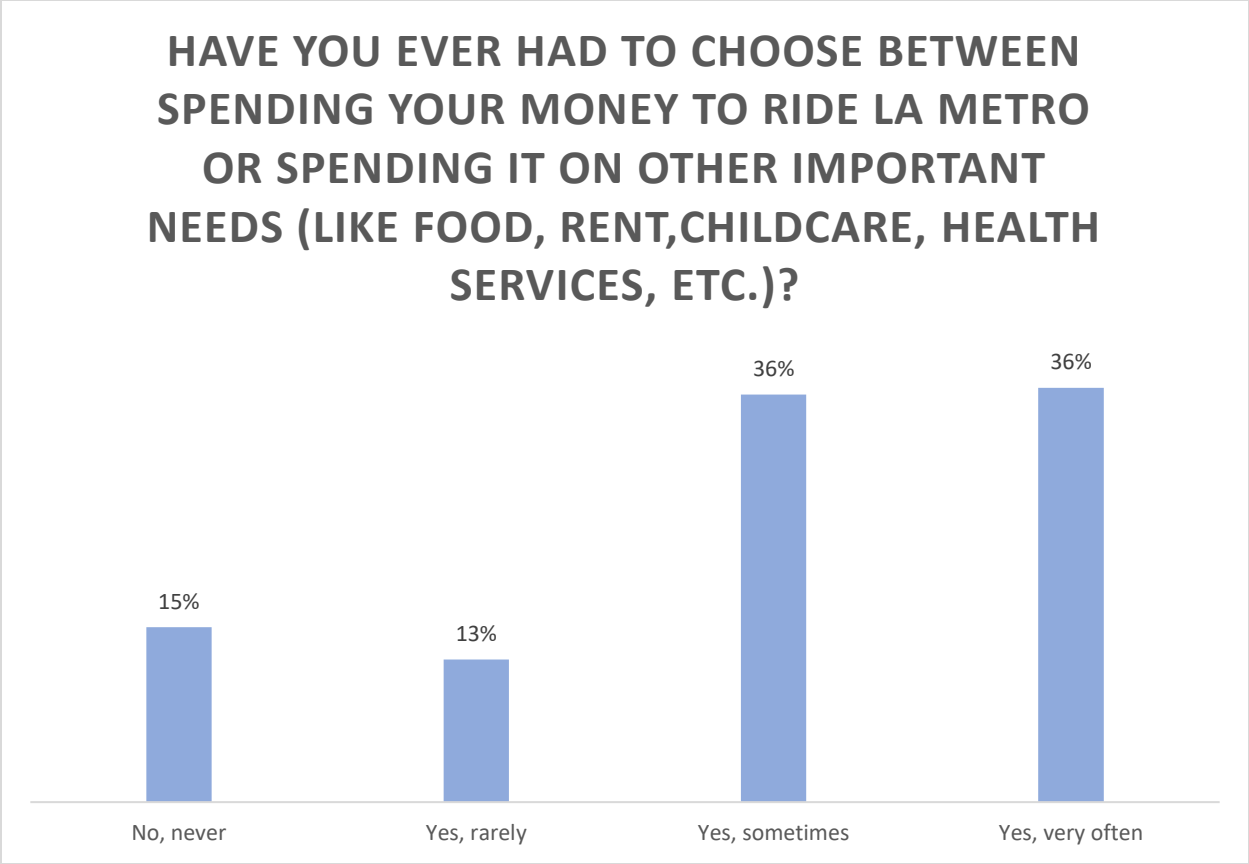


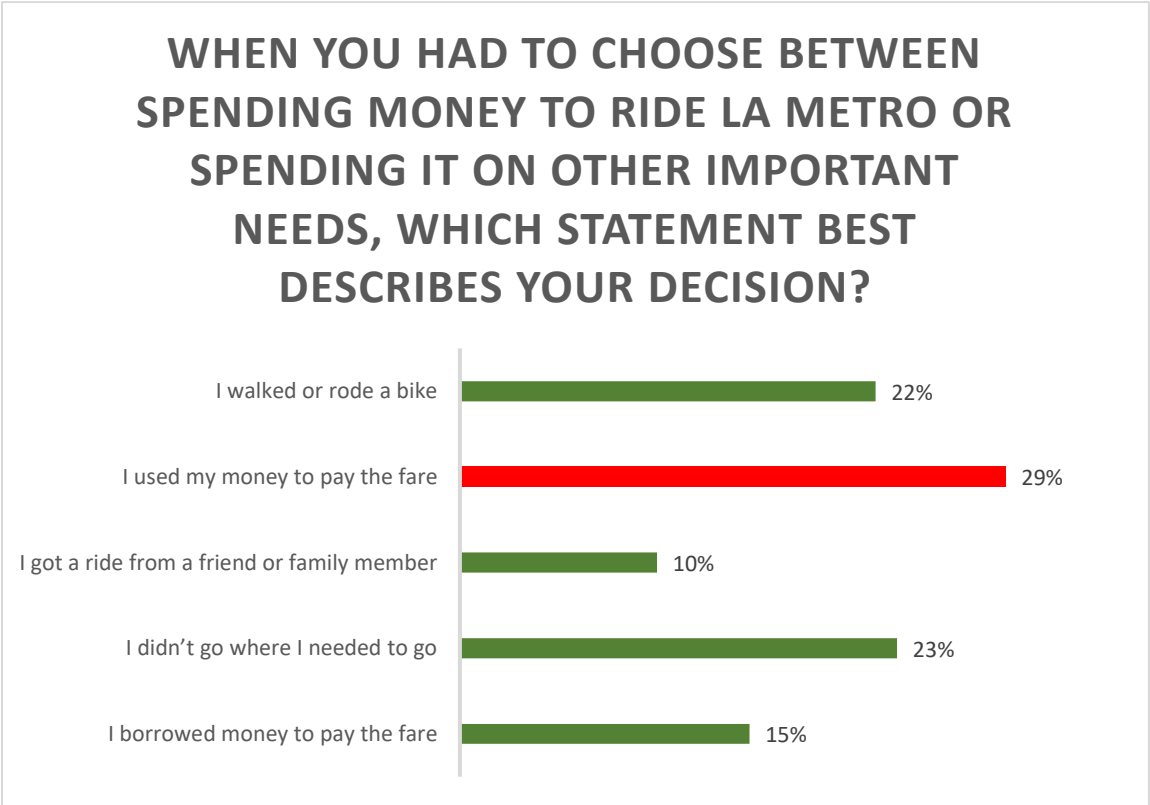
Unformatted Graphics



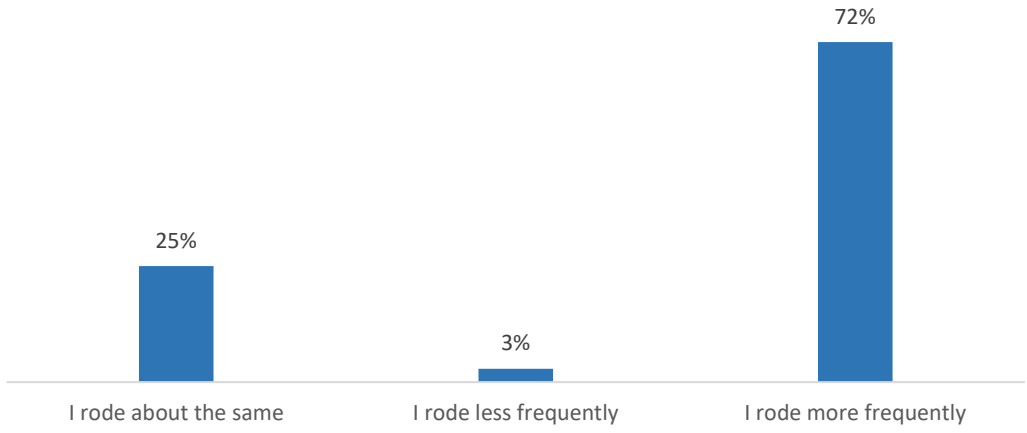



PLEASE THINK ABOUT THE TIMES WHEN YOU HAVE RECEIVED FREE FARES, AND DID NOT HAVE TO PAY TO RIDE LA METRO TRANSPORTATION. DID THAT AFFECT HOW FREQUENTLY YOU RODE LA METRO TRANSPORATION?
28%
5%
67%
I rode about the same
I rode less frequently
I rode more frequently

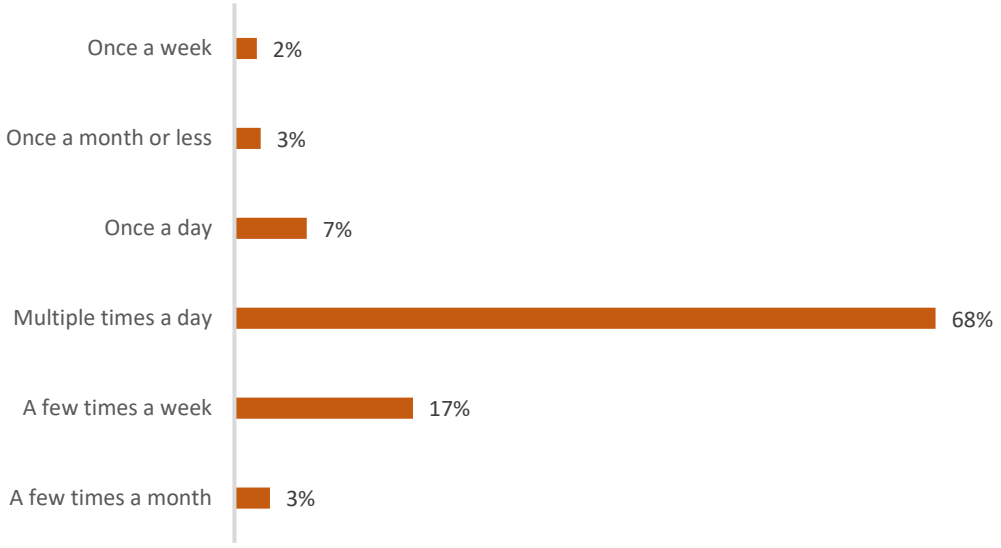

HAVE YOU EVER HAD TO CHOOSE BETWEEN SPENDING YOUR MONEY TO RIDE LA METRO OR SPENDING IT ON OTHER IMPORTANT NEEDS (LIKE FOOD, RENT,CHILDCARE, HEALTH SERVICES, ETC.)?
15%
13%
36%
36%
No, never
Yes, rarely
Yes, sometimes
Yes, very often


WHEN YOU HAD TO CHOOSE BETWEEN SPENDING MONEY TO RIDE LA METRO OR SPENDING IT ON OTHER IMPORTANT NEEDS, WHICH STATEMENT BEST DESCRIBES YOUR DECISION?
I walked or rode a bike
22%
I used my money to pay the fare
29%
I got a ride from a friend or family member
10%
I didn't go where I needed to go
23%
I borrowed money to pay the fare
15%

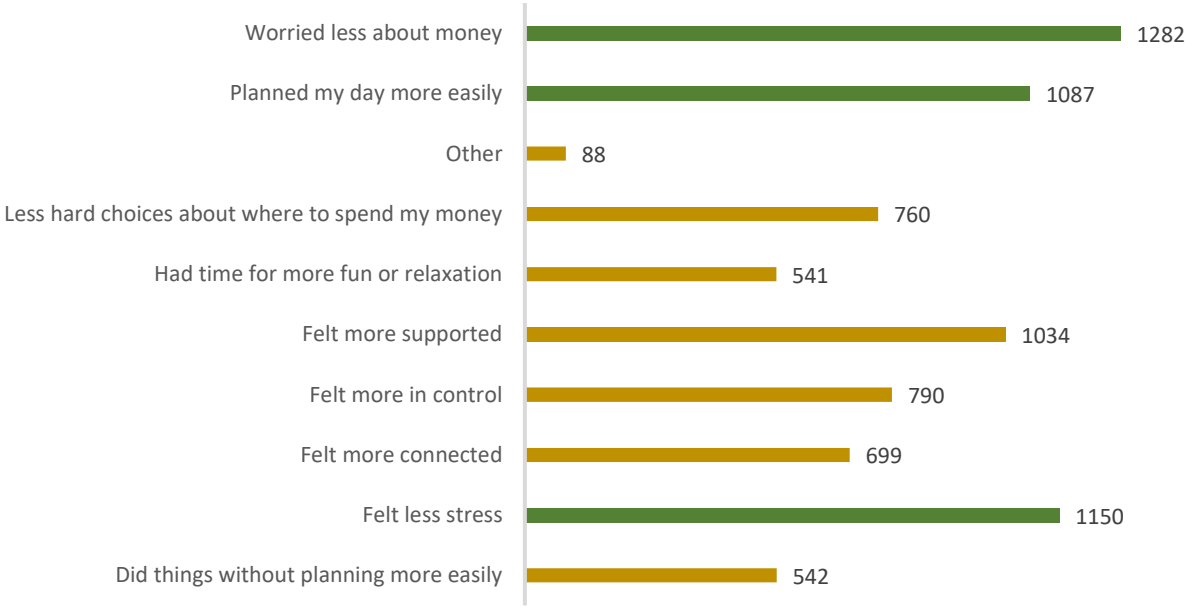
PLEASE THINK ABOUT THE TIMES WHEN YOU RECEIVED FREE FARES, SUCH AS THE 90-DAY PROMOTIONAL PASS YOU RECEIVED WHEN YOU ENROLLED IN THE LIFE PROGRAM. DID THAT AFFECT HOW FREQUENTLY YOU RODE LA METRO TRANSPORTATION?



HOW OFTEN DID YOU RIDE LA METRO TRANSPORTATION WHEN YOU RECEIVED FREE FARES?



YOU MENTIONED YOU FELT BETTER WITH FREE FARES. *PLEASE SELECT ALL THE WAYS THAT YOU FELT BETTER*



WHEN YOU RECEIVED FREE FARES, WHERE DID YOU SPEND THE MONEY YOU SAVED? PLEASE SELECT ALL THAT APPLY
School books and supplies
172
Other transportation costs
152
Other
82
Housing costs
482
Home items
440
Food
720
Entertainment
157
Clothes
304
Childcare or other support costs
104
Cell phone and other communication costs
381

Attachment D - Potential Funding Sources

Multiple Funding Sources for FSI Phase 2 and Key Fund Options

FEDERAL (69 sources evaluated)	STATE (16 sources evaluated)	LOCAL GOVERNMENT (7 measures & propositions in addition to 26 alternative revenue sources evaluated)	NGO, PHILANTHOPY and OTHERS (46 local organizations evaluated)
• Investment & Jobs Act (IIJA) • Inflation Reduction Act (IRA) • American Rescue Plan Act (ARPA) • Department of Transportation (DOT) • Infrastructure • Housing & Urban Development (HUD)	• California Climate Investments (CCI) • Road Repair and Accountability Act (SB 1) • California Clean Energy Jobs Act (Prop 39) • Greenhouse Gas Reduction Fund (GGRF)	LA Metro: • Measure M • Measure R • Proposition A • Proposition C • Alternative revenue options LA County:* • Measure H • Measure HHH • Measure J	• Philanthropic organizations • Private corporations and foundations • Non-profit organizations • Cost sharing with healthcare industry leaders, incl. Medi-Cal • Expanded employer fare-subsidy programs • Expanded advertising policy

*These funding sources presents budget limitations and is dependent on partnering with service providers and/or receiving discretionary funding from elected officials.

FSI Phase 2 Federal Fund Options

FSI Phase 2 Federal and State Funding Evaluation Criteria

High	Programs with clear or direct correlation to Equity, Expanded Access, or other FSI goals
Medium	Programs aligned less directly or somewhat connected to Safety Improvements, Climate/Sustainability, Employee Training, or other Capital Projects
Low	Programs with no direct connection to FSI, or require LA Metro to establish new revenue-sharing connections or alter existing funding agreements

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FSI Phase 2 Federal Funding Sources

Legislation or Agency	Preliminary Findings	National Funding	Impact for LA Metro
Infrastructure Investment & Jobs Act (IIJA)	**56** Programs Evaluated **3** High Alignment **29** Medium Alignment **24** Low Alignment	High: $10 B Med: $34 B[1]	• Apply for funding to offset capital expenditures • Request waivers to use the funding for operational expenditures
Department of Transportation (DOT)	**7** Programs Evaluated **7** Medium Alignment	Med: $70 M	• Apply for funding to offset capital expenditures • Request waivers to use the funding for operational expenditures

[1] National funding amounts for FY22 - 26

Housing and Urban Development (HUD)	**4** Programs Evaluated **2** Medium Alignment	Med: $6 M[2]	• LA Metro must partner with a public housing authority to receive funds
American Rescue Plan Act (ARPA)	$27 Billion to California $3.3 Billion to LA Area Counties $2.8 Billion to LA Area Municipalities Medium Alignment	N/A	• Money must be allocated by Dec 2024 • Inquire about remaining ARPA funds in LA area
Inflation Reduction Act (IRA)	Program data not yet fully released Low Alignment	Climate & Energy: $137 B[3]	• Possible alignments: • Lowering consumer costs • Lowering emissions & greenhouse gases

Represents an overall list of multiple fund sources researched.

Federal Funding Sources Overall Matrix

#	Alignment	Program Name	Agency
1	High	Local and Regional Project Assistance Grants (RAISE)*	DOT
2	High	Pilot Program for Transit Oriented Development	DOT – FTA
3	High	Research, Development, Demonstration and Deployment Projects	DOT – FTA
4	Medium	Advanced Transportation Technologies & Innovative Mobility Deployment (ATTIMD)	DOT – FHWA
5	Medium	All Stations Accessibility Program*	DOT – FTA
6	Medium	Bridge Investment Program*	DOT – FHWA
7	Medium	Bus and Bus Facilities Competitive Grants*	DOT – FTA
8	Medium	Capital Investment Grants*	DOT – FTA
9	Medium	Charging and Fueling Infrastructure Grants (Corridor Charging)*	DOT – FHWA
10	Medium	Commercial Motor Vehicle Operators Grant Program	DOT – FMCSA
11	Medium	Congestion Relief Program*	DOT – FHWA
12	Medium	Consolidated Rail Infrastructure and Safety Improvement Grants*	DOT – FRA
13	Medium	Enhanced Mobility of Seniors and Individuals with Disabilities*	DOT – FTA
14	Medium	Federal - State Partnership for Intercity Passenger Rail Grants*	DOT – FRA
15	Medium	Metropolitan Planning*	DOT – FHWA
16	Medium	Metropolitan Transportation Planning Program*	DOT - FTA
17	Medium	National Infrastructure Project Assistance (Megaprojects)*	DOT
18	Medium	Nationally Significant Freight and Highway Projects (INFRA)*	DOT
19	Medium	Pilot Program for Enhanced Mobility	DOT - FTA
20	Medium	Pollution Prevention Grants	EPA
21	Medium	Prioritization Process Pilot Program	DOT - FHWA
22	Medium	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)- Discretionary	DOT - FHWA
23	Medium	Rail Vehicle Replacement Grants*	DOT - FTA
24	Medium	Railroad Crossing Elimination Grants*	DOT - FRA
25	Medium	Reconnecting Communities Pilot Program*	DOT - FHWA
26	Medium	Restoration & Enhancement Grant Program	DOT - FRA
27	Medium	Safe Streets and Roads for All	DOT
28	Medium	State Incentives Pilot Program (Set-aside within Nationally Significant Freight and Highway Projects- INFRA)	DOT
29	Medium	Statewide Transportation Planning	DOT - FTA
30	Medium	Strategic Innovation for Revenue Collection (Set -aside)	DOT - FHWA
31	Medium	Strengthening Mobility and Revolutionizing Transportation (SMART) Grants	DOT
32	Medium	Transportation Infrastructure Finance and Innovation Act*	DOT
33	Medium	Thriving Communities Technical Assistance	HUD
34	Medium	Authority to Accept Unsolicited Proposals for Research Partnerships	HUD
35	Medium	Areas of Persistent Poverty	DOT - FTA

[2] National funding amounts for FY22 – 23
[3] National funding amounts for a 10-year period

#	Alignment	Program Name	Agency
37	Medium	Enhancing Mobility Innovation	DOT - FTA
38	Medium	Innovative Coordinated Access & Mobility Grants	DOT - FTA
39	Medium	Integrated Mobility Innovation	DOT - FTA
40	Medium	Public Transportation Innovation	DOT - FTA
41	Medium	Safety Research & Demonstration Program	DOT - FTA
42	Medium	California State Funding	ARPA
43	Low	Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems (Set aside)	DOT - FHWA
44	Low	Bridge Formula Program*	DOT - FHWA
45	Low	Bus and Bus Facilities Formula Grants*	DOT - FTA
46	Low	Carbon Reduction Program	DOT - FHWA
47	Low	Commercial Driver's License Implementation Program	DOT - FMCSA
48	Low	Congestion Mitigation and Air Quality Improvement Program	DOT - FHWA
49	Low	Grants for Planning, Feasibility Analysis, and Revenue Forecasting (Bridge Investment Program Set - aside)*	DOT - FHWA
50	Low	Growing State Apportionments*	DOT - FTA
51	Low	Growing States and High-Density States Formula*	DOT - FTA
52	Low	High Priority Activities Program*	DOT - FMCSA
53	Low	Highway Safety Improvement Program*	DOT - FHWA
54	Low	Highway Safety Programs*	DOT -NHTSA
55	Low	Intelligent Transportation Systems Program*	DOT - FHWA
56	Low	Low or No Emission (Bus) Grants*	DOT - FTA
57	Low	National Culvert Removal, Replacement, & Restoration Grant*	DOT
58	Low	National Priority Safety Programs*	DOT - NHTSA
59	Low	On-the-Job Training Program	DOT - FHWA
60	Low	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)- Formula	DOT - FHWA
61	Low	Public Transportation Technical Assistance and Workforce Development*	DOT - FTA
62	Low	Railway-Highway Crossings Program*	DOT - FHWA
63	Low	State of Good Repair Formula Grants*	DOT - FTA
64	Low	Surface Transportation Block Grant Program*	DOT - FHWA
65	Low	Technology & Innovation Deployment Program	DOT - FHWA
66	Low	Urbanized Area Formula Grants*	DOT - FTA
67	Low	Choice Neighborhoods Planning Grants	HUD
68	Low	Jobs Plus	HUD
69	Low	Neighborhood Access & Equity Grants	DOT - FHA

*Indicates **35** Federal capital programs. Note that competition with Federal capital program will be hard since FSI may not be the top priority, however the agency may leverage existing efforts for future changes in legislation that tie to fare free language in capital funding application.

Overview of High-Alignment Federal Funding Programs

Federal Program	Program High-Level Information	Funding Value	Potential Next Steps
IIJA – DOT RAISE Program	• Program invests in surface transportation that will have a significant local or regional impact. • Eligible projects include projects the Secretary considers to be necessary to advance the goals of the program. • Strong focus on Community Connectivity, Justice 40, Quality of Life, and Sustainability	**FY23:** $5-25 M Per Award **IIJA Total:** $7.5 B	Apply for FSI Funding FY 2023 NOFO Applications due: 2/28/2023
IIJA – FTA Enhanced Mobility of Seniors & Individuals w/ Disabilities	• Grants to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services • FTA's program goal for grants is to identify and test promising, innovative, coordinated mobility strategies other communities can replicate.	**IIJA Total:** $2.2 B	Monitor FTA and Grants.gov for FY 23 NOFO Release
IIJA – FTA Research Development, Demonstration, and Deployment Projects	• Provides funding to assist innovative projects and activities that advance and sustain safe, efficient, equitable, climate-friendly public transportation. • Eligible research and demonstrations under this program explore novel approaches to improve public transportation service, especially for transit-dependent individuals • Data to be used to enhance insights and help transit agencies undertake activities that help meet equity, safety, climate change, and transformation goals for a safer, environmentally cleaner, socially jus,t and connected public transportation system.	**IIJA Total:** $132 M	Monitor FTA and Grants.gov for NOFO Release

FSI Phase 2 State Fund Options

FSI Phase 2 Federal and State Funding Evaluation Criteria

High	Programs with clear or direct correlation to Equity, Expanded Access, or other FSI goals
Medium	Programs aligned less directly or somewhat connected to Safety Improvements, Climate/Sustainability, Employee Training, or other Capital Projects
Low	Programs with no direct connection to FSI, or require LA Metro to establish new revenue-sharing connections or alter existing funding agreements

16 programs were identified to have high and medium alignment with FSI Phase 2.

FSI State Funding Sources

Agency or Legislation	Preliminary Findings	CA Funding	Impact for LA Metro
Air Resource Board	**5** Programs Evaluated **1** High Alignment **2** Medium Alignment **2** Low Alignment	$164 M	May fund programs that: • Prioritize Transportation Equity and Mobility • Needs Assessment targeting CBOs • Fleet electrification • Truck Loan Assistance Program
California Transportation Commission	**4** programs **3** Medium Alignment **1** Low Alignment	$3.57 B	• *Metro is currently receiving funds for Active Transportation Program* and *State Transportation Improvement Program*
Caltrans	**2** programs **1** High Alignment **1** Medium Alignment	$224 M	• *Metro is currently receiving funds for LCTOP* • May fund wide range of mobility programs
California State Transportation Agency	**1** Medium Alignment	$800 M	• Fund capital projects
California Strategic Growth Council	**1** Medium Alignment	$350 M	• *Metro is currently receiving funds from Transit and Intercity Rail Capitaltal Program*
Strategic Growth Council and Department of Conservation	**1** Medium Alignment	$105 M	• *Metro currently receiving funds for* Neighborhood-level transformative climate community plans
California Natural Resources Agency	**1** Low Alignment	$50 M	• Expand access • Meet sustainability goals
California Workforce Development Board	**1** Low Alignment	$90.25 M	• Develop a workforce development partnership

Overview of High-Alignment State Funding Programs

State Program	Program Information	Funding Value	Potential Next Steps
Air Resource Board	• Transportation equity pilot that aims to address community residents' transportation needs, increase access to key	$35 million proposed	California Air Resource Board (CARB) is currently planning upcoming solicitations

State Program	Program Information	Funding Value	Potential Next Steps
Sustainable Transportation Equity Project (STEP)	destinations, and reduce greenhouse gas emissions by funding planning, clean transportation, and supporting projects. • STEP's overarching purpose is to increase transportation equity in disadvantaged and low-income communities throughout California via two types of grants: Planning and Capacity Building Grants and Implementation Grants • LADOT was awarded $7m for its South Los Angeles Universal Basic Mobility Pilot Program	for FY22-23	for $35 million of Fiscal Year 2022-23 Planning and Capacity Building, Clean Mobility in Schools, and STEP funds.
Caltrans **Low Carbon Transit Operations Program (LCTOP)***	• The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. • Approved projects in LCTOP will support new or expanded bus or rail services to expand intermodal transit facilities and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions.	$140 million (2020)	Caltrans posts LCTOP guidelines in early 2023 Transit agencies submit final allocation requests to Caltrans in Q1 2023

Overall list of multiple fund sources researched and contains information on program alignment, name, and lead agency.

#	Alignment	Program Name	Agency
1	High	Sustainable Transportation Equity Project (STEP)	Air Resource Board
2	High	Low Carbon Transit Operations Program (LCTOP)*	Caltrans
3	Medium	Clean Mobility Options (California Climate Investments)	Air Resource Board
4	Medium	Clean Truck and Bus Vouchers (HVIP)	Air Resource Board
5	Medium	Transit and Intercity Rail Capital Program*	California State Transportation Agency
6	Medium	Affordable Housing and Sustainable Communities	California Strategic Growth Council
7	Medium	Local Partnership Program	California Transportation Commission
8	Medium	Active Transportation Program	California Transportation Commission
9	Medium	State Transportation Improvement Program	California Transportation Commission
10	Medium	Sustainable Transportation Planning Grants	Caltrans
11	Medium	Transformative Climate Communities	Strategic Growth Council and Department of Conservation
12	Low	Air Quality Improvement Program (AQIP)	Air Resource Board
13	Low	Community Air Protection Program	Air Resource Board
14	Low	Urban Greening	California Natural Resources Agency
15	Low	Solutions for Congested Corridors	California Transportation Commission
16	Low	Resilient Workforce Fund (RWF) Program	California Workforce Development Board

- Considered that the two high alignment funding options are not impacted by Article XIX. Low and medium alignments indicate there might be some restrictions and challenges for funding application.

Local Funding Summary – Government Organizations
Overview of High Alignment Local Funding Programs

Local Source	Program high level Information	Funding Value	Potential Next Steps
Measure M	• No sunset half-cent sales tax measure approved by voters in 2016 • Rate of this tax will increase to one percent on July 1, 2039, following the expiration of Measure R • Consists of four sub-funds: Transit Operating and Maintenance; Transit, First/Last Mile (Capital); Highway, Active Transportation, Complete Streets (Capital); Local Return/Regional Rail •	$1.031 billion based on FY 23 estimates ($20.3 million for 2% rider discount allocation)	Explore local return as a viable fund source.
Measure R	• 30-year, half-cent sales tax approved by voters in 2008 • Consists of four sub funds: Transit Capital (40%); Highway Capital (20%); Operations (25%); Local Return (15%) • LA Metro has used Operations sub fund to freeze fare increases for Student, Senior, Disabled, and Medicare riders from 2009-2013	$1.031 billion based on FY 23 estimates ($254.1 million for 25% Operations allocation)	
Prop A	• No sunset, half-cent sales tax approved by voters in 1980 • Consist of three sub funds: Local Return (25%); Rail Development (35%); Discretionary (40%) • Currently, the "Discretionary" bucket is being used solely for Bus Transit operations and part of FAP with municipal operators	$1.031 billion based on FY 23 estimates ($392.1 million for 40% Discretionary allocation)	
Prop C	• No sunset, half-cent sales tax approved by voters in 1990 • Consists of five sub funds: Local Return (20%); Rail and Bus Security (5%); Commuter Rail, Transit Centers and Park & Ride (10%); Transit-related Highway Improvements (25%); Discretionary (40%) • The City of Commerce received $766K in FY 21 for its zero-fare service from Proposition C 40% discretionary funds.	$1.031 billion based on FY 23 estimates ($406.5 million for 40% Discretionary allocation)	

Alternative Revenue Options and Non-Government & Philanthropic Partnerships

Alternative Revenue Options

Funding Alternative	Description	Type[4]	
Ads & Sponsorship Management Program	Expand advertisement & sponsorship policy, including working with the private sector Other transit agency examples: Washington (DC) – WMATA(expanded digital ad network in partnership with OUTFRONT), Tokyo (created in-house Metro Ad Agency)		
Asset Recycling/Real Estate Transactions	Sale or lease of underutilized public assets, including joint development agreements Other transit agency example: New South Wales - Sydney Metro		
Battery Storage	Lease excess storage capacity from EV fleets to utilities.		
Carbon Offsets Credit	Sell credits to corporations for GHG reduction achieved from transitioning from vehicle use to transit options.		
Charge Fee on Contracts with LA Metro	Charge % of billings that would be paid back to the FSI program on contracts		
Congestion Pricing	Congestion pricing on toll lanes and in urbanized areas[5] Other transit agencies examples: Orange County – Orange County Transportation Authority (OCTA)		
Cost Sharing with Health Insurance Companies	Insurance will cover the cost of trips to/from health care appointments.		
Philanthropic: create an LA Metro 501(c)(3) or Partner with existing 501(c)(3)	Encourage/solicit donations/hold fundraising events to raise money for the 501(c)(3) Other transit agencies examples: New York - MTA		
Density Bonuses	Monetize permitting developers to build more density, height, or floor area than is allowed as of-right Other transit agency examples: New York; Atlanta; Baltimore; Washington (DC); Denver; San Diego (air rights lease)		

[4] Policy or legislation efforts may be required Implemented by other transit agency (agencies mentioned in appendix)

[5] 91 Express Lanes - Toll Policies

Funding Alternative	Description	Type[4]
Digital Billboards	Expand digital billboards on LA Metro facilities Other transit agency examples: Washington (DC) - WMATA; New York	
Distance-Based fare option	Charge transit fees based on distance and/or time of day Other transit agency examples: Washington (DC)	
Electricity Generation	Utilize available space to install power generation equipment such as solar panels. Other transit agency examples: Atlanta - MARTA	
Employer Certification Program	Develop a "Transit Friendly Employer ” program that requires a % of fare purchases to be donated to FSI Other transit agency example: Vancouver, BC	
Grocery Rewards Points or Similar Program	Use grocery points towards fare credits, shoppers can donate points to fund FSI	
Leverage Central Maintenance Facility	Sell maintenance capacity and power swaps by leveraging LA Metro infrastructure to support transit partners.	
Network Partnership (Wi-Fi & Broadband)	Privatize management of Wi-Fi or broadband/dark fiber Other transit agency example: New York - MTA (expanded Wi-Fi and cell service across the entire subway network in partnership with Transit Wireless)	
Parking & EV Charging Fee Structure	Establish a paid fee structure for parking and EV charging Other transit agency examples: Paid parking – Chicago; Washington (DC); Denver	
Partnership Program – Pay-it-forward	Partners/investors pay for rides. Other transit agency examples: Boston, MBTA (partners: MIT, Target, large retail shopping mall, City agencies, others)	
Privatization of Managed Lanes	Managed lanes privatization to gather sustainable funds for fareless initiative Other transit agency examples: Texas, California, Colorado, Minnesota, and Florida	
Refund Existing Transit Bonds or Issue Toll Revenue Bonds	Evaluate existing and future bonds.	

Funding Alternative	Description	Type[4]
Retailer rewards	Retailers provide fare credit when shoppers spend more than $x	
Site/License Fees	Charge royalties anytime LA Metro assets are used in movie production Other transit agency example: Chicago - CTA	
Start Transit Certification Program	Similar to LEED, transit authorities pay fee to certify their environmental and social commitments.	
TNC Rideshare Fee	Charge flat per trip fee for TNC, taxi, and limo trips Other transit agency examples; Boston - MBTA; State of CA	
Toll Round-Up	Institute a toll “round up” feature to allow Express Lane drivers to round up their tolls	
Value Capture Towards TOD	Earmark property tax revenue from increased property values for TOD Other transit agency examples: Impact Fees - Broward County (FL); Portland (OR); San Francisco Special Tax Districts - Washington (DC); Los Angeles; Denver	

Bridge to Fareless Board Report
MOTION 22 – REPORT BACK

June 2024

Metro

Background

> September 2020: Fareless System Initiative (FSI) Task Force created to study the feasibility of removing fares for our most vulnerable riders.

> May 2021: Motion 45 directed CEO to implement FSI, subject to a final funding plan, while pursuing cost-sharing agreements, and reporting to the Board on the development, launch, and performance.

> September 2021: Motion 40 directed staff to double LIFE enrollment, while streamlining and improving the program

> April 2024: Motion 22 requested staff to report back in June 2024 on opportunities to expand LIFE program enrollment and utilization.

> This report is an update in response to Motion 22.

Metro

Program Improvements

- ✓ Simplified and streamlined the loading of LIFE 20 free rides LIFE customer profile on taptogo.net.
- ✓ TAP Vendor locator map updated to include "LIFE" in TAP vendor details for vendors that offer LIFE passes.
- ✓ Beginning in April 2024, an email campaign was initiated to remind LIFE participants to load their free LIFE 20-ride passes. This will be an ongoing effort.
- ✓ In April, TAP began hosting TAP Vendor Pop-up events with the LIFE program to inform customers where to load discounted passes in their neighborhood.
- ✓ TAP has begun recruiting new TAP vendors in Equity focused communities
- ✓ LIFE Program administrator can now load LIFE 20-ride passes at their office and at events for customers who are already enrolled in the program to improve the customer experience as well as awareness of monthly program benefits.
- ✓ Future: Adding the 20-ride pass to be loaded on a LIFE TAP card at Ticket Vending Machines

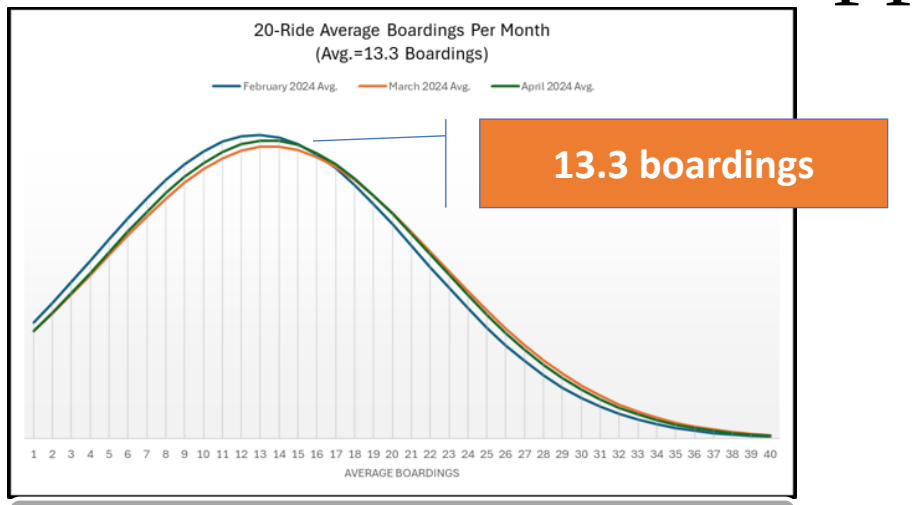
Average Weekly Enrollments: **2000**

Total LIFE Enrollments: **335,000+**

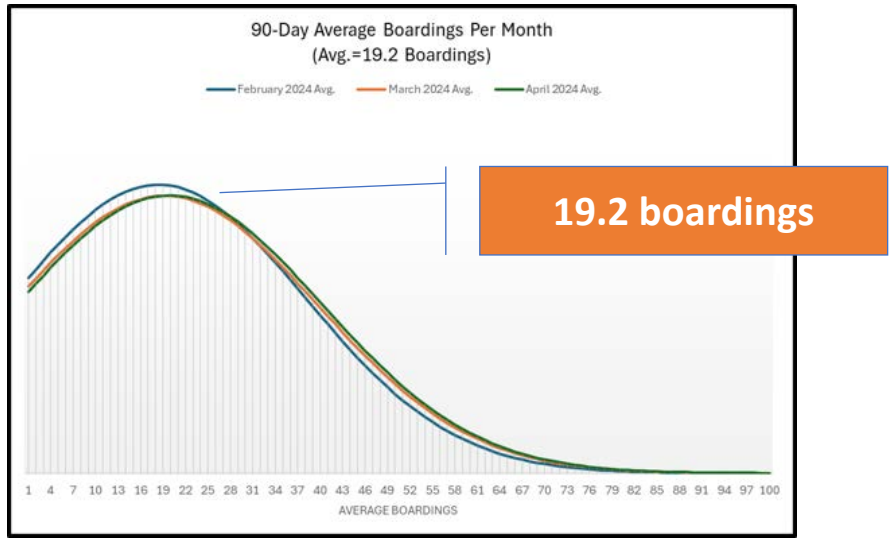
Metro

- ➢ Dedicated DPSS/LIFE Enrollment Portal
- ➢ Volunteer DPSS/LIFE Enrollment Agents at 18 DPSS Offices

PROGRAM ANALYSIS



85% ride <20 times each month



78% ride <30 times each month

LIFE Program	Increase of Active Users	All Who Qualify
Enrollment	335,820	335,820
Active Users	167,910	335,820
Estimated # Annual Trips (based on avg. of 19 trips per month)	38 million	77 million
Estimated Costs	$64.0 Million	$123.3 Million

- All who Qualify: All currently enrolled in LIFE (335,820)
- Active users increased usage (half and total)
- Costs would increase if additional participants enroll in LIFE

PROGRAM ANALYSIS

	LIFE Program		LIFE Unlimited FREE
FREE Trips	20 trips each month		Unlimited
Who Benefits	87% of enrolled riders	+ 13%	100% of enrolled riders
Benefits	• Allows for investments in service that can better serve low-income communities • Ensures that many riders receive assistance		• Eliminate cost barriers • Improves access to opportunity
Cost	$33.5 Million	+ $89.8 M	$64 Million - $123.3 Million
Risks	• Moderately less investments in service		• Invests in free fares over current service and future service improvements • Discontinue program if funding not available • Potential misuse of system • Without funding, tradeoffs will need to be made to continue program
Risk Mitigation Efforts	• Targeted and moderate subsidies help to ensure sustainability of the program & many riders have assistance		• Identify and secure long-term funding

CHALLENGES

LIFE is a regional program

Impacts transit operators throughout LA County (CONSENSUS)

Unlimited FREE rides will negatively impact fare revenues for all transit operators

Significant cost increases (est. $30.5M - $89.8M annually)

No dedicated funding, LIFE program may not be sustainable

Cuts in operating budget

Negatively impact the quality & frequency of service

Unintentionally limit mobility options for those that need it the most

Budget shortfalls can impact transit access and opportunities undermining the main purpose of the LIFE Program

REPLACEMENT REVENUES

Local Return

- Eligible for transit fare subsidies
- No sunset sales tax
- Potential: $90 million annually (10% of Local Return)

Deloitte Report

- Future congestion pricing
- Voluntary Express Lanes toll round-up
- Fees to Metro contracts

Federal & State Funding

- Challenging
- Does not offer long-term solutions – May not be consistently available every year
- Compete with other transit needs and other vital public services (i.e. education and healthcare)

Next Steps

- ✓ Staff will continue to collaborate with social benefits programs and other transit agencies throughout LA County to expand LIFE program participation in ways that also preserve service and reliability.

- ✓ Additionally, staff will work to unify the qualifying senior age across the region to simplify and expand transit access for older adults. We will also continue to analyze lowering the enrollment requirement from full-time to part-time for college and vocational students to increase eligibility and potentially ridership. These efforts aim to enhance equitable access to affordable transit for all community members.

- ✓ Staff will conduct outreach with local cities and Councils of Government within Los Angeles County to express the importance of using Local Return and other dollars to subsidize transit.

Metro

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

Metro

Board Report

File #: 2024-0448, **File Type:** Minutes

Agenda Number: 2.

REGULAR BOARD MEETING
June 27, 2024

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held May 23, 2024.

CITY OF NORWALK
A Connected Community

Margarita L. Rios, Mayor
Tony Ayala, Vice Mayor
Jennifer Perez, Councilmember
Rick Ramirez, Councilmember
Ana Valencia, Councilmember

Jesus M. Gomez, City Manager

May 20, 2024

The Honorable Karen Bass
Chair, Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Los Angeles, CA 90012-2952

RE: <u>Item 11: Eastside Transit Corridor Phase 2 - Project Approval and Certification of Final Environmental Impact Report</u>
Notice of SUPPORT

Dear Chair Bass and Members of the Metro Board of Directors:

Thank you for your continued commitment to ensure that the Eastside Transit Corridor Phase 2 becomes a reality for the residents and communities of the Gateway Cities. On behalf of the City of Norwalk, I would like to express our enthusiastic support for this project.

Once fully completed, the Eastside Transit Corridor Phase 2 will be a 9-mile light-rail extension from the existing Metro E (Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier and unincorporated East Los Angeles and West Whittier-Los Nietos. There is minimal rail service in Southeast Los Angeles and this extension is anticipated to serve commuters in one of the most highly traveled corridors in the state.

The project will ease traffic congestion by reducing vehicle miles traveled (VMT) and greenhouse gas emissions. The construction and operation of the entire project is expected to create 1,493-1,606 jobs and generate $1 billion per year in economic activity for the region. This is a long-overdue project and we look forward to a continued partnership with Metro in delivering this transformative project.

Sincerely,

[redacted]

12700 Norwalk Boulevard, P.O. Box 1030, Norwalk, Ca 90651 • Phone: 562-929-5700 • Norwalk.org

[redacted]

[redacted]

Via Electronic Mail (BoardClerk@metro.net)

May 22, 2024

Los Angeles County Metropolitan
Transportation Authority
Attn: Board of Directors
One Gateway Plaza, M/S 99-3-1
Los Angeles, CA 90012

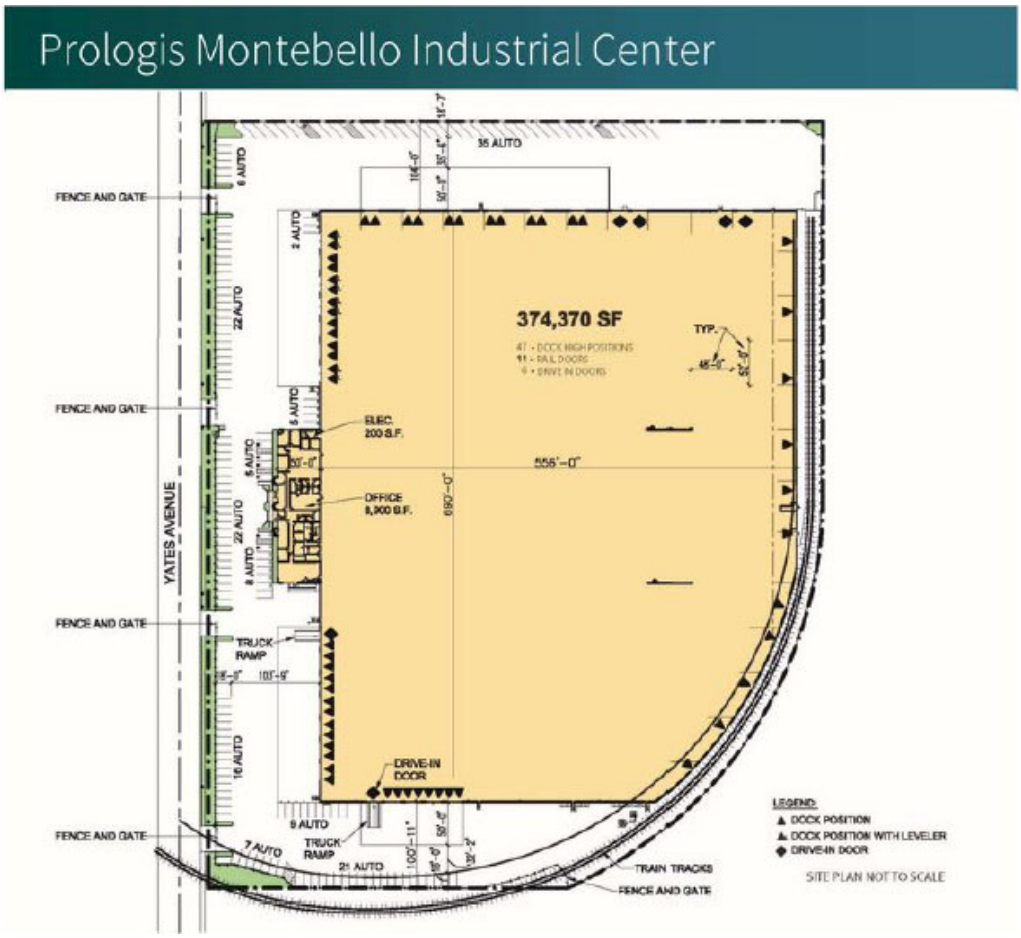
Re: Written Public Comment Against Agenda Item No. 11 - Final EIR for LA Metro Transit – Eastside Transit Corridor Phase 2 Project and Proposed Condemnation of Property Located at 2100 Yates Avenue, City of Montebello

Dear Honorable Board Members:

This firm represents Prologis, Inc. ("Prologis") in connection with its ownership of the approximately 13.8 acre property located at 2100 Yates Avenue in the City of Montebello ("Prologis Property"). The Prologis Property is situated west of the Garfield Avenue and immediately north of the Los Angeles County Metropolitan Transportation Authority's ("LACMTA") proposed new 9-mile extension of the Metro E Line further east from its current terminus at Pomona Bl and Atlantic Bl in East Los Angeles ("ETC Phase 2 Project"). In the Final Environmental Impact Report ("EIR") for the ETC Phase 2 Project, LACMTA has identified the Prologis Property for condemnation and use as one of two maintenance and storage facilities ("MSF") proposed along the 9 mile alignment to provide equipment and facilities to clean, maintain, and repair rail cars, vehicles, tracks, and other components of the Project.

The Prologis Property is developed with an existing 374,370-square-foot industrial warehouse facility that was originally constructed in 1987 ("Prologis Facility"). The Prologis Facility serves as a state-of-the-art Class A corporate headquarters with unique and strategic access to eight major freeways, Downtown Los Angeles, the Ports of Los Angeles and Long Beach, and LAX. The building includes 8,900 square feet of single-story office space and features 24'-33' clearance height, 47 dock-high truck doors, six ground-level doors, 4,000 amps of power, an ESFR sprinkler system, skylights, and LED motion-sensored lighting. Additionally, the building includes a large, secured yard and BNSF rail service with 11 rail doors, which has long served to ensure its logistical capabilities and underscore its importance as a logistics and distribution hub. The Prologis Facility commands approximately $595,248 in leasable rent per month ($1.59/square foot)

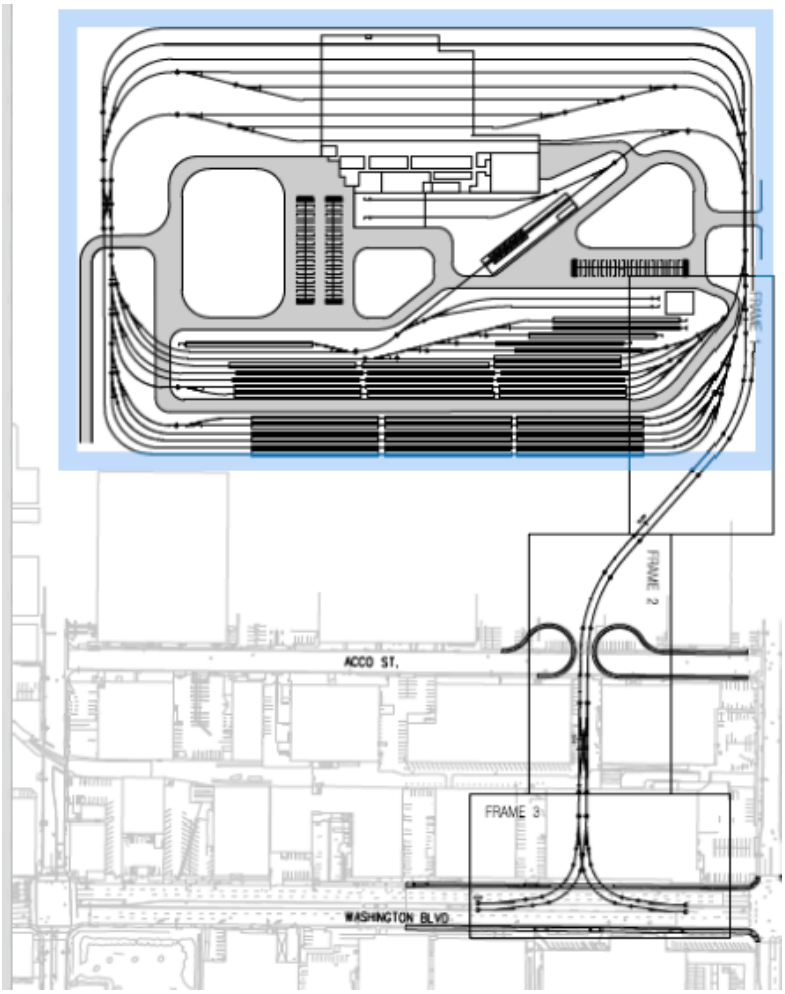
consistent with market rent for such a facility in this location. A site plan depicting the existing Prologis Facility is shown below:



The Final EIR discloses that under both Alternative 1 and Alternative 3 (selected as the locally preferred alternative, "LPA"), which would include four new rail stations, LACMTA proposes an MSF in the City of Montebello to enable storage of light rail vehicles ("LRV") that are not in service and would connect to the mainline with one lead track, provide office space for Metro rail operation staff, administrative staff, and communications staff as well as functioning as the primary physical employment center for rail operation employees, including train operators, maintenance workers, supervisors, administrative, security personnel and other related roles. To Prologis' surprise, the MSF is proposed across 30 acres north of Washington Boulevard and south of Flotilla Street between Yates Avenue and South Vail Avenue ("Montebello MSF"), encompassing the entirety of the Prologis Property. The Final EIR provides that "[t]he Montebello MSF would require the acquisition of several properties with commercial and industrial uses" and that the parcels to be acquired are "classified as Heavy Manufacturing under the City of Montebello

zoning code" and are largely "occupied by an industrial/commercial paving business." (Final EIR, p. 1-13.)

The Final EIR includes the below concept drawings in relation to the Montebello MSF depicting the location directly over the existing Prologis Property and Prologis Facility:



Final EIR, Appendix C, p. 108

At no point in the years long process, which began in 2009, did LACMTA ever coordinate with or engage in any outreach to Prologis about their purported need to acquire the Prologis Property or the significant environmental effects that would arise as a result of this acquisition. Moreover, Prologis has not been provided with any form of notice about either the Final EIR or proposed plans to acquire the Prologis Property. The lack of adequate public disclosure and

opportunity for public comment on the full acquisition of the Prologis Property and the significant direct and indirect economic and environmental effects that would result from closure and demolition of the Prologis Facility is extremely troubling and legally questionable.

Prologis wishes to register its vehement opposition and objection to LACMTA's proposed permanent taking of the Prologis Property for use as the Montebello MSF for the ETC Phase 2 Project. The unique nature of the Prologis Property as a large one-of-a-kind warehouse and distribution facility located in Montebello located directly abutting BNSF rail service with 11 rail doors and direct access to eight major freeways feeding directly to into the Ports of Los Angeles and Long Beach, make it a critical piece of the logistics and supply chain network. Additionally, the City of Montebello and surrounding zoning codes contain increasingly restrictive prohibitions and moratoria that would almost certainly prohibit relocating the existing Prologis Facility nearby and it would likely be impossible to find a location similarly positioned abutting BNSF rail service loading areas; therefore, the existing 368,653-square-foot Prologis Facility could almost certainly <u>not</u> be relocated and reconstructed at a new, different site in the City of Montebello or in the vicinity under applicable development regulations. There is no amount of just compensation that could or would accurately reflect the true value of the Prologis Property and Prologis Facility and their importance not only to Prologis and its customers and employees but to the greater distribution and supply chain network that originates from, and is driven by, the Ports.

Moreover, and perhaps more significantly, the proposed taking of the Prologis Property and removal of the Prologis Facility would create significant economic and environmental impacts, the consequences of which are not yet known and have not been accounted for or studied by the LACMTA. For example, not only would Prologis' customers and employees be severely affected by elimination of the Prologis Facility (loss of jobs and vital local warehouse/distribution infrastructure necessary for the facilitation of goods through the supply chain), but it would require operators to be forced out of necessity to utilize facilities located further from the Ports of Los Angeles and Long Beach, such as in the Inland Empire where there is more available space and more accommodating industrial development regulations. The effect of this would be to substantially drive up costs to operators and goods producers, which increases would then be passed on to consumers and the general public in the form of higher retail prices.

In addition to the economic consequences, the condemnation of the Prologis Property and removal of the Prologis Facility would also give rise to new and increased direct, indirect, and cumulative environmental impacts associated with the use of older non-Class A warehouse facilities and the extended transportation of goods to facilities located further away from the Ports of Los Angeles and Long Beach. These impacts – which were not studied or disclosed in the Final EIR – include direct, indirect, and cumulative environmental impacts related to traffic operations, freight, vehicle miles traveled ("VMT"), air quality, greenhouse gas emissions, climate change, noise, safety, land use, environmental justice, and a host of other known and unknown issues. The economic and environmental "ripple effects" of the LACMTA's proposed taking of the Prologis

Property for the ETC Phase 2 Project would be substantial and would involve impacts of a nature and on a scale that the LACMTA have yet to understand, evaluate, or disclose to the public in accordance with the California Environmental Quality Act ("CEQA").[1]

In light of the foregoing, we strongly urge the LACMTA to identify and utilize an alternative site as an MSF for the ETC Phase 2 Project in lieu of condemnation of the Prologis Property. The Prologis Property is surrounded by several viable alternative sites that are just as (if not more) suitable for use as an manufacturing and storage facility (MSF) for the ETC Phase 2 Project than the Prologis Property and their condemnation would not require the displacement and removal of an active business operation, particularly one as unique and critical to the supply chain network and movement of goods from the Ports as the Prologis Property and Prologis Facility. This is in addition to the substantially lower acquisition costs and just compensation payment that would be required for condemnation of the Prologis Property and Prologis Facility.

As explained in the remainder of the letter below, the Final EIR is riddled with numerous defects that render the environmental analysis set forth therein inaccurate, incomplete, unreliable, and unsupported, and the Final EIR itself fundamentally flawed as an informational document, in violation of CEQA. The LACMTA must, accordingly, refuse to certify the Final EIR. The LACMTA instead must supplement and recirculate the Final EIR to remedy these deficiencies before approving the ETC Phase 2 Project.

LACMTA Must Supplement and Recirculate the EIR to Consider Less-Impactful Alternative Locations for a Manufacturing and Storage Facility (MSF)

CEQA requires a lead agency to evaluate alternatives and mitigation measures that would avoid or lessen significant environmental impacts. As explained throughout this letter, acquiring the Prologis Property for use as the Montebello MSF and demolishing the Prologis Facility will have enormous environmental effects. The Final EIR does not explain the LACMTA's reasons for deciding to use the Prologis Property (as opposed to other locations) for construction of an MSF. Thus, it is impossible for Prologis and other members of the public to evaluate and identify other potential locations for an LACMTA manufacturing and storage area that would meet LACMTA's needs but with less environmental impacts.

The Final EIR must thoroughly explore alternative sites for the MSF, especially locations that would result in fewer significant impacts. The analysis in the Final EIR appears to prioritize the Prologis Property in Montebello without sufficient (or any) justification or any consideration of less impactful alternatives.

There are multiple nearby underutilized properties adjacent to or in close proximity to proposed alignment and the ETC Phase 2 Project footprint that could satisfy the LACMTA's need

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[1] California Public Resources Code, §§ 21000 *et seq*.

for a manufacturing and storage facility (MSF) without causing the substantial economic and environmental effects that would result from use of the Prologis Property and displacement of the Prologis Facility. The LACMTA must supplement and recirculate the EIR to include an analysis of alternative locations for the proposed MSF.

The Final EIR Improperly Considers Mitigation Measures to be "Project Measures"

The Final EIR includes numerous mitigation measures that are improperly referred to as "project measures," violating two important principles of CEQA. First, the failure to "separately identify and analyze the significance of the impacts . . . before proposing mitigation measures . . . subverts the purposes of CEQA by omitting material necessary to informed decision-making and informed public participation. It precludes both identification of potential environmental consequences arising from the project and also thoughtful analysis of the sufficiency of measures to mitigate those consequences."[2] Second, many of these measures, including, but not limited to, Project Measures GEO PM-1, HAZ PM-1, HAZ PM-2, HYDRO PM-2, NOI PM-3, TRAFFIC PM-4, are improperly deferred mitigation because it is feasible to include details about mitigation in the Final EIR, the measures do not contain specific performance standards, and/or the measures do not identify the types of potential actions that can feasibly achieve a performance standard (if such a standard is even identified).[3]

LACMTA must recirculate the EIR to: (i) properly disclose that project measures are, in fact, mitigation measures, (ii) revise the CEQA analysis of impact significance accordingly, and (iii) modify those mitigation measures to avoid improper deferral of mitigation.

The Final EIR Lacks an Adequate Project Description

Generally, an adequate EIR must be "prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences."[4] "A project description must contain sufficiently specific information about the project to allow the public and reviewing agencies to evaluate and review its environmental impacts. California courts have repeatedly held that "an accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR."[5] Without a complete, stable and accurate project description, the environmental analysis under CEQA is

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[2] See *Lotus v. California Department of Transportation* (2014) 223 Cal.App.4th 645, 658.
[3] *See* CEQA Guidelines, § 15126.4(a)(1)(B).
[4] *Dry Creek Citizens Coalition v. County of Tulare* (1999) 70 Cal.App.4th 20, 26.
[5] *Stopthemillenniumhollywood.com v. City of Los Angeles* (2019) 39 Cal.App.5th 1, 17; *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 85-89; *County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193.

impermissibly limited, thus minimizing the project's impacts and undermining meaningful public review.[6]

CEQA Guidelines section 15378 defines "project" to mean "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment."[7] "The term "project" refers to the activity which is being approved and which may be subject to several discretionary approvals by governmental agencies. The term project does not mean each separate governmental approval."[8] Courts have explained that a complete description of a project must "address not only the immediate environmental consequences of going forward with the project, but also all "*reasonably foreseeable* consequence[s] of the initial project."[9] "If a[n]…EIR…does not adequately apprise all interested parties of the true scope of the project for intelligent weighing of the environmental consequences of the project, informed decisionmaking cannot occur under CEQA and the final EIR is inadequate as a matter of law."[10]

Here, the Final EIR provides almost no discussion or description of the parcels or plans to seek to acquire by eminent domain the properties that would encompass the proposed MSF Montebello site. The Final EIR completely brushes over this critical aspect of the Project in mentioning as an aside that "[t]he Montebello MSF would require the acquisition of several properties with commercial and industrial uses" and that the parcels to be acquired are "classified as Heavy Manufacturing under the City of Montebello zoning code" and are largely "occupied by an industrial/commercial paving business." (Final EIR, p. 1-13.) No specific mention of the Prologis Property/Prologis Facility, eminent domain, or specific parcels are described in the project description.

The Final EIR's blatant omission of information about the specific parcels subject to reasonably foreseeable taking through eminent domain and the timing and procedures related thereto is fatally deficient. The Final EIR's failure to provide this information about the Montebello MSF causes the Final EIR to fail as an informational document.

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[6] *Stopthemillenniumhollywood.com*, *supra,* 39 Cal.App.5th at 17.
[7] CEQA Guidelines § 15378.
[8] *Id*. § 15378(c).
[9] *Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, 398 (emphasis added); *see also Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449-50.
[10] *Riverwatch v. Olivenhain Municipal Water Dist*. (2009) 170 Cal. App. 4th 1186, 1201.

The Final EIR Fails to Consider Reasonably Foreseeable Potential Impacts of the Montebello Maintenance and Storage Facility (MSF) on Nearby Properties, Including, But Not Limited to, Increased Noise, Traffic, and Air Pollution

To comply with CEQA, a lead agency must make "a reasoned and good faith effort to inform decision makers and the public" about the project's potential impacts."[11] This includes a meaningful analysis of all reasonably foreseeable project impacts, including the project's various allowed uses.[12]

The Final EIR acknowledges that the Montebello MSF will result in significant noise impacts but proposes mitigation measures that are insufficient and not fully developed. For example, the use of noise barriers and operational restrictions during nighttime hours are suggested, but these measures are deferred and lack specific performance standards. This deferred mitigation fails to provide enforceable requirements that would effectively minimize noise pollution during construction and operation.

Furthermore, the analysis of traffic impacts associated with the Montebello MSF is similarly inadequate. The proposed traffic management plan and improvements to local intersections do not comprehensively address the increased congestion and safety hazards that will arise from the additional traffic generated by the Montebello MSF facility and greater ETC Phase 2 Project. The Final EIR does not sufficiently detail how these measures will be implemented or monitored, making it impossible to ensure that traffic impacts will be mitigated to less than significant levels.

Air pollution is another critical impact that the Final EIR fails to address adequately. The reliance on low-emission construction equipment and adherence to air quality management district regulations are mentioned as mitigation measures, but these too are deferred without specific implementation details. The EIR does not provide an adequate and comprehensive analysis of the cumulative air quality impacts resulting from the construction and operation of the Montebello MSF, particularly in relation to the increased vehicle miles traveled by freight vehicles forced to relocate further from the Ports of Los Angeles and Long Beach due to the Montebello MSF's construction and relocation of the Prologis Facility.

The failure to properly identify and analyze these impacts as part of a thorough environmental review process undermines the credibility of the Final EIR as an informational document. The LACMTA must supplement and recirculate the EIS/EIR to include a detailed and enforceable set of mitigation measures that address the significant noise, traffic, and air pollution impacts associated with the Montebello MSF and forced removal of the Prologis Facility. This supplemental review is necessary to ensure compliance with CEQA and to protect the health and

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[11] *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal.App.4th 1344, 1367.
[12] *Laurel Heights I, supra,* 47 Cal.3d at p. 396.

well-being of the community and the environment surrounding the Prologis Property and area impacted by the proposed ETC Phase 2 Project.

The Analysis of Displacement Impacts in the Final EIR is Flawed and Unsupported by Substantial Evidence, and Must be Remedied in a Supplemental and Recirculated EIR

The Final EIR contains almost no discussion of displacement of commercial property owners or businesses in connection with the MSF Montebello facility, resulting in flawed analysis and unsupported conclusions. The Final EIR – with almost no analysis or information – reaches the conclusion that there will be sufficient number of comparable replacement sites for displaced industrial businesses to relocate within the City of Montebello and that there would be a less than significant impact under CEQA. However, as described above, the Prologis Property would almost certainly be unable to relocate to a similar site within the City of Montebello and would likely be forced to relocate to the Inland Empire, much further from the Ports of Los Angeles and Long Beach. This is a significant discrepancy – an order of magnitude – that results in a flawed and unsupported analysis, depriving the public of a meaningful opportunity to understand and comment on the ETC Phase 2 Project's displacement impacts.

Furthermore, in addition to these analytical flaws, the Final EIR does not support its conclusion that there will be a less than significant impact under CEQA Threshold DIS-1. The Final EIR discloses that there will be a substantial number of businesses that will be displaced; many of those businesses will require construction of new facilities if they are able to relocate; and many businesses may be unable to relocate within their same city or the surrounding six miles. As discussed above, the Final EIR significantly overstates the ability of the Prologis Property and other displaced businesses to relocate within their same city or the surrounding six miles. The Final EIR makes a conclusory finding, without adequate factual support or explanation, that this will be a less than significant impact under CEQA. LACMTA must supplement and recirculate the EIR with a revised analysis of displacement impacts, based on accurate data and reasonable assumptions, that accounts for the actual number of available replacement properties, the unique requirements of Class A industrial facilities like the Prologis Facility and legal limitations on where the Prologis Property and other displaced industrial businesses could relocate.

* * *

As outlined above, Prologis strongly objects to and opposes the use of the Prologis Property for the ETC Phase 2 Project because removing the Prologis Property will result in severe economic and environmental effects that the LACMTA has failed to consider and/or adequately analyze in the Final EIR. LACMTA must supplement and recirculate the EIR to analyze and disclose these adverse effects in accordance with CEQA, to analyze alternative locations for the proposed Montebello MSF, and to remedy other legal deficiencies with the Final EIR. Prologis strongly

urges the LACMTA to fully evaluate and use an alternative site as an MSF area for the ETC Phase 2 Project in lieu of taking the Prologis Property and forcing removal of the Prologis Facility.

Please contact me if you have any questions and/or if you would like to discuss this letter and the comments and concerns set forth above in further detail.

cc: ETC Phase 2 Project Coordinator (via email at eastsidephase2@metro.net)
Prologis (via e-mail)

[redacted]

May 22, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza Los Angeles, CA 90012-2952

RE: **SUPPORT #11 Eastside Transit Corridor Phase 2 Project Approval and Final Environmental Impact Report**

Dear Chair Bass and Members of the Metro Board of Directors:

Thank you for your continued commitment to ensure that the Eastside Transit Corridor Phase 2 becomes a reality for the residents and communities of the Gateway Cities. On behalf of the City of Lakewood, I would like to express our enthusiastic support for this project.

Once fully completed, the Eastside Transit Corridor Phase 2 will be a 9-mile light-rail extension from the existing Metro E (Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier and unincorporated East Los Angeles and West Whittier-Los Nietos. There is minimal rail service in Southeast Los Angeles and this extension is anticipated to serve commuters in one of the most highly traveled corridors in the state.

The project will ease traffic congestion by reducing vehicle miles traveled and greenhouse gas emissions. The construction and operation of the entire project is expected to create 1,493-1,606 jobs and generate $1 billion per year in economic activity for the region. This is a long-overdue project and we look forward to a continued partnership with Metro in delivering this transformative project.

[redacted]

[redacted]

[redacted]

[redacted]

Joe Vinatieri
Mayor

Cathy Warner
Mayor Pro Tem

Octavio Martinez
Council Member

Fernando Dutra
Council Member

Mary Ann Pacheco
Council Member

Brian Saeki
City Manager

May 22, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: SUPPORT #11 Eastside Transit Corridor Phase 2 Project Approval and Final Environmental Impact Report

Dear Chair Bass and Members of the Metro Board of Directors:

Thank you for your continued commitment to ensure that the Eastside Transit Corridor Phase 2 becomes a reality for the residents and communities of the Gateway Cities. On behalf of the City of Whittier, I would like to express our enthusiastic support for this project.

Once fully completed, the Eastside Transit Corridor Phase 2 will be a 9-mile light-rail extension from the existing Metro E (Gold) Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier and unincorporated East Los Angeles and West Whittier-Los Nietos. There is minimal rail service in Southeast Los Angeles and this extension is anticipated to serve commuters in one of the most highly traveled corridors in the state.

The project will ease traffic congestion by reducing vehicle miles traveled (VMT) and greenhouse gas emissions. The construction and operation of the entire project is expected to create 1,493-1,606 jobs and generate $1 billion per year in economic activity for the region. This is a long-overdue project and we look forward to a continued partnership with Metro in delivering this transformative project.

[redacted]

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

[redacted]

May 17, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Chair Bass and Members of the Metro Board of Directors:

SUPPORT #11 Eastside Transit Corridor Phase 2 Project Approval and Final Environmental Impact Report

Thank you for your continued commitment to ensure that the Eastside Transit Corridor Phase 2 becomes a reality for the residents and communities of the Southeast Los Angeles County. On behalf of the Gateway Cities Council of Governments (Gateway Cities), I would like to express our enthusiastic support for this project.

Gateway Cities is a joint powers authority of 27 cities and 11 unincorporated areas in southeast Los Angeles County, with over two million residents. We are over 5% of California's population, but have over 14% of the disadvantaged community census tracts in the state including a significant number along the proposed route for the Eastside Line extension.

The Eastside Transit Corridor Phase 2 will be a nine-mile light rail extension from the existing Metro E (Gold) Line terminus to serve additional cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated East Los Angeles and West Whittier-Los Nietos. Currently, there is minimal rail transit service in Southeast Los Angeles and this extension is anticipated to serve a large number of working-class commuters (who do not work from home) in one of the most highly traveled corridors in the state.

Moreover, the extension will ease traffic congestion by reducing vehicle miles traveled (VMT) and greenhouse gas emissions. The construction and operation of the entire project is expected to create 1,493-1,606 jobs and generate $1 billion per year in economic activity for the region. This is a long-overdue project and we look forward to a continued partnership with Metro to deliver this transformative project.

Thank you for your consideration and support, and feel free to reach out with any questions, hdelatorre@GatewayCOG.org

[redacted]

[redacted]

Antelope Valley Transit Authority
Arcadia Transit
Beach Cities Transit
Claremont Dial-a-Ride
Commerce Municipal Bus Lines
Culver CityBus
Foothill Transit
City of Gardena's GTrans
La Mirada Transit
Long Beach Transit
Los Angeles DOT
Montebello Bus Lines
Norwalk Transit System
Santa Clarita Transit
Santa Monica's Big Blue Bus
Torrance Transit System

Via Email

May 20, 2024

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

Dear Metro Board of Directors:

One behalf of the Los Angeles County Municipal Operators Association (LACMOA), consisting of 16 municipal transit agencies (MUNIS), we support TAP Plus, item 14 for your consideration at the May 23, Board Meeting.

The current regional fare collection system is the result of a long and collaborative process developed over the last 15 years and has consistently served the needs of all of our customers and is well regarded among the agencies. TAP provides a seamless fare payment system which gives customers the ability to ride all our systems throughout the county, easily and efficiently.

We are looking forward to the TAP Plus upgrade as it will provide open payment and an account-based systems, which expands our ability to accept more types of fare media such as credit/debit cards and removing the need to load funds on to TAP cards. These new features are vital as we prepare to transport visitors to Olympic venues that are in our service areas.

Sincerely,

[redacted]

cc: LA Metro Chief Executive Officer
LACMOA

May 2024 RBM Public Comments – Item 14

From: [redacted]
Sent: Thursday, May 16, 2024 2:42 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomonaca.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: DO NOT APPROVE: Agenda item #14 - TAP Plus

Dear Metro Board and CEO Stephanie Wiggins:

I urge against approving Agenda item #14: TAP Plus recommendations at this month's operations committee. Instead, initiate a transparent process for Metro's fare system contract. Over 22 years, 176 modifications have cost $562M+. We demand:

1. Transparency: This no-bid contract lacks rider input, especially from cash users. A community engagement process is needed.
2. Accountability: Penalties for milestone delays are minimal. Specify timelines for contractor accountability.
3. Contractor Concerns: Cubic's history of delays and overruns raises doubts about its ability to deliver. Examples from NY and Boston show significant issues.

Please address these urgent concerns and send this proposal back for further review.

[redacted]

From: [redacted]
Sent: Thursday, May 16, 2024 4:13 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomonaca.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
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2. Accountability: Penalties for milestone delays are minimal. Specify timelines for contractor accountability.
3. Contractor Concerns: Cubic's history of delays and overruns raises doubts about its ability to deliver. Examples from NY and Boston show significant issues.

Please address these urgent concerns and send this proposal back for further review.

Sent from my iPhone

From: [redacted]
Sent: Thursday, May 16, 2024 4:58 PM
To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomonaca.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: DO NOT APPROVE: Agenda item #14 - TAP Plus

Dear Metro Board and CEO Stephanie Wiggins:

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1. Transparency: This no-bid contract lacks rider input, especially from cash users. A community engagement process is needed.
2. Accountability: Penalties for milestone delays are minimal. Specify timelines for contractor accountability.
3. Contractor Concerns: Cubic's history of delays and overruns raises doubts about its ability to deliver. Examples from NY and Boston show significant issues.

Please address these urgent concerns and send this proposal back for further review.

From: [redacted]
Sent: Thursday, May 16, 2024 8:44 PM
To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomonaca.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: DO NOT APPROVE: Agenda item #14 - TAP Plus

Dear Metro Board and CEO Stephanie Wiggins:

I urge against approving Agenda item #14: TAP Plus recommendations at this month's operations committee. Instead, initiate a transparent process for Metro's fare system contract. Over 22 years, 176 modifications have cost $562M+. We demand:

1. Transparency: This no-bid contract lacks rider input, especially from cash users. A community engagement process is needed.
2. Accountability: Penalties for milestone delays are minimal. Specify timelines for contractor accountability.
3. Contractor Concerns: Cubic's history of delays and overruns raises doubts about its ability to deliver. Examples from NY and Boston show significant issues.

Please address these urgent concerns and send this proposal back for further review.

From: [redacted]
Sent: Tuesday, May 21, 2024 8:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: 5/23 ITEM 14: TAP Plus

Dear Directors,

I am emailing as a long time bus rider to express my frustration with ZERO outreach to bus riders before this contract approval. We needed credit card payment yesterday and ticketing on our phones.

A quick search on Cubic shows they are being demoted in NYC - **MTA Demotes OMNY Contractor Cubic In Hopes of Speeding Up Commuter Rail Fare Integration.**

https://nyc.streetsblog.org/2024/05/20/mtas-demotes-omny-contractor-cubic-in-hopes-of-speeding-up-commuter-rail-fare-integration

And they are delayed in the Bay Area: **Free Transit Transfers and Clipper II Rollout Delayed Indefinitely**

https://sf.streetsblog.org/2024/05/20/free-transit-transfers-and-clipper-ii-rollout-delayed-indefinitely

With this wild quote:

Other agency directors were perturbed that Cubic Transportation Systems, the vendor responsible for the current Clipper system and the transition to Clipper II, wasn't in the room to answer for the delay. "As a former contractor myself, that is very surprising," said SFMTA's Jeffrey Tumlin. "It didn't go unnoticed to me that our contractor isn't here," said BART's Robert Powers. "To me it speaks of the partnership—or maybe it speaks to not having a partnership."

Is this really the best vendor for TAP? Has there been any research on other options?

Thank you for reading my note, sorry for the frustration.

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 6:51 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #14 - Against - May 23 2024 LA Metro BOD Meeting

Hello LA Metro. My name is Faraz, and I'm a daily rider who uses the bus and train daily to commute to work.

I just found out during last week's committee meetings that LA Metro wants to spend $66 million dollars on a contract with Cubic to upgrade their fare system (in total will be $562 million that LA Metro has spent on the Cubic TAP fare system since the start of Cubic's 2002 contract, [Attachment B]). And if a different vendor is picked, the costs could escalate to around $750 million-$2 billion dollars (meaning it would be much cheaper for LA Metro to go Universally Free Fareless since just the revenue from passenger fares for Fiscal Year 2025 is just $174.6 million [less than 2% of the total revenue for the budget]). From what I understand, LA Metro will therefore either be forced to pick the Cubic contractor for another 4-years, or decide to no longer have a fare system (transitioning to Universal Free Fareless).

Spending $66.4 million just for this fare collection system upgrade, plus paying officers and security to focus on fare enforcement instead of more urgent security problems on the buses/trains system, plus running the Go Pass & LIFE Program, having to pay the Cubic contractor in fixing fare gates and fare boxes, plans to replace fare gates with a more advance system, and any other costs related to fares I haven't mentioned is very expensive and costs hundreds of millions of dollars. With the low amount of fares collected (when compared to the budget's total revenue) and the farebox recovery rate at around 5% (from 2023 Fiscal Year), it looking more and more expensive to have fares, then it is to have Universal Free-Fares.

Also the amount of fees LA Metro will be charged from credit card and digital wallets (like Google Pay) will further reduce the amount of revenue collected from fares. And although LA Metro owns its equipment, it does not own the software as that is proprietary intellectual property owned by Cubic.

Not to mention safety wise, it's better to have Fareless Fares. Bus operators would be safer if they did not have to enforce/quote fares due to the escalations/arguments that come from it. Personally I've seen when bus operators ask fare evaders riders to pay for their fare; and most of the time the bus has to stop (wasting my and other riders' time) and the rider gets argumentative with the bus operator. The real safety on LA Metro's system comes when more people ride the buses/trains. When less people use the system, this results in criminals who break Metro's code of conducts in being emboldened when no one/barely anyone is there.

Lastly because Cubic is involved and it's mentioned Cubic is part of the defense contract industry (Attachment E), I would strongly ask LA Metro to disassociate with a company that profits off of war. And although I am unable to confirm if Cubic has made contracts with the Israeli IDF military, if this is indeed true, than I strongly condemn the Cubic company for profiting off of the violence, murder, and the purposeful killing of the people of Gaza (and the West Bank), which is going on as we speak. I ask that

our tax payer money and my money no longer goes to this defense contractor company and that you enforce higher standards when selecting a company as a contractor.

Thank you for taking the time in reading my comment.

Sincerely,

[redacted]

May 2024 RBM Public Comments – Item 14.1

From: [redacted]
Sent: Wednesday, May 22, 2024 6:51 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #14.1 - Item Needs More Consideration - May 23 2024 LA Metro BOD Meeting

Hello LA Metro, this is Faraz. Adding to my comments from Item 14, for Item 14.1:

Instead of spending million upon millions of dollars to upgrade the LIFE program to Phase II and instead of paying $34.3 million (from Fiscal Year 2025 alone) to run the LIFE program, it would be a more streamlined process (less applications & administration costs) to just go Free Fareless. With over 80% of riders with incomes that qualifies them for the LIFE program & 89% of riders with incomes underneath $50,000, removing fares will benefit all the low-income riders which represents about every 9 out of 10 riders (whereas the TAP program will always continue to have a fraction of that number since it's very difficult to capture every single low-income rider and have them join the TAP program).

LA Metro goal of safety will happen since staff/officers will no longer have to risk ask/quoting fares, it'll get more car users out of their cars (by making transit cheaper and less complicated to figure out if I can just step into a bus or train station), and it just makes more fiscally sense because LA Metro will no longer need to add to the costs of fare enforcement (like fare gates) and the projected $562 million dollar lifetime contract with Cubic.

Thank you for your time.

Sincerely,

[redacted]

May 2024 RBM Public Comments – Item 15

From: [redacted]
Sent: Monday, May 20, 2024 5:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Budget Motion for Care-based Safety Strategies

Dear Board Clerk Board Clerk,

You have the option to direct public safety dollars to programs that actually work. I encourage you and your colleagues to introduce a motion that expands Metro's transit ambassador program and mental health and housing outreach worker programs, in the upcoming annual budget.

Riders need real care and services that police are not equipped to provide. The ambassador program has saved more than 130 lives since the fall and more than half of customers say the Green Shirts make them want to ride the system more. I call on you to invest $70 million to $100 million annually in expanding the ambassador program by doubling the number of ambassadors, expanding their coverage to buses and elevators, and bringing them in-house to Metro with an LA County housing minimum wage ($35/hour), ongoing job support, and professional development opportunities.

Additionally, outreach workers for housing are 27 times more effective than police in placing people into housing despite working with less than a tenth of Metro's police spending. I call on you to invest $80 million to $100 million annually in expanding your outreach worker program for mental health and housing to buses, paying an LA County housing minimum wage ($35/hour), and providing outreach workers with the tools, including available shelter beds and permanent housing, that outreach workers can offer to riders.

Every dollar gambled away on police is one that we cannot spend on care based strategies that make customers feel safer. You can read more about these strategies and what a care based budget would look like here: act-la.org/three-ways-metros-police-dollars-would-be-better-spent/. I urge you to introduce a motion this month that directs investment toward ambassadors and outreach workers for mental health and housing to catalyze meaningful and lasting change to riding transit in LA.

Thank you,
[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 12:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Budget Motion for Care-based Safety Strategies

Dear Board Clerk Board Clerk,

You have the option to direct public safety dollars to programs that actually work. I encourage you and your colleagues to introduce a motion that expands Metro's transit ambassador program and mental health and housing outreach worker programs, in the upcoming annual budget.

Riders need real care and services that police are not equipped to provide. The ambassador program has saved more than 130 lives since the fall and more than half of customers say the Green Shirts make them want to ride the system more. I call on you to invest $70 million to $100 million annually in expanding the ambassador program by doubling the number of ambassadors, expanding their coverage to buses and elevators, and bringing them in-house to Metro with an LA County housing minimum wage ($35/hour), ongoing job support, and professional development opportunities.

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Thank you,
[redacted]

May 2024 RBM Public Comments – Item 15.1

From: [redacted]
Sent: Wednesday, May 22, 2024 2:21 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 15.1 Position: Item Needs More Consideration

Item 15.1
Position: Item Needs More Consideration

I'd like to thank the Board Members and Mayor for the recent surge in enforcement on Metro. I support this motion, but I am concerned about the wording in the amendment that suggests that Code of Conduct violators should not be criminalized. The Code of Conduct is a comprehensive list of 20+ behaviors ranging from eating and drinking food to illegal drug use and sexual harassment. Certain behaviors contained within it are inexcusable and should be enforced by law accordingly. I'm not convinced that criminal charges should ever be taken off the table.

I request the following amendments: that all Metro staff, security, and law enforcement partners go through supplemental training about existing Code of Conduct prior to the June meeting. At the June meeting, pain points that impede enforcement of the Code of Conduct should be identified with Law Enforcement Partners and solutions should be discussed. There must be consequences for violating the Code of Conduct, the same way that car drivers face consequences for violating the motor vehicle code and parking rules. The Code of Conduct already contains a rather lenient fine schedule and the ability to receive a discount on those fines for completing Transit School. Perhaps we can even expand to an in-person Transit School model similar to Traffic School to clear certain citations from the record, but the Metro Code of Conduct, as it exists today is a well-written document that simply must be enforced. Otherwise we end up with what we are struggling with today: a system where it feels like no one is watching or really cares what happens to us.

I also urge the Metro Board of Directors to continue to pursue staffing their own law enforcement department to work in tandem with the existing multi-agency law enforcement partners so that Metro has the ability to direct resources in a more timely manner, in a more focused way, without relying on officers on overtime, and with officers that are more familiar with the Metro system, riders, and the Code of Conduct because it is the work they do every day.

[redacted]

510 South Vermont Avenue
Los Angeles, CA 90020
(213) 738-2788
hrc.lacounty.gov

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Robert Sowell
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Robin S. Toma, Esq.
Executive Director

May 22, 2024

Dear MTA Board of Directors,

We write on behalf of the LA County Commission on Human Relations to express support for the motion to increase public safety personnel and internet access for all riders (agenda item 31), because of the need to provide greater protection for those vulnerable to hate crimes.

Our Commission supports this motion because we track and analyze hundreds of reports of hate crimes from all law enforcement agencies in LA County, providing the most comprehensive report on hate crimes in LA County. And our most recent annual reports have indicated a rise in hate crimes occurring on public transit.[1] Moreover, the County residents most commonly targeted for hate are similar to the profile of MTA passengers, which are predominately people of color of our county. The persistent year-over-year increases in reported hate crime affecting mainly these vulnerable sectors of our community are the reason why Supervisor Hilda Solis put forward the Board of Supervisors' motion, which was unanimously approved, that directed us to create the LA vs Hate system. Collectively, we must take stronger action so that we protect our most vulnerable communities from hate violence when using public transportation systems.

We also support this motion because riders and staff need to have reliable cellular phone and internet access to make use of the anti-hate services offered by our LA vs Hate system. We also know that hate crime is underreported, which means many victims of hate crime don't get the help they need. So we have created another way for hate crime victims to confidentially report online or via phone to our multilingual 24/7 community-centered system, LAvsHate.org/211LA.

The Commission and its LA vs Hate partners have also been working with LA Metro staff, along with the LA City Civil and Human Rights Department, on various LA vs Hate/LA for All initiatives that include expanding awareness of free assistance and other resources to bus and train riders who are victims of hate crimes and incidents.

[1] Our data shows that the number of hate crimes reported in 2021 and 2022 on public transportation in LA County was respectively 96% and 48% higher than the average annual amount for 2016-2020.

Also, our Commission is currently working with LA Metro to develop a video on 'bystander training' to equip riders and other community members with the knowledge and skills to take effective and safe action to prevent hate violence they may witness.

LA vs Hate is unique in providing free assistance to any victim of hate, whether it is a hate crime or a hate incident such as hostile verbal name-calling, threats and harassment. We hope all Metro staff can be trained to ensure that every rider, employee, and safety personnel knows what to do to prevent hate violence, and to help victims of prejudice and bigotry of any kind. This motion is a step in the right direction.

Sincerely,

May 2024 RBM Public Comments – Item 31

From: [redacted]
Sent: Saturday, May 18, 2024 9:58 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Azusa Stations

I hate this damn train! I can't even shop at my target because of the people who come in on the train! And those who grab what they can and run on the train without paying! We rode the train a couple times out to DTLA and won't ever ride it again! It smelled & dirty homeless people getting on & off the train as they please! It is not safe to ride or wait for the train & if it doesn't change soon it will only get worse!

1. Enforce fare checking.

2. If they won't, give Azusa PD the scanners and authority to patrol.

3. Enforce already in place rider rules.

4. Bring Deputy's/Officers back to patrol.

5. Cleanliness, the trains/stations need it.

6. Public Restrooms, with controlled access's. 7. Homeless Outreach.

8. Stop requiring everyone leave the train at the end of the night in Azusa/last station.

From: [redacted]
Sent: Saturday, May 18, 2024 10:18 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Azusa P.D. pilot program on train.

Hey good morning. It would be really nice if you let Azusa P.D. enforce fares, be present on Platforms and trains from Irwindale Station to A.P.U./Citrus Station. It would make riders/operators feel so much safer knowing that approaching the end of the line Azusa P.D. will be there. I've been told by our city council you guys have denied their requests to help you guys out. I believe we're in a age and time were the safety of passengers and operators triumph to save a buck. Who knows, maybe if this does work out, it can expand to something much larger. We do hope you guys finally consider Azusa P.D. offer and not get any more time wasted.

From: [redacted]
Sent: Saturday, May 18, 2024 10:54 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment

Attn: Metro Board of Directors

Thank you for the opportunity to provide this public comment for your consideration and immediate action.

I live in the City of Azusa and pass the metro train stop daily. While I used to enjoy riding the train into Pasadena or LA, I have to say I no longer do. I am fearful for my own personal safety. I have had friends take the train from Pasadena to Azusa harassed, assaulted and the threatened with a knife.

SOMETHING MUST BE DONE!

I am extremely active with my community and city, and even hold a commissioner position. So I am aware of the importance efforts our city and police have tried to put in place to help migrate the Metro problems, yet the same response is always delivered. THANKS BUT NO THANKS FROM METRO LEADERSHIP.

ENOUGH IS ENOUGH!

Here is a list of what needs immediate action:

1. Enforce fare checking.
2. If Metro won't, give Azusa PD the scanners and authority to patrol.
3. Enforce already in place rider rules.
4. Bring Deputy's/Officers back to patrol.
5. Cleanliness, the trains/stations need it.
6. Public Restrooms, with controlled access's.
7. Homeless Outreach.
8. Stop requiring everyone leave the train at the end of the night in Azusa/last station.

If you would like to discuss further, please contact me at he email above.

Thank you for your prompt attention to this matter!

[redacted]

Please excuse brevity and occasional typos. Sent from my iPhone.

From: [redacted]
Sent: Wednesday, May 22, 2024 8:53 AM
To: Board Clerk <BoardClerk@metro.net>; Karin Piet <karinmpiet@gmail.com>; flyntstone@tutanota.com; David Wertheimer <thelegalofficeofwertheimermd@gmail.com>
Subject: FOR/GENERAL COMMENT ON #31: BUS SAFETY

Hello. My name is Karin Piet, and I am a 67 year-old resident of Los Angeles. I live in the Mid-City area and I do not have a car. I have been using the Metro bus and train system since I lost my car (due to theft) in 2017.

THIS IS REGARDING BUS/TRAIN SAFETY.

WITHIN THIS TIME PERIOD OF USING MASS TRANSIT (8 years or more), I HAVE BEEN ASSAULTED AT LEAST FOUR TIMES. The last time was on a Metro Bus 217, when I was assaulted by a fellow passenger who came out of nowhere, referred to me as an "Ugly, Old, White Beach" (a hate crime!), and then sprayed me in the face with a combination of Lysol/Vodka and who knows what else.

I was visually disabled, traumatized, and could not work for at least three days. (I AM A RETIRED LAUSD TEACHER WHO IS CURRENTLY A SUBSTITUTE TEACHER AND A PARALEGAL.) I did what I could: 1) filed a Police Report with LAPD for Battery, 2) go to the Doctor for residual migraine headaches, and 3) file a claim for damages (with METRO). METRO, THROUGH ITS INSURANCE COMPANY, CARL WARREN & ASSOCIATES, DENIED MY CLAIM.)

Their insurance adjustor said that: "I assumed the risk by boarding an L.A. Metro Bus!"

NEEDLESS TO SAY, I DO NOT AGREE. AS A BUS PATRON OF A CERTAIN AGE, I AM DISAPPOINTED, DEMORALIZED, and INFURIATED!

Sincerely,

[redacted]

[redacted]

May 22, 2024

The Honorable Karen Bass
Chair, Metro Board of Directors
One Gateway Plaza, MS 3:99
Los Angeles, California 90012

To Chair Bass and the Metro Board of Directors:

While I am unable to join you all at our Board meeting on May 23, I wish to convey my position on Item 30: C-Line Extension to Torrance, which is a significant matter before us.

Once completed, this rail extension will provide an important connection from the South Bay to places across Los Angeles County. It will create a one-seat ride connecting the new state-of-the-art Torrance Transit Center to LAX, Inglewood, the Crenshaw District, and the E Line. That is why I have been advocating for getting this project built since my days in Congress.

Today's decision is not an easy one for our Board, as each of the communities who will be served by this rail extension have raised concerns about safety, noise, and impacts to local streets and businesses. It's important to acknowledge that the locally *perfect* alternative does not exist, and our job is to select the locally *preferred* alternative.

I support staff's recommendation of the "Hybrid Alternative," because this option eliminates all grade crossings, eliminating the need for crossing gates or train horns while also dramatically improving safety along the line.

I want to thank my colleague, Supervisor Holly Mitchell, who now represents Redondo Beach in addition to Lawndale, for all the outreach she has done with her communities about the different alignments to help raise awareness and understanding on this project and its importance. I also want to thank Metro staff for all the work they have done to get us to this point, including organizing tours, providing online virtual tours during the pandemic, and incorporating residents' feedback into their final recommendation. Finally, I want to thank our communities for engaging in this process and helping us deliver the best possible outcome for everyone.

[redacted]

LA Metro Regular Board Meeting - 5/23/2024

SUPPORTING ITEM #30: 2024-0272 Staff Recommendation for Torrance Hybrid ROW

To the LA Metro Board of Directors,

As a resident of the South Bay, I write to express my strong support for the C Line extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an *affordable, convenient, and efficient* light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood without. I wish to convey a few points to the Board:

- **LOCAL SUPPORT**: Public polling shows that 67% of Lawndale, Redondo Beach, and Torrance residents support the project, with 8% opposing the project. Elected officials who represent South Bay cities on a local and regional level have consistently supported the project for its benefits such as reducing pollution and reducing traffic.
- **DIRECT AIRPORT CONNECTION:** As a resident of Gardena, I am lucky enough to soon have a one-seat ride to the LAX people mover. I strongly support resident voices in Torrance, Redondo Beach, El Segundo, and Inglewood to enjoy the same convenience of a one-seat ride to the airport.
- **COST EFFECTIVNESS:** Many people in the South Bay community, myself included, support a cost-effective and reasonably deliverable project and would like to see this light rail extension be built without further delay. Metro already owns the right-of-way and can build without costly delays procuring easements or utilizing any eminent domain actions. Mobility organizations like Streets For All, MoveLA, and South Bay Forward support the right-of-way for the most cost-effective and deliverable project. Building on the existing rail corridor is the right solution for our region. I strongly support Metro staff recommendation and the City of Torrance's position for the Hybrid ROW alternative.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the cost-effective and time-efficient solution that provides equitable and safe transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay by approving item 2024-0272.

Sincerely,

[redacted]

May 22, 202 [redacted]

The Honorable Karen Bass
Chairwoman, Metro Board of Directors
Mayor, City of Los Angeles
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Metro C/K Line Extension to Torrance – (SUPPORT)

To the Honorable Metro Chair Karen Bass and the Metro Board of Directors:

On behalf of the above Real Estate trade associations representing a combined membership of over 15,000 members throughout Los Angeles County, including the cities of Beverly Hills, Culver City, Inglewood, Los Angeles, Santa Monica, West Hollywood and unincorporated LA County, we submit this letter in support of this vital extension Torrance as we recognize the regional importance from the South Bay to its eventual destination of Hollywood via West Hollywood and the current K Line.

This would provide a much-needed rail connection between LA County and the South Bay, attract new riders, and reduce travel times, while also responding to community concerns with mitigation measures and new amenities along the extension. We support the most cost-effective and community sensitive alternative that ensures that this vital extension will be delivered to nearly 67% of South Bay Measure M voters who supported the 2016 sales tax increase.

The South Bay suffers from congested streets and lack of rapid transportation options, resulting in long travel times for drivers and transit riders alike. Congestion is projected to worsen by 30% in 2045. The project will create a fast and reliable transportation option to connect people by rail to jobs, schools, and services across the County with benefits concentrated in many Equity-Focused Communities that will be linked along the Metro C and K Lines.

This extension is an important piece of the regional rail network that will connect job centers in the South Bay, with other cities and neighborhoods in LA County via reliable and frequent high capacity rail transportation. The project will also connect to two new regional activity centers and transportation hubs in Redondo Beach and Torrance, expanding access to the South Bay region. We envision this project will allow for a one-seat ride between Torrance, El Segundo, LAX, Inglewood and further connections to the Westside and Downtown Los Angeles via the Metro E Line.

This project will continue the momentum of a future 20+ mile north-south transportation corridor that will serve destinations in Mid-City LA, Miracle Mile, Fairfax District, Cedars Sinai, West Hollywood and Hollywood. This north-south regional corridor has been envisioned in some capacity since 1974. Once fully completed, this corridor will become one of the most heavily used public transit corridors and economic engines in the LA County region on par with the D line extension along the bustling Wilshire Corridor.

[redacted]

We encourage the Metro Board of Directors to select the **most cost-effective and community sensitive Locally Preferred Alternative that maximizes the effective use of the Metro owned right-of-way** so this project can move forward towards completing the environmental review process and prepare for design and construction.

This South Bay C/K Line extension to Torrance project is a critical component of Measure M that will transform mobility in LA County, while improving air quality and providing additional benefits to low-income households and disadvantaged communities. We thank you for your steadfast leadership on this project and look forward to supporting Metro's efforts to enhance Los Angeles County's multimodal transportation network not limited to quality of life, safety and economic development.

Sincerely,

[redacted]

[redacted]

Metro Los Angeles Board of Directors,

Hope you're doing well. I wanted to chat about something that's been on my mind lately. You see, I'm the proud owner of Blade and Barber, a little barbershop nestled right here in Lawndale. And let me tell you, I've seen my fair share of changes over the years.

Now, I'm all for progress and improving our area. But when it comes to Metro's proposed plans for the C-Line extension, I've got some concerns. Putting the train down the Right of Way (ROW) would cut our community in half - even if you choose the Hybrid ROW option (which has even more challenges than the at-grade ROW option). That's not just a physical divide but a social one too. It's like taking a pair of scissors to the heart of our neighborhood.

But here's the thing - there's another option. Hawthorne Boulevard. And let me tell you, that's the route we should be taking. Elevating the train along Hawthorne would not only keep our community connected, but it would also breathe new life into our business community. We're talking about revitalization, folks. We're talking about giving our local businesses a chance to thrive and grow.

So, here's my plea to the Metro Board of Directors: listen to the heartbeat of our community. Choose the Hawthorne Boulevard option. Let's keep our community whole and pave the way for a brighter, more vibrant future.

Thanks for listening, and I hope you truly take our community’s wishes into consideration,

[redacted]

[redacted]

TO: Metro Board of Directors,

I am writing you, on behalf of Bodycentre Redondo Bch, a local business in Redondo Beach serving the South Bay community for 25 years doing rehabilitation and injury Massage and Chiropractic Services, **expressing our utmost support for the Hawthorne Blvd option for the Metro C-line Extension for Torrance.** I firmly believe that this option is beneficial and a lasting servitude to our community and most of all to our business.

The Hawthorne Blvd option offers a more natural, scenic view transportation corridor especially for our international visitors- the 2028 Los Angeles Summer Olympic and Paralympic Games, improving fast connectivity to our local businesses, parks, and communities. This light rail that will run on Hawthorne Blvd will increase ridership on bus, rail and other ground passenger cars.

The Hawthorne Blvd option is a community preference making it a business preference option, too.

Hybrid ROW route location is dangerous to our innocent young kids who walk to school nearby a moving train thinking it is 5 feet away from their home, not wanting nor counting the possibility of a derailment disaster to happen.

Go for the Hawthorne Option!

[redacted]

May 23, 2024

Dear Metro Board of Directors:

Hello, my name is Colleen Villegas. I am a Right-Of-Way homeowner and fifth generation South Bay Angelino. Thank you for putting the C-Line on this month's agenda . In reviewing attachment A, however, I found several discrepancies, and a glaring omission of the equity, climate and environmental impact along the ROW. This area is a green space lined with hundreds of beautiful mature trees and wildlife. It provides shade and is widely used by the residents. Lawndale is a park poor community that relies on this space. To lose it would be a devastating loss to this area. In this time of protecting climate and moving toward clean energy, we can not make the mistake of taking green space away, because once it’s gone it's gone. The solution is to put the Metro C-Line extension elevated down the commercial corridor on Hawthorne Blvd. It is what’s best for the future of the South Bay. ****In addition, regarding the proposed walking path on the west side of the project. Even if there is room for such a path, which

I don’t think there is, what kind of trade off is it?? To destroy green space and native habitat for a concrete path next to a train carrying liquid petroleum and two light rail trains is no compromise. People don’t want to walk with children and pets next to loud trains. It is not good for their mental health and they risk health issues such as noise induced hearing loss (NIHL). It makes absolutely no logical sense. Also, people living on the east side wouldn't even have access to a west side path! The solution is to put the Metro C-Line elevated down the commercial corridor on Hawthorne Blvd. We have a unique opportunity now to get this right for future generations and let it be the model for a well planned community, with green space and good public transportation and overall quality of life for the residents. It is what’s best for the future of the South Bay.

Thank you.

[redacted]

**https://education.nationalgeographic.org/resource/noise-pollution/

[redacted]

May 22nd, 2024

The Honorable Karen Bass
Chairwoman, Metro Board of Directors
Mayor, City of Los Angeles
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item 30 - Coalition Letter of Support for Hybrid Alternative Staff Recommendation for C Line Extension to Torrance

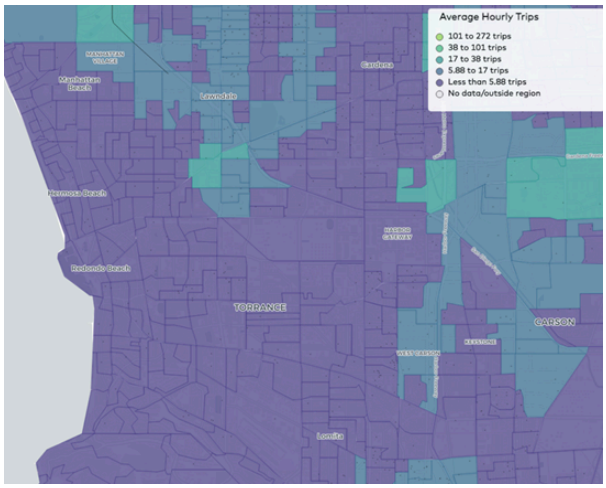
Dear Mayor Bass:

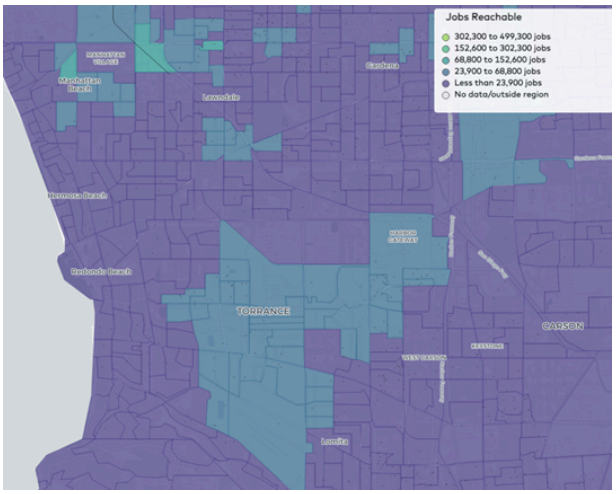
On behalf of the undersigned organizations representing mobility and housing advocates in the South Bay and LA County, **we submit this letter in strong support of the staff recommendation for the Hybrid Alternative to serve as a Locally Preferred Alternative for the C (Green) Line Extension to Torrance**. This would provide a much-needed rail connection between LA County and the South Bay, attract new riders, and reduce travel times, while also responding to community concerns with mitigation measures and new amenities along the Metro ROW. The Hybrid Alternative will align more closely to the available funding and Measure M schedule than the Hawthorne Bl or Trench Option.

This project will provide an extension of the C Line from where it currently ends at the Redondo Beach (Marine) Station to Torrance, where the city recently opened the Mary K. Giordano Regional Transit Center. This is an important piece of the regional rail network to connect the South Bay, an important jobs center, with other cities and neighborhoods in LA County via light rail transit. The Project will also connect to two new regional bus centers in Redondo Beach and Torrance, expanding access to the South Bay region. With the new operating pattern of the K Line, this Project will allow a one-seat ride between Torrance, LAX, Inglewood and further connections to the Westside and Downtown Los Angeles via the Metro E Line. The Project will create a fast and reliable transportation option to connect people by rail to jobs, schools, and services across the County with benefits concentrated in many Equity-Focused Communities that will be linked along the Metro C and K Lines.

The South Bay suffers from congested streets and lack of rapid transportation options, resulting in long travel times for drivers and transit riders alike. Congestion is projected to worsen by 30% in 2045. According to the Transit Center's Equity Dashboard, residents of the South Bay lack frequent transit

service which means fewer jobs are reachable via transit compared to other regions of LA (see maps below). Providing frequent and reliable rail service to the South Bay will address this inequity. Not only will this project provide more service to reach more jobs, it will create over 9,000 construction related job years (i.e. one job for one person for one year). A further increase of employment across a variety of industrial sectors and occupational categories is expected as employers hire to meet this increase in local consumer demand.





The Project would serve between 11,500 and 15,600 daily project trips in 2042. This equates to around 5,700 to 7,800 daily boardings per station, which is similar to the Metro B (Red) and E (Expo) Line average daily boardings in 2019 of 8,600 and 3,300 daily boardings, respectively. This service will primarily serve low-wage workers and unbanked residents in the South Bay, who currently complain about lack of fast, frequent, and reliable service. Two of Metro's current bus lines that serve the South Bay—the 125 from Norwalk through Gardena, Hawthorne and Manhattan Beach, and the 211/215 from Inglewood through Lennox, Hawthorne, and Lawndale (which terminates at the Redondo Beach Transit Center)—have **<u>the highest levels of cash paying riders in the entire Metro system[1]</u>**.

The Metro staff recommendation for the Hybrid Alternative on the Metro-owned right-of-way is most responsive to the available budget and addresses community concerns through design and mitigation. It provides the following mobility benefits:

- **Grade-Separated**: Metro ROW Hybrid is grade-separated for light rail at 170th and 182nd reducing noise and vibration and minimizing conflicts with cars and pedestrians.
- **Multimodal Connections**: Provides direct connections to the two new transit centers in Redondo Beach and Torrance for multimodal pick-up and drop-off via light rail, bus, bike, and parking connections.
- **Neighborhood Amenities**: Adds amenities to the neighborhood with three new walking paths, and noise and vibration reduction with sound walls, modernized freight trackwork, and quiet-zone ready technology.
- **Minimal Disruptions**: Will not require acquisition of residential homes and will require minimal additional property acquisition as construction will be staged in the right-of-way.
- **Cost-Effective**: Metro ROW Hybrid has a lower cost per new rider than the Hawthorne and Trench Options and a more realistic funding and construction profile. It is $730 million less costly than the Hawthorne Option. It makes the best use of local transit investments to serve the most transit riders.

This is the best choice for the South Bay as a region. Without the Project, the existing jobs/housing imbalance is projected to worsen. Congestion and long travel times will continue to plague the region, limiting easy access to jobs and schools. Furthermore, the local cities will not be able to meet climate change commitments that rely on a rapid, rail connection to provide a meaningful shift from driving to transit.

Our organizations fully support Metro as it seeks environmental clearance for the C Line (Green) Extension to Torrance Project. This project provides local and regional transit system integration and modernization, while improving air quality and providing additional benefits to low-income households and disadvantaged communities in the South Bay.

The promise of public transportation made in Measure R and M for all sub-regions of LA County must be fulfilled. Advancing this project is vital to advancing all projects and any delay could jeopardize or delay other public transit projects in the Long Range Transportation Plan. We support Metro's community engagement process throughout the course of this project. **The South Bay will benefit greatly from high-quality transit and the staff recommended Hybrid Alternative provides a cost-effective, equitable, modernized, and deliverable project for the entire region**. For all these reasons, we request that you approve the recommendation and advance the C Line (Green) Extension.

Sincerely,

[redacted]

[redacted]

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[1] See PRA Request 22-1701: https://lametro.nextrequest.com/requests/22-1701

LA Metro Board of Directors,

465 people have signed a petition on Action Network telling you to Tell Metro: We Support the Train to Torrance on the Metro ROW.

Here is the petition they signed:

> As a resident of the South Bay and the Los Angeles region, I write in strong support of the Metro C (Green) Line Extension to Torrance and the Metro ROW options.
>
> The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood without transfers plus easy connections to Santa Monica and Downtown LA from Expo Line transfers. It's time we get this built!
>
> This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route is most financially feasible, connects to our bus centers for first-last mile connectivity, and adds much-needed modernization and rail safety measures to neighborhoods. The Hawthorne option is significantly more costly ($730 million more overall and more expensive in cost per new rider) and would involve lengthy Caltrans and NEPA approvals and potential veto points.
>
> Metro ROW options include new neighborhood multi-use trails, sound barriers, modern trackwork, and will be completed sooner. Hybrid ROW is fully grade-separated for light rail which will make the route safer and quieter in neighborhoods. It makes the best use of local transit investments and will upgrade the existing rail corridor while also connecting to destinations and future transit-oriented housing at the South Bay Galleria. I support Metro's extensive community engagement process and staff recommendations and would like to see this built without further delay. Please select the Hybrid ROW for the locally preferred alignment to advance this project.
>
> The South Bay has received over a billion dollars to fund the project through Measure R, Measure M, and state grants. I believe that the extension on the Metro ROW is the all-in-one solution adding light rail, freight corridor safety enhancements, and first-last mile connectivity in a cost-effective and time-efficient manner. The extension will offer transportation benefits for the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

You can view each petition signer and the comments they left you below.

Thank you,

South Bay Forward

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

I live less than half a mile from the Torrance Transit Center, and will hear busses and trains all day at this location. And I couldn't be happier to have this new type of sound right in my backyard! More transit is great for everyone in Torrance!

[redacted]

Expand all transit options now. It’s not a luxury but a necessity for the climate and for a future without using kid killer cars.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Building rail transit is beneficial to the community, economy, and environment. To increase mobility for all, we need transportation alternatives such as rail.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]
My second home is Torrance / the South Bay since I went to high school in this area. I live in Long Beach and still frequently visit my friends and family here, but it is always such a hassle to get there. I want to take transit, but I would have to take 2 buses over the course of 2 hours to get to where I want to go. I can't even take Metro because it doesn't take me anywhere near my destination of Torrance. I've considered living in South Bay one day, but one of the biggest cons is the lack of accessible metro transit. This would be a game-changer, and would bring a lot of joy and accessibility to the South Bay. I hope we can push forward with the Metro ROW option.

[redacted]

[redacted]

[redacted]
We need reliable public transportation!

[redacted]

[redacted]

[redacted]

[redacted]
I am a resident of Redondo Beach and I want to see this extension built. Transit is a valuable component of every great city.

[redacted]

[redacted]
Andrea Iraheta

[redacted]
I support the C Line Hybrid Option.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]
Please put me down as supporting the ROW extension - this extension is way past overdue!

[redacted]

[redacted]

[redacted]
Giving the people of Torrance a car free alternative to get to LAX is a valued option that i support and look forward to using when completed. Thank you for making this happen.

[redacted]
n.a

[redacted])
Would love to have this in our city!

[redacted])

[redacted]
I support the C Line extension to the city of Torrance. Torrance is a beautiful city that I would like to explore more.

[redacted])

[redacted])

[redacted])
The people have a right to public transportation

[redacted])

[redacted])

[redacted])
Public transportation is important in a growing city and helps in mobility for the old and those in need.

[redacted]

[redacted]
I am for this! I work @ the airport and would save much more time and gas if we have line going thru torrance. YES for me

[redacted]

[redacted]
The Green Line is needed on the Right of Way, not a major traffic street, Hawthorne Blvd.

[redacted]
Yes! Mobility!

[redacted]
For commuters, for all

[redacted]

[redacted]
I am sympathetic to people who live close to the tracks - but like buying near an airport- you knew the choice you were making. ROW will get this project finished quicker at the least expense.

[redacted]
Time to connect the South Bay to the rest of the Southland. As a rider of Meyro, Torrance Transit, and the Big Blue Bus, I am fully behind the project

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]
We need transit options ASAP!

[redacted])
Build the line to Torrance and then add another line that goes from Long Beach up through the Sepúlveda pass into the valley please

[redacted])
We need more trains, now

[redacted]

[redacted])

[redacted]
Stay out of our backyards with transiants, crime & pollution.

[redacted])

[redacted]
We need this train. Let’s get it built and without further delay. Using the Metro ROW makes the most sense for cost, efficiency, and first/last mile mobility, while also improving safety and modernizing the rail corridor. It will look so nice once it’s all built. Thank you for bringing light rail to the South Bay!

[redacted]
Low-hanging fruit that should’ve been started by now. The ROW is already there. This should be a slam dunk.

[redacted])

[redacted])
There is no reason why the C line extension should not use the ROW. It brings quality transit to the area at a fraction of the cost when cost savings need to be made.

[redacted])
Build the train in Metro Owned ROW! Say no to NIMBYS!!

[redacted]

[redacted])

[redacted]

[redacted])
YES I support the metro coming to Torrance especially as I get older !

[redacted]

[redacted])

[redacted]

[redacted])

[redacted]

[redacted])

[redacted])

[redacted]

[redacted])

[redacted]
cindy wang

[redacted]

[redacted]

[redacted]

[redacted]

[redacted])
I work in Torrance but hate driving and would love to be able to take the different methods of getting around. I'm sick of traffic and how bad things can get

[redacted]
We needed this transit decades ago.

[redacted])
Build it!!!!

[redacted])
Please!

[redacted])
This project is long overdue. As a resident of North Redondo for over 30 years I support the Metro ROW option.

[redacted])
I support this rail

[redacted]
I am tired of the NIMBY's supporting tweakers in our subways and buses. I hope that in the future, we improve our public transportation regardless of whatever the rich fucks in those areas say. People tend to forget that in order to help out ANY COMMUNITY rich or poor, an reliable mode of transportation (public) and Safety must be PRIORITIZED.

[redacted])
More connection!

[redacted])
Build it!

[redacted])

[redacted]

[redacted])
I support the Torrance rail/ metro

[redacted])

[redacted])

[redacted])

[redacted])
The Right of Way should be selected to allow Metro to add Sound Walls and to remove the toxic old tracks and to remediate the Freight ROW and to install the light rail, install landscaping and add a walking path and bike path.

[redacted])
Please select the ROW alignment for the C Line extension to save desperately needed funds and shift them to other critical projects!

[redacted])

[redacted])

[redacted] needed investment in Los Angeles for our children and our communities for years to come. Traffic will never get better, we need to build the alternatives now!

[redacted])

[redacted])

[redacted])

[redacted])

[redacted])
Rail transit is a net positive.

[redacted])

[redacted])
I live in Lakewood and use the C-Line to go to Torrance for work once in awhile. I have to make two trasnfers right now to buses to get to work. This would really give me a more direct ride into the City of

Torrance from Norwalk or Lakewood Blvd. Station.

[redacted])
Love the idea

[redacted])

[redacted]

[redacted])
The placement of the station in Torrance is quite close to factories where my family work and would benefit from added service to.

[redacted]
Please extend to Torrance on the ROW! I need this train to make it to Long Beach in my lifetime!

[redacted])

[redacted]

[redacted])

[redacted])

[redacted])
I support the extension of the green line as a way of fighting climate change by reducing greenhouse gas emissions and making local communities more walkable and bikeable

[redacted])
Yes definitely

[redacted])

[redacted])
Yes to expanding farther south, to Torrance, and doing a better job of connecting LB/Pedro/Carson/Torrance to the South Bay (Redondo/Hermosa/MB/beyond would provide additional relief to 24/7 congestion on the freeways.

[redacted]

[redacted])
We need more public transportation options than the bumper to bumper 405. Please move forward with the extension of the Metro line.

[redacted])
C’mon guys don’t be jerks, help us have better transit

[redacted])

[redacted]

[redacted]
When i lived in South Redondo, I would have loved to have had a Metro light rail station nearby. I support this line, in the right of way owned by Metro.

[redacted])
I am in support of the train to Torrance on the ROW!

[redacted])

[redacted])
Hardworking people deserve alternatives to navigate this sprawling city, and our future generations deserve the opportunity to live with less impacted gridlock. Give the train a chance.

[redacted])

[redacted])
I strongly oppose the Metro ROW. If it has a derailment of liquid petroleum or other chemicals it will be another East Palestine. This is an ugly proposal which will be a danger and nuisance to the residents. Clearly Metro does not care about quality of life or safety for these folks or their homes and families. The high-sounding rhetoric of this article does not tell the whole story, or about the negatives of ROW and the impact it would have upon residents and safety. I support the Hawthorne option. Torrance doesn't care, and all Metro seems to care about is $$$ and forcing this monstrosity upon Redondo and Lawndale.

[redacted]

[redacted])

[redacted])
The only way for me to get to Redondo Beach or Torrance is to ride the Metro 232 which slowly drifts along PCH. Last time I went to Torrance, it took 90 minutes. I almost could walk faster.

[redacted])

[redacted])

[redacted])

[redacted])

[redacted])

[redacted])

[redacted])
We need a comprehensive system that covers all over LA

[redacted])
The ROW is not only the best economical option for the transit project but as a resident I believe it is the safest, more accessible and convenient alignment that could be planned for this C line extension. We are most excited for the construction to begin in connecting our community with the rest of Los Angeles via the Metro train network! :)

[redacted])
The ROW is the Right Way!!

[redacted])
Let’s get this built

[redacted])
Very much needed transit connection for the South Bay and LA. Light rail is much quieter than cars on the roads and highways. Also much less polluting because of low emissions and no tires.

[redacted])

[redacted])

[redacted]
Please, please, please, remove the homeless, the vagrants and the mentally ill from the trains.
Those of us who need to use metro rail to commute to both work and school are fed up with having to pay fares while these individuals assault our senses daily.
Jus this past week I saw on the red line a man pulling his pants, another smoke crack and a third one was insulting people with screams.
Neither the cameras, nor the so called “safety ambassadors” did anything!
Its a shame a real shame that metro doesn’t take care of its paying patrons.

[redacted])
The traffic caused by too many cars on the road is ridiculous sometimes!! When I was traveling abroad so many people used public transit because it was convenient. We are so behind and deserve more options

[redacted])

[redacted])
Any public transport is a good thing. Cars have had our cities for too long. Time to give our cities back to the people!

[redacted])

[redacted]

[redacted])
Build it now!!!

[redacted])

[redacted])

[redacted])

[redacted])
Jorge

[redacted])

[redacted])
I support the extension!

[redacted])
Build the rail!

[redacted])

[redacted])
Hello I absolutely support the train to Torrance. It is absolutely vital that we decrease car usage and all of the pollution and deaths it causes (car crashes etc).

[redacted])
As a longtime resident of the Westside without a car, getting to the South Bay or LAX is time-prohibitive via public transit and cost-prohibitive via Uber. While great progress has been made in recent years with the Expo and Purple Line expansions, we still lack good north-south transit options that connect the South Bay, Westside, and SFV. This project would be a great first step in rectifying that issue and providing more equitable transportation options for all.

[redacted])
Please extend the C Line!

[redacted])

[redacted])

[redacted])

[redacted])
Go with the route that is more cost-effective, more direct and more popular. The Hybrid ROW checks those boxes.

[redacted])
This would be good to commute to work

[redacted]
We need the ROW option with the train station right next to the bus transit center.

[redacted])

[redacted])

[redacted])

[redacted])

[redacted])
This infrastructure change is needed by Californians. It is a common-sense change that will aid citizens and bring America up to the level of other first-world countries with better infrastructure.

[redacted]

[redacted]
This would be a huge asset to the community at large by providing a sorely needed alternative to sitting in a car in traffic and polluting the environment. Let's do this!

[redacted]

[redacted]

[redacted])

[redacted])

[redacted]

[redacted])

[redacted]
We need this rail line now. Please ignore the NIMBYs

[redacted]
More public transportation plz

[redacted])

[redacted]

[redacted])
Torrance needs Metro rail as soon as possible, and the ROW option will bring just that.

[redacted])
I live in Torrance and ride transit every day. It is important to me to see the South Bay grow with the rest of the region by adding supporting this light rail extension, and by doing so in the most efficent and cost-effective way by choosing the ROW alignment.

[redacted]

[redacted])
The farther the MTA system reaches, the more beneficial to all.

[redacted]

[redacted])

[redacted])
Supporting a common-sense, extensively researched and transparent public transit solution that's overdue for the South Bay region. Thank you for your consideration.

[redacted]

[redacted])
I support

[redacted]

[redacted])

[redacted]

[redacted])

[redacted])

[redacted]

[redacted])
All in on the ROW alternative. Best for interconnectivity, best for cost.

[redacted]
More trains!

[redacted])

[redacted])

[redacted]
I support a Torrence line.

[redacted])

[redacted])

[redacted]

[redacted])

[redacted])
As a lifetime resident of the South Bay, I have only dreamed of being able to easily take reliable and fast public transit. The purchase of the freight corridor occurred when I was 2 years old, and I would love to use this while alive.

[redacted])

[redacted]

[redacted])
This train will play an essential role in fleshing out our transit system and connecting communities. To not build it in Metros ROW would be a massive misstep.

[redacted])
We need the train to go everywhere!

[redacted]

[redacted])

[redacted]
Connect the south bay to LAX!

[redacted])

[redacted]
The South Bay desperately needs more access to public transportation. I am in full support of this initiative.

[redacted]

[redacted])

[redacted]

[redacted] (*ZIP* [redacted])

[redacted]
Yes to the Metro ROW extension to Torrance!!!

[redacted])

[redacted]

[redacted])
I'm a resident of Torrance who lives car-free. We urgently need light rail, more public transportation options and improved pedestrian-friendly infrastructure implemented.

[redacted]
More rail

[redacted])

[redacted]

[redacted])

[redacted])
Very important for our community

[redacted])
Yes! I live in North Redondo and support the train on the existing ROW. Please build it.

[redacted]

[redacted])

[redacted]
I want to take day trips but during the daytime it is soooo bad trying to get around especially on weekdays. Plus gas is so expensive lately that it isn't worth it. I would ride the trolley if it was better and more extensive

[redacted])

[redacted]

[redacted]
My family and I ride Metro - and would use the new extension to get to Torrance. The C Line extension is needed to expand safer green mobility for all Angelenos. The ROW is the most cost-effective option. Please make it happen as soon as possible.

[redacted]

[redacted])

[redacted])

[redacted]

[redacted]

[redacted]

[redacted])

[redacted]
Please select the ROW option

[redacted])

[redacted]
Don't let Torrance turn the new transit center into an expensive white elephant.

[redacted])

[redacted]

[redacted])
Bring Metro Rail to Torrance!

[redacted]
MORE TRAINS

[redacted])

[redacted]

[redacted])
Save money and build faster!

[redacted]
We need this to allow Torrance residents easy access to downtown LA and other areas via the metro.

[redacted])

[redacted]
We want the ROW route for its economy and usefulness. Select it now and build it soon.

[redacted])

[redacted]
I support the Metro C Mine extension in South Bay

[redacted])

[redacted]

[redacted])
The south bay deserves better transit.

[redacted]

[redacted])

[redacted]
Hope this Torrance green line extension happens quickly

[redacted])

[redacted]

[redacted])
I support the Train to Torrance on the Metro ROW - Or nothing.

[redacted]

[redacted]
YES I support the metro coming to Torrance !

[redacted])
North Redondo resident. Our area desperately needs more mass transit options that can connect us to the larger transit system. Please support the train to Torrance!

[redacted]

[redacted])
I am very excited for this project to be built along the current RoW. Lowest cost, lowest travel time, highest ridership!

[redacted]

[redacted])

[redacted]

[redacted])

[redacted]

[redacted])
this will eat away at traffic on the 405 cuz we could go straight to lax and the westside by train. make the grade separations elevated tho it's cheaper and less disruptive to traffic and you get nice views from the train

[redacted]

[redacted])
That's hysterical

[redacted]
Great idea

[redacted]

[redacted]
Would be great to have trains towards OC and Downtown

[redacted]

[redacted]

[redacted]

[redacted])

[redacted]

[redacted])

It must be built.

[redacted])

[redacted]

[redacted])

[redacted]

This plan would provide viable transportation alternatives in the future where we can reliably get to work on time without sitting for hours in traffic daily. It will help remove single occupant cars off the 405 and help provide affordable transit alternatives than relying on costly and dirty automobiles.

[redacted]

I would love to have the Metro in Torrance.

[redacted]

On vacation in London right now and experiencing their Underground makes me with LA built transit more and quicker. Yes to ROW for the extension.

[redacted])

[redacted])

Extend ALL the transit lines!

[redacted]

Fully support this project

[redacted]

[redacted]

[redacted])

I support public transportation.

[redacted]

[redacted])
I strongly support the Metro ROW alignment over the Hawthorne segment. Mainly because the tracking is ready and doesn't require extra property removal and accommodations for and distance between the ROW & Hawthorne Blvd is close enough, alternative transit and the first/last mile mobility hubs can be utilized to reach those destinations. Once a resident of Torrance for half a decade, this C/K Line extension is crucial to improving the transportation network into the deeper South Bay.

[redacted])
Build the C line extension to Torrance!

[redacted])
I live in 90018 by Western expo and all my doctor visits and family are in Torrance, my hometown. I grew up riding the 4 and 232 since I was 12 years old and look forward to being able to get to Torrance by metro now, as there is really no existing good way to get to Torrance from LA

[redacted]

[redacted])

[redacted]

[redacted])
I definitely ? support this project

[redacted]

[redacted])
Alternatives to 1 person in 1 car are desperately needed. This metro connection will bring economic development to the south bay and decrease dependency on cars.

[redacted]

[redacted])

[redacted])
Closest point to Orange County to go to LAX and West Los Angeles

[redacted]
Needs to go to San Pedro.

[redacted])
Vote for train

[redacted])

[redacted]

[redacted])
To the Metro board.

I support the ROW option or the ROW Hybrid for the C line extension to Torrance.

This option allows for the quickest construction time, no interference with Caltrans and connects to the existing Redondo Beach and Torrance Transit Centers.

[redacted])

[redacted]

[redacted])
We need the C Line Extension down here and perhaps more importantly, we need Metro Board of Directors leadership to demonstrate the type of fearless leadership we're lacking down here. So many of our leaders are full of negativity, hysteria, and fear-mongering. Metro's leadership can help us and we ask you to come help resolve concerns so we can get public transit working in the South Bay. Please!

[redacted])
We need this light rail project in Torrance.

[redacted]
More local public transit! Signed, a Torrance resident.

[redacted])
I hear my coworkers wait ridiculously long times just for a bus or train to get to their stop.

[redacted])

[redacted])
Metro extension is much needed in torrance!

[redacted]

[redacted])

[redacted]

[redacted])

[redacted])

[redacted]

[redacted])

[redacted]

[redacted])
With the expansion of the C/K line to LAX in a few years, its essential that we extend the K line to better serve jobs, transportation, and overall QOL in the South Bay!

[redacted]

[redacted])
No way do we want it up Hawthorne Blvd! More expensive! More noise! Less room for regular traffic!

[redacted]
Trains >>>>>> Freeways.

[redacted])

[redacted]

[redacted])
The trains will reduce congestion and are very quiet compared to nonelectric models.

[redacted]

[redacted])
More trains and bike lanes!

[redacted]

[redacted])
Let’s get this done !

[redacted]
I live in North Redondo Beach. Unlike many of my neighbors, I ride transit and I ride my bike for errands. The ROW would bring the station closer to my home AND provide crucial first/last mile multi-modal links that would make my shopping trips for groceries much safer. The short path between Grant to the train station can add a spur to Target, eliminating the dangerous conditions at Grant/Kingsdale for cyclists and pedestrians.

[redacted])
This will bring less traffic and pollution. We need this!

[redacted]
I live in south torrance and use public transportation to go to DTLA, would love to have the train option

[redacted])

[redacted]

[redacted]
Extend to South Bay and Torrance ASAP we need this!

[redacted]

[redacted]
Definitely a need

[redacted]

[redacted])

[redacted]
As someone who is working class, this would open up so many opportunities for people without cars like myself. Public transit is incredibly inconvenient and could be made so much better. The opposition to this simply do not understand what it is like to have to deal with public transit that is underfunded

[redacted])

[redacted]
trains, PLEASE

[redacted])

[redacted]

[redacted])

[redacted]
Transit is a public good.

[redacted])

[redacted]

[redacted])

[redacted]

[redacted])
I support the Metro’s choice. It is the best choice for the city of Torrance and the cities of Redondo and Lawndale. The idea of doing an elevated train down Hawthorne Blvd is not only too expensive but it would also be a terrible eyesore for the community.

[redacted]
Trains are the future!!

[redacted])

[redacted]
WE NEED THIS TRAIN! Time to make the South Bay more accessible for those who live and work here in a way that reduces pollution and traffic. please move forward with the Metro ROW option as it is cost effective and will completely update/upgrade the are, including seamless bus, bike and parking connections. Please don't hold the South Bay hostage any longer.

[redacted])
Sooner the better!!!

[redacted]

[redacted])
We are a family that often travels on transit, and this would make it much easier to visit our friends in Torrance--and vice versa!

[redacted]
I moved to Torrance from out in the oilfields of southeast New Mexico. My hope was to be able to ride the public transit to easily get around L.A. but Torrance seems to be a glaring break in the chain of lightrail and streetcars and protected bike lanes. I support moving forward with all these projects to improve transit and take a lot of traffic off the roads

[redacted])

[redacted]

[redacted])

[redacted]

[redacted])

[redacted]

[redacted])
This project would make seeing my family and friends in Torrance faster, more convenient, and less expensive. Let’s get it done!

[redacted]
I'm a Whittier Resident and would like the line to extend to here or Santa fe Springs aswell.

[redacted])

[redacted]

[redacted])
Please support the ROW option for this Metro project. That would be greatly beneficial to us student commuters and workers. Thank you.

[redacted]
Yes!! Bring tjhe metro train to the Torrance Transit Centet. Better for senior and will brinng mmore to the great Old Cdowntown Torrance for the monthly faire and pld down toown business owners

[redacted])

[redacted]
As a redondo beach resident, I support the extension.

[redacted])

[redacted]

[redacted])

[redacted]
It’s ultimately wrong to waste a right of way.

[redacted])
Let's get this train built as quickly and efficiently as possible

[redacted]

[redacted])

[redacted]

[redacted])

[redacted]
We need it.

[redacted])

[redacted]
I support the ROW option and the extension of the C line! I will use this often to commute to the area of Torrance.

[redacted]

Tell Metro: We Support the Train to Torrance on the Metro ROW

LA METRO BOARD OF DIRECTORS

K Line Florence Ave - Wikimedia

The South Bay is home to many hard-working Angelenos who travel daily throughout the county for work and leisure. However, those trips are crippled by traffic and congestion because our region is largely underserved by fast and efficient public transit. It doesn't have to be this way: **we could**

465 Signatures Collected

Only 335 more until our goal of 800

SIGN THIS PETITION

Welcome back, S!
Not S? Click here.

Comments

ADD YOUR NAME

You may receive email updates from *South Bay Forward*, the sponsor of this petition.

Edit Subscription Preferences

transform mobility in the South Bay with the Metro C Line Extension–*but it needs our support!*

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UPDATE: Metro has released their staff recommendation for the Hybrid ROW after extensive study and community outreach. We support the staff recommendation and are inviting South Bay residents to show up and provide supportive comments at the May 23rd Metro Board Meeting at 10 am (Agenda Item 30).

We don't want opposition to put this project at risk. Your voices are essential to showing the Board that the South Bay needs this extension! Please email in, call-in, and attend in support. See our toolkit for public comment.

The **Metro C Line Extension extends the Metro C/K Line light rail system by 4.5 miles and adds 2 new stations in Redondo Beach and Torrance**. The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood without transfers, plus easy connections to Santa Monica and Downtown LA from the Expo Line. LA Metro purchased the Harbor Subdivision freight corridor in 1993 with the goal of providing rail service to the South Bay, and has been studying the extension since at least 2002. *It's time we get this built!*

Here's a few more key details about the project overall (you can also read more on the Metro project webpage and StoryMap):

- **HIGH-QUALITY TRANSIT**: South Bay LA is a major jobs center (think: aerospace, logistics, healthcare, tech) but lacks high-quality transit. Transit is the best way to move more people as the region adds more jobs and housing.

These benefits extend throughout the South Bay – including the Beach Cities, Palos Verdes Peninsula, Torrance, Lomita, Lawndale, Gardena, Carson, Hawthorne, and Harbor Area.

- **DIRECT AIRPORT CONNECTION**: The extension will connect the South Bay with a one-seat ride to LAX from Torrance, Redondo Beach, El Segundo, and Inglewood. You will never have to drive to LAX again!

- **FASTER THAN DRIVING**: The extension will provide an alternative to Sepulveda Blvd and the 405. Projected travel time from Torrance Transit Center to LAX is 19 minutes compared to 40+ minutes during rush hour. The train would take 23.5 minutes to get to Inglewood for game days and 63.5 minutes to get to Downtown Santa Monica. When people choose transit, it reduces car traffic on the road for people who still choose to drive.

- **FUTURE INVESTMENTS**: This extension will join the K Line, and Metro plans to extend the K Line further to the North, linking to the D and B subway lines in Mid-City and Hollywood. This will create a major North-South light rail line connecting destinations in LA like The Grove, Hollywood Walk of Fame, Miracle Mile and so much more. One day you can ride to UCLA and the Hollywood Bowl from Torrance entirely via Metro rail.

- **LOCAL SUPPORT**: Public polling shows that 67% of Lawndale, Redondo Beach, and Torrance residents support the project, with 8% opposing the project and 24% with no opinion. Elected officials who represent South Bay cities on a local and regional level have consistently supported the project for its benefits such as reducing pollution and reducing traffic.

This is the South Bay's moment to say YES to the train–we can boost our local economy, make our commutes easier, make our streets calmer, and take cars off congested roads and highways. **We need your help to tell the Metro Board that South Bay families, professionals, and students support high-quality and cost-effective transit.**

Metro staff engaged in extensive studies in the past few years and has **recently released their recommendation to the Metro Board for the Hybrid ROW option, which we support**. In the Draft EIR, they studied 2 main routes: one on Metro's property (right-of-way or "Metro ROW") where a freight train currently travels, and another elevated over Hawthorne Blvd, the "Hawthorne option" (see simulation video and StoryMap).

The biggest differences between the two alignments are cost, timeline, and connectivity:

- **COST**: According to Metro's reports, the Metro Hybrid ROW costs $2.23B and adds approximately 5,000 new daily riders. The Hawthorne Elevated alignment costs $2.96B and adds approximately 5,500 new daily riders. The Hawthorne option has a higher cost per new daily

rider than Metro ROW and is $730 million more costly overall.

- **TIMELINE**: Metro ROW Hybrid is scheduled to open in early 2034 while the Hawthorne option would open in late 2035. Caltrans, which has jurisdiction over Hawthorne Blvd, has not yet approved an encroachment permit and would require NEPA documentation, which would delay the project by another 2 years. Construction on Hawthorne Blvd would worsen traffic for 5-7 years. NEPA and Caltrans introduce veto points for the project and add risk of cost escalation and further delays.

- **CONNECTIVITY**: Metro ROW options will add a station along the tracks directly next to the new Redondo Beach Transit Center which opened in 2023 for $15 million and serves Beach Cities Transit, GTrans, Lawndale Beat, Torrance Transit, and Metro buses. The Hawthorne option, in addition to being $730M more costly, will construct a station in the middle of busy Hawthorne Blvd, a state highway and a dangerous environment for pedestrians. Both options provide good service to the South Bay Galleria/South Bay Social District.

Overall, we support the staff recommendation that the Metro Hybrid ROW is the best choice for this project for the following reasons:

1. **COST-EFFECTIVE**: Metro Hybrid ROW will be completed sooner and with the most efficient use of taxpayer dollars ($730 million less expensive than Hawthorne Blvd and less cost per new rider) allowing for quicker completion and realization of VMT reductions. Metro already owns the right-of-way and will not need to acquire or demolish any homes.

2. **FIRST/LAST MILE CONNECTIVITY**: Metro Hybrid ROW will provide seamless bus, bike, and parking connections at the new Redondo Beach Transit Center on Kingsdale Ave. The RBTC station has already been constructed next to the tracks, has bike lockers and over 300 parking spaces, and is quieter and more pleasant for transit riders compared to a highway median station on Hawthorne Blvd, where riders would have to cross 4 lanes of busy car traffic.

3. **ENHANCED MOBILITY**: Metro ROW will add new neighborhood multi-use trails for safe mobility where there is no sidewalk currently, including in Lawndale parallel to Condon Ave, and at the RBTC station spanning the train tracks from Grant and 182nd. ROW bike and walk paths will enhance our pedestrian and bicycle network and will allow people in Lawndale and Redondo Beach to connect to their train by foot, bike, or bus.

4. **MODERNIZATION & SAFETY UPGRADES**: The ROW currently serves an old freight rail and pipeline corridor, and the Metro ROW option would revitalize the route by upgrading aging freight tracks (decreasing noise and vibration), securing pipelines, and building new bridges

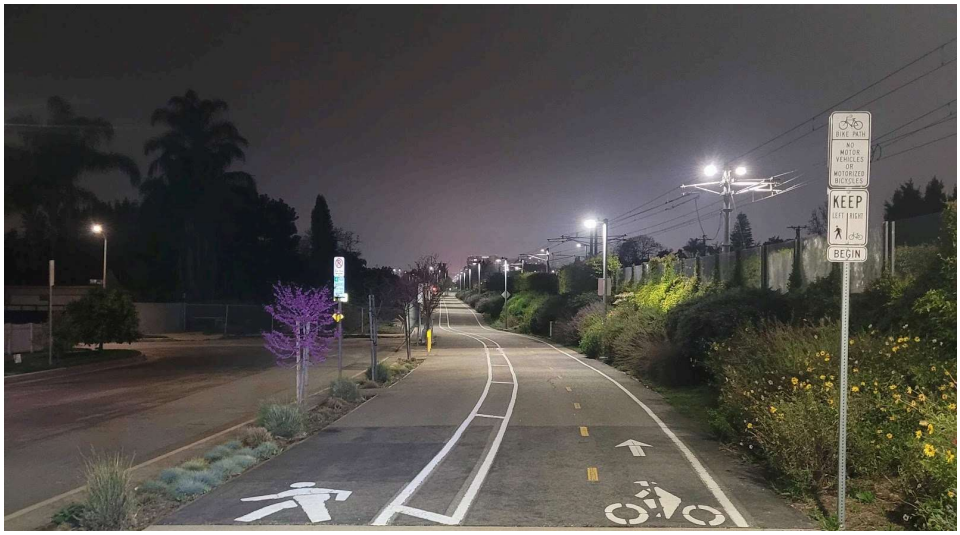
and grade separation for light rail. These safety plans and mitigations would not occur if light rail is not installed on the Metro ROW. Additional planned upgrades include new pedestrian gates, sound walls, tree plantings, and quiet-zone technology to make conditions safer and more beautiful for the entire neighborhood. Hybrid ROW will also be fully grade-separated at 170th and 182nd for safer routes to school and for emergency vehicles.

5. **ZERO RESIDENTIAL DISPLACEMENTS**: The project will not require acquiring any homes to build, and Metro has confirmed that everything fits within the Metro-owned right-of-way. No residential displacement would occur. Metro will work with the various utilities in the corridor to secure and relocate utilities using a phased construction approach. Hawthorne option would require significant property acquisitions of 13 commercial parcels and 1 residential parcel. It would also involve challenging utilities relocations of an underground storm drain in the center of Hawthorne Blvd and overhead high voltage transmission lines.

6. **SAFETY & SECURITY**: The location of the Redondo Beach Station along the rail corridor will be safer, quieter, and easier to access than the ground-level street crossing at Hawthorne Blvd – a 6-8 lane state highway (SR 107) and high-injury corridor. The Redondo station next to the Transit Center will be easier to manage from a security and and fare enforcement standpoint than an elevated station in the center of Hawthorne Blvd.

Metro has been met with fierce opposition from people who live near the freight tracks in Lawndale and Redondo who oppose ROW options. They question Metro's engineering reports, data, and records, and are **trying to hold the South Bay hostage for nearly $1 billion** to build the Hawthorne option. **But the rest of the South Bay would like to see this**

project get built efficiently, cost-effectively, and without more delays. Similar opposition occurred years ago in the Cheviot Hills neighborhood with the Expo Line in an old freight ROW. In the end the line was built and neighbors there today enjoy reliable light rail transit and a ROW bike and walk path (pictured below).



As we look to the future, this project will be a game-changer for South Bay transportation and mobility. With our population and jobs growth projected to grow, we need alternatives to driving and endless traffic congestion. Our state assemblymember Al Muratsuchi delivered $231 million in state funding to get the train to Torrance and supports the ROW options. *It's time to get this project built.*

The LA Metro Board needs to hear that the South Bay overwhelmingly supports the C (K) Line Extension and supports Metro using their right-of-way. We support the route that is most financially feasible, that connects to our bus centers for first/last mile connectivity, and that adds much-needed modernization and rail safety measures to neighborhoods. We support Metro's community engagement process and staff recommendations and would like to see this built without further delay!

IMPORTANT: The Metro Board will hear the final update and vote on the staff recommendation for the Hybrid ROW Alternative at their **board meeting on Thursday, May 23 at 10 am (Agenda Item 30).**

But due to opposition from people who don't want this project or don't want it near their homes, this project is not guaranteed. We are *asking all supporters to attend* this meeting, either in-person or via telephone to share a 1-minute public comment in support of the staff recommendation for ROW Hybrid.

- RSVP to let us know you'll be there.
- Visit our toolkit for public comments..

Join your pro-transit friends to speak on this historic and transformational project and add your voice to a chorus of South Bay residents saying YES to the Extension and YES to the Metro ROW.

Thank you for supporting modernized, cost-effective, and enhanced public transit to the South Bay!

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To learn more about how to support housing, transit, and mobility improvements in the South Bay, find us at South Bay Forward and @southbayforward on social media.

SPONSORED BY

SOUTH BAY FORWARD
Torrance, CA

To: LA Metro Board of Directors
From: S B

As a resident of the South Bay and the Los Angeles region, I write in strong support of the Metro C (Green) Line Extension to Torrance and the Metro ROW options.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood without transfers plus easy connections to Santa Monica and Downtown LA from Expo Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route is most financially feasible, connects to our bus centers for first-last mile connectivity, and adds much-needed modernization and rail safety measures to neighborhoods. The Hawthorne option is significantly more costly ($730 million more overall and more expensive in cost per new rider) and would involve lengthy Caltrans and NEPA approvals and potential veto points.

Metro ROW options include new neighborhood multi-use trails, sound barriers, modern trackwork, and will be completed sooner. Hybrid ROW is fully grade-separated for light rail which will make the route safer and quieter in neighborhoods. It makes the best use of local transit investments and will upgrade the existing rail corridor while also connecting to destinations and future transit-oriented housing at the South Bay

Galleria. I support Metro's extensive community engagement process and staff recommendations and would like to see this built without further delay. Please select the Hybrid ROW for the locally preferred alignment to advance this project.

The South Bay has received over a billion dollars to fund the project through Measure R, Measure M, and state grants. I believe that the extension on the Metro ROW is the all-in-one solution adding light rail, freight corridor safety enhancements, and first-last mile connectivity in a cost-effective and time-efficient manner. The extension will offer transportation benefits for the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

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Mayor Karen Bass
Honorable Los Angeles Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Los Angeles, CA 90012-2952

Updated: May 22nd, 2024

Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable Chair Bass and Metro Board of Directors:

We write in strong support of the Metro C/Green Line Extension to Torrance and the Hybrid ROW Alternative for the Locally Preferred Alignment. Public transit is a key public investment providing tangible benefits to cities it serves. This Metro light rail extension has been decades in the planning and will benefit the South Bay and its residents for decades to come. It is the next right step for our transportation future, and would meaningfully connect our region to the growing LA Metro rail system.

South Bay Forward seeks to move the South Bay region forward on housing, transit, and active mobility. We are a volunteer-run chapter of Abundant Housing LA, a grassroots nonprofit organization working to solve Southern California's housing crisis. We envision a South Bay with abundant and affordable housing near good jobs with convenient, sustainable transportation. We have closely supported the C Line to Torrance, and have engaged with Supervisor Mitchell's office and local agencies over the past 7 months.

South Bay Forward is composed of advocates in Torrance, the Beach Cities (Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo), Inland South Bay (Carson, Gardena, Hawthorne, Inglewood, Lawndale, Lomita), Harbor Area (Harbor City, Harbor Gateway, San Pedro and Wilmington), and the Palos Verdes Peninsula (Palos Verdes Estates, Rancho Palos Verdes, Rolling Hills, Rolling Hills Estates). We have urged Lawndale, Redondo Beach, and Torrance to continue to support the C Line Extension and to commit to working with LA Metro for the benefit of the South Bay region, no matter the route chosen.

Recent polling confirms strong support among South Bay residents for the C Line Extension: Among 670 residents surveyed from Lawndale, Redondo Beach, and Torrance, 60% were familiar with the project and 67% supported the project, with 8% opposing the project and 24% with no opinion.[1] Those who were very familiar with the project supported the project at higher levels, with 81% in support.[2] Support was high across the three cities. The Draft EIR received significant public input, with 2,200 comments and 66% in support of the Metro ROW Elevated/At-Grade Alignment, 19% in support of the Hawthorne Option, and only 6% preferring the No Project option.[3] The Draft EIR comment period was available for 61 days with multiple rounds of public outreach. Polling data followed best practices for public opinion research. Today we also submit our petition in support of Hybrid ROW with over 450 signatures.

The C Line Extension provides numerous economic, climate, and transportation benefits to the South Bay. Our region is a major jobs center, from aerospace to healthcare and manufacturing to technology. The light rail extension will serve workers who commute into the South Bay and residents who commute out to Central LA, Santa Monica, and Downtown LA. Around 12,000-16,000 daily trips are projected by 2042, reducing 49,000 vehicle miles traveled (VMT) and over 2,000 metric tons of carbon dioxide equivalent per

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[1] https://thesource.metro.net/2023/08/16/recent-poll-show-community-support-for-c-line-green-extension-to-torrance-project/

[2] August 14, 2023. C Line Extension to Torrance Project Update to Metro Board of Directors.

[3] Ibid.

year. The extension will be part of the K Line, which currently extends to the E (Expo) Line, with plans to connect via the K Line Northern Extension to Mid-Wilshire and Hollywood. Residents of the South Bay will have a one-seat ride to LAX, Inglewood (SoFi Stadium), the E Line, and one day, the Hollywood Bowl. This extension is critical to extending the line further to LA Harbor cities and Long Beach. Torrance will be just one stop along a larger line.

In addition to giving residents the option to drive or take the train, the extension will alleviate traffic for those who still choose to drive. Transit benefits all road users. People who choose to drive will benefit from the congestion relief of many transit riders sharing a bus or train instead of consuming much more road space by driving individual cars instead.

The South Bay was historically connected to Los Angeles and the Harbor via passenger rail.[4,5] Since the decline of the Red Car Line in the 1940s, the proliferation of the highway system, and growth in population from the mid-20th century, vehicle traffic has significantly worsened in the South Bay. Local policymakers and agencies have responded with costly and polluting street-widening[6] and highway-widening projects[7] which further induce driving and traffic.

The South Bay also suffers a jobs-housing imbalance and an affordability crisis. According to SCAG data, Torrance-Carson is the third-largest jobs center in Los Angeles County but severely lacks high-quality transit.[8,9] Additionally, the South Bay experiences a disturbing trend of senior homelessness, with a 42% increase in persons 55+ identified during the 2022 South Bay/SPA 8 Los Angeles Homeless Count.[10] The C Line Extension will spur development of transit-oriented and deed-restricted affordable housing near the Redondo Beach and Torrance stations. In fact, Lawndale,[11] Redondo Beach,[12] and Torrance[13] have designated low-income housing sites near the proposed stations as part of their 6th Cycle Housing Element. All three cities can address the local jobs-housing imbalance and foster equity by incentivizing transit-oriented housing at these locations.

Importantly, we cannot afford further delays and cost increases on this critical piece of transit infrastructure, which has been studied for at least 3 decades. After a careful study of the options in the DEIR and accounting for differences in timeline, costs, and design, we are in strong support of the C (Green) Line Extension overall and in support of the options along the Metro-owned right-of-way, including the staff recommendation for Hybrid ROW. Metro ROW Elevated/At-Grade ($1.96B, est. opening 2033) and ROW Hybrid ($2.23B, est. opening 2034) provide: the best utilization of taxpayer funds with the earliest opening dates and lowest estimated costs; a direct rail connection to the Redondo Beach Transit Center for optimal bus & bike network connectivity; three new sections of multi-use recreational paths; and safety modernizations to the existing freight corridor with new bridges, trackwork, pedestrian gates, quiet-zone technology, and other engineering upgrades for freight and light rail. Similar configurations of light rail, heavy rail, and walking paths near homes and schools exist along the A Line in South Pasadena, Highland Park, South LA, and the San Gabriel Valley, and the E Line in West LA. Engineering enhancements will make the existing freight tracks quieter and safer for nearby residents. The ROW Hybrid option is fully grade-separated for light rail to minimize pedestrian and vehicular conflicts

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[4] https://patch.com/california/manhattanbeach/transit-tales-following-in-historys-tracks-2
[5] https://la.curbed.com/2015/11/9/9902244/red-car-map-los-angeles
[6] https://torrancepchhawthorneproject.com/
[7] https://la.streetsblog.org/2022/09/28/where-metro-and-caltrans-are-widening-the-405-freeway
[8] https://hub.scag.ca.gov/datasets/5a9796e44aba46f1b217af1b211ce2ac
[9] https://gisdata-scag.opendata.arcgis.com/datasets/1f6204210fa9420b87bb2e6c147e85c3
[10] https://www.sbceh.org/homeless-count-2022.html
[11] https://www.hcd.ca.gov/housing-elements/docs/lawndale-6th-adopted021522.pdf
[12] https://www.redondo.org/depts/community_development/planning/housing_element.asp
[13] https://www.torranceca.gov/our-city/community-development/housing-element-update

with light rail. Freight crossings will be quiet-zone ready. We support the extensive work of Metro staff in their outreach to the community and planned mitigations which meaningfully address concerns from residents. The $15 million Redondo Beach Transit Center opened in 2023 and serves Beach Cities Transit Line 102, GTrans 3, Lawndale Beat, Los Angeles Metro 40, 210, 211, and Torrance Transit 2.[14] The transit center has 320 parking spots, covered bicycle parking, and 12 bicycle lockers to enhance multimodal mobility. Co-locating the light rail station at the Redondo Beach Transit Center will significantly expand regional mobility connecting directly to bus lines that serve Inglewood, Gardena, El Camino College, Compton, Carson, and Hermosa Beach. The station would be adjacent to South Bay Marketplace, Target, and South Bay Social District, which is undergoing Phase 1 and 2 redevelopment adding 300 units of housing.[15] ROW options provide the best multimodal and transit-oriented connections and a seamless, quiet experience for transit riders while making needed upgrades to existing freight tracks.

The Hawthorne Elevated alignment ($2.96B, est. opening 2035) faces steep challenges including: a higher $730 million-$1 billion cost to taxpayers; lengthy and costly Caltrans & NEPA approvals; significant property acquisitions; disruptions to businesses and traffic patterns; and a highway median station design that would not be conducive to pick-up, drop-off, and multimodal transit connections. If Hawthorne Elevated is selected, important upgrades to the aging freight tracks in Lawndale and Redondo Beach with new trackwork and quiet zone crossings will not be accomplished. The funding gap for Hawthorne Elevated is significant and cannot be understated: Selecting this option would further delay approval and construction of this project in search of additional funding while regional mobility suffers. We support mitigations for residents near the right-of-way, including but not limited to: enhancement and additions to neighborhood green space, traffic safety measures, phased construction, sound barriers, and modern trackwork to improve overall safety of the corridor. LA Metro has safely delivered complex projects throughout the county, and this project is no different.

The South Bay has received over a billion dollars to fund the project and the new Redondo Beach and Torrance regional transit centers through Measure R, Measure M, and state grants. Transit projects compete for limited state and federal funding. Our climate cannot wait: Mode shift and high-quality transit is urgently needed for the South Bay to reach its climate goals. We ask you to advance the C Line Extension to Torrance for Hybrid ROW, which is the all-in-one solution adding light rail, grade separations, freight corridor safety enhancements, and multimodal bus and bike connections in a cost-effective and time-efficient manner. The extension will offer transportation benefits for the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for your diligent work to enhance public transit in LA County and the South Bay.

Sincerely,

[redacted]

[redacted]

[14] https://www.redondo.org/depts/recreation/transit/redondo_beach_transit_center/default.asp
[15] https://www.southbaysocialdistrict.com/

Metro Board of Directors,

I am writing to express my deep concerns regarding the proposed Metro C-Line extension project and its potential impact on my business, DCS Testing & Equipment. As Metro's maps indicate, portions of my property are slated to be taken to make way for infrastructure on the "Hybrid ROW" route.

In addition, as a business owner located directly along the Right of Way (ROW) in Lawndale, I am acutely aware of the significant challenges that this project poses not only to my business – but to my neighbors and our community.

If chosen, the Hybrid ROW route will have devastating consequences for not only my business but also for many homes and livelihoods along its path. The prospect of having commuter trains passing through our neighborhood every few minutes is alarming, to say the least. The noise, vibrations, and disruptions to daily life would be unbearable for residents and businesses alike.

Furthermore, the ROW route threatens to destroy the fabric of our community. It would sever connections between neighborhoods, disrupt local commerce, and diminish the quality of life for everyone involved. As a business owner, I have invested my time, energy, and resources into building a thriving enterprise here. To see it jeopardized by an ill-conceived transportation project is deeply troubling.

On the other hand, the Hawthorne Boulevard option offers a ray of hope for our community. Elevating the train along Hawthorne would not only mitigate the negative impacts on businesses like mine but also pave the way for revitalizing a long-neglected business district. It would create opportunities for growth, attract investment, and foster a sense of pride and belonging among residents and business owners alike.

In light of these considerations, I urge the Metro Board of Directors to carefully weigh the consequences of their decision and prioritize the well-being of our community. Choosing the Hawthorne Boulevard route is not just about protecting businesses like mine; it's about preserving the fabric of our neighborhood and ensuring a brighter future for generations to come.

Thank you for your attention to this matter.
Sincerely,

[redacted]

[redacted]
4/25/2024

Dear Members of the Metro Board of Directors,

I am writing to express my strong support for the Hawthorne Blvd option for the Metro C-Line extension project in Lawndale and Redondo Beach. I represent the perspective of a local business owner who runs a business out of my home which is across from the ROW tracks.

The Hawthorne Blvd option presents a prudent and beneficial solution to the transportation needs of our neighboring communities while safeguarding the interests of local businesses and residents. As a mother and dogsitter I understand the importance of maintaining a harmonious environment conducive to health and well-being. By routing the extension along Hawthorne Blvd, we can mitigate potential disruptions to the tranquil atmosphere of residents including their pets in the Beach Cities.

Moreover, the Hawthorne Blvd option offers numerous advantages for businesses in Torrance and beyond. By preserving the integrity of residential neighborhoods and minimizing construction-related disturbances, this route ensures continued patronage and support for local establishments. Additionally, improved accessibility along Hawthorne Blvd will enhance the visibility and reach of businesses, attracting new clients and fostering economic growth.

In light of these considerations, I urge the Metro Board of Directors to give careful consideration to the Hawthorne Blvd option and its positive implications for our community. By selecting this route, we can uphold the values of sustainability, prosperity, and well-being that are integral to the fabric of our neighborhoods.

Thank you for your attention to this matter. Please do not hesitate to contact me if you require any further information.

Sincerely,

[redacted]

[redacted]

May 5, 2024

Re: No to ROW - YES YES YES to Hawthorne Blvd. Option

Dear Metro Board of Directors,

As a business that recently relocated into the area, I emphatically support the **Hawthorne Blvd. Option** for the Metro C-Line Extension to Torrance, as it will undoubtedly benefit the community as a whole, stimulate the local economy, provide much needed opportunities for underrepresented classes, and boost overall community engagement. Choosing this option would go a long way in demonstrating this Board's commitment to environmental impact, and that is one of the main reasons our business chose to move here in the first place. This option disrupts our lives the least - that matters - after all, we have chosen to make these neighborhoods our homes. Hybrid Row is none of these things and, in fact, the distinction between the two options is so glaring that a Metro Board of Directors decision to move forward with Hybrid Row would likely move us to move out. Please know now that we'd mobilize many others to follow suit.

That our voices have been silenced is perhaps the most troubling piece of this puzzle – there has been very little notice for purposes of greater community involvement - there is little to no room for comment at irregular board meetings – it seems a blatant attempt for some to usurp the process and make unilateral decisions for all, divorced from any semblance of transparency and simply to meet limited agendas. In short folks, none of this truly passes the smell test, this is unfortunate, and things have got to change. That we disagree on the options is one thing. That we cannot have honest discussions about it is another. In fact, it's beyond telling. The **Hawthorne Blvd. Option** is the best choice for our community, our County, our businesses, and our environment. We wholeheartedly urge you to consider this option carefully and support its implementation for the benefit of all stakeholders involved. Thank you for your attention to this matter.

[redacted]

Cc. anajarian@glendaleca.gov, jdupontw@aol.com, FourthDistrict@bos.lacounty.gov, fdutra@cityofwhittier.org, firstdistrict@bos.lacounty.gov, randall.winston@lacity.org, HollyJMitchell@bos.lacounty.gov, Councilmember.Yaroslavsky@lacity.org, jbutts@cityofinglewood.org, info@timsandoval.com Kidada.Malloy@lacity.org lawndalegnomeking@gmail.com, paul.krekporian@lacity.org, ThirdDistrict@bos.lacounty.gov, tina.backstrom@lacity.org, randall.winston@lacity.org, greenlineextension@metro.net, Kathryn@bos.lacounty.gov, kenneth.g.miller@lacity.org

[redacted]

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

April 23, 2024

Dear Members of the Metro Board of Directors,

As advocates for health, equity, and livability in California communities, we are writing to express our concerns regarding the proposed C-Line extension project and to voice our support for the Hawthorne Blvd. option.

At California OneCare/HEAL California, we prioritize the well-being and safety of residents, especially those in underserved and vulnerable communities. The Hawthorne Blvd. option offers a safer and more equitable solution for transportation infrastructure development compared to alternative routes that may pose greater risks to public health and community cohesion.

We are particularly concerned about the potential health impacts of increased train traffic on nearby neighborhoods, including air pollution, noise pollution, and safety risks for pedestrians and cyclists. The Hawthorne Blvd. option, with its emphasis on safety and accessibility, aligns with our mission to create healthier and more sustainable communities for all Californians.

Furthermore, we believe that community input and engagement are essential components of any transportation planning process. It is imperative that the voices of residents, businesses, and community organizations are heard and respected throughout the decision-making process. We urge the Metro Board of Directors to prioritize transparency, accountability, and community engagement in the development of the C-Line extension project.

In conclusion, we urge the Metro Board of Directors to carefully consider the health, equity, and environmental justice implications of the proposed C-Line extension project and to prioritize the Hawthorne Blvd. option as the most equitable and sustainable choice for our communities. Thank you for your attention to this important matter.

[redacted]

[redacted]

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

Dear Members of the Metro Board of Directors,

I am writing to you on behalf of Hermosa Social, a local business deeply invested in the well-being and development of our community. As stakeholders in the future of Hermosa Beach and the surrounding areas, we wish to express our strong support for the Hawthorne Blvd option for the Metro C-Line extension project.

It is our firm belief that the will of the people, as expressed through community input and feedback, is overwhelmingly in favor of routing the extension down Hawthorne Blvd. This option reflects the collective desire to prioritize the needs and interests of residents and businesses while ensuring the neighborhood's continued vibrancy and vitality.

By selecting the Hawthorne Blvd option, the Metro Board of Directors can honor the voices of our community and uphold the principles of democratic decision-making. This route not only aligns with the preferences of local residents and businesses but also offers numerous benefits, including improved accessibility, enhanced connectivity, and minimal disruption to existing infrastructure.

As a business that thrives on the energy and diversity of Hermosa Beach and the rest of the South Bay, we believe that the Hawthorne Blvd option represents the most prudent and forward-thinking choice for the Metro C-Line extension project. Its implementation will contribute to the long-term prosperity and sustainability of our community, fostering a vibrant environment where businesses can flourish and residents can thrive.

We urge the Metro Board of Directors to heed the wishes of the people and select the Hawthorne Blvd option for the Metro C-Line extension project. Together, we can create a transportation solution that meets the needs of our community while preserving the unique character and charm of Hermosa Beach.

Thank you for your attention to this matter.

Sincerely,

[redacted]

[redacted]

VIA EMAIL AND U.S. FIRST CLASS MAIL

May 16, 2024

Los Angeles County MTA Board
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, CA 90012
Email: greenlineextension@metro.net

Re: No ROW C-Line Extension of any kind
Hawthorne Routing of Metro C Line Extension delivering equity, highest ridership, and largest potential economic stimulus to region

Dear Honorable L.A. County Metro Board Members:

For the third time in recent years, the Redondo Beach City Council and Mayor voted without opposition against the Hybrid ROW routing of the C-Line extension to Torrance. Once again, we repeated our endorsement of the Hawthorne Blvd. alternative similarly supported by our neighbors in Lawndale and Hawthorne.

Currently, we recognize that insufficient funding exists for any C-Line extension route. However, we ask that the Board select the best routing delivering the most equity, highest ridership, and largest potential economic stimulus to the region. Hawthorne Blvd. is the LPA – and we are sure that we and our neighbors will work with Metro to attain full funding of the C-Line down Hawthorne Blvd.

In our last letter of October 3, 2023, we expressed the many virtues associated with the Hawthorne Blvd. alignment. Today, we detail our thorough opposition to the Hybrid ROW because:

- The Hybrid ROW dangerously crams an unprecedented number of uses – fuel and gas movement on freight trains and underground pipelines with passenger light rail trains – in a model untested anywhere else in LA County.

- The proposed Hybrid ROW requires the relocation of nine fuel or gas pipelines[1] currently buried under the ROW to accommodate the below-grade metro trains at certain locations;

- The proposed Hybrid ROW places the twice-daily heavy freight train carrying fuel up and down the ROW at grade-level tens of feet above and directly adjacent to the below-grade metro trains in dense residential neighborhoods.

- The Hybrid ROW seizes from the predominantly Latino, park-poor, diverse population of Lawndale – with median home values of $687,200 and household income of $76,213 (in 2022 dollars) –the green open space in which Lawndale has invested about $60,000 annually.

- Metro's DEIR did not take into consideration these new housing elements that were only recently approved, only the current zoning levels which are not as dense.

- The Hybrid ROW does nothing to allay the persistent fear and anxiety from which the diverse residents along the ROW in Lawndale and Redondo Beach will suffer during and after the construction of the project there. The Hybrid ROW requires our Breakwater Village seniors to live a significant chunk of the balance of their lives with the heavy construction required to stabilize the soil for all of the contemplated uses and relocate many fuel and gas pipelines there.

- The Hybrid ROW requires the chopping down of 40+ year-old mature trees in the ROW in Lawndale, only to replace them with nascent trees. Lawndale residents estimate 173 mature trees will be removed, 23 at risk, and only 19 preserved. The replacement of mature trees with nascent trees is the type of systemic, and inequitable suppression that provides these communities with persistently poorer health outcomes. The mature trees in Lawndale furnish the ROW community up and down that city with much more shade and cleaner air than any new trees would furnish for the current generation of Lawndale residents.

- The hundreds of Breakwater Village (50-year-old plus), Ruxton Place and Ruxton Ridge residents reasonably expect depreciation of their homes if your construction plans for their backyards are announced. They will want to move away but, for one, will not get the current fair market value of their

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[1] Per Metro's Advanced Conceptual Engineering, Sheet 4 of 9: 10" Crimson Pipeline Crude Oil Line; 3" & 4" Chevron Butadiene (Abandon); 8" Shell Ventura Products Line; 8" Torrance Logistics Oil; 8" Shell LAX Products Line; 16" Zenith Terminals Oil; 20" Chevron Oil; 16" Plains All American Gas Line; 8" City of Redondo Beach SD.

property prior to the Metro Board's decision and, second, even if they take a haircut on their home sale price, will be unable to attain a new home in this high-interest environment while many of them are retired and on a fixed income.

- Metro's assertion that the ROW options' proximity to Redondo's new Transit Center increases ridership is belied by Metro's own ridership projections in the DEIR. These projections show ridership would exceed 1.25 million additional annual rides and 47% more boardings at the Redondo Platform with the Hawthorne option compared to the Hybrid ROW option.

- The South Bay Marketplace that Metro Staff touts as a location ripe for economic opportunity is better served by a C-Line stop along Hawthorne Blvd. As future Metro Riders walk to and from the South Bay Marketplace to the Hawthorne Blvd. stop, they could stop at the open-air South Bay Social District which will host restaurants and coffee shops, including a Time Out Market. These types of shops would help grow ridership and foster a hip Metro transit culture. Under the Hybrid ROW plan, there is no space for a similar opportunity to be developed between the South Bay Marketplace and the Transit Center.

- Future growth in workforce housing, jobs, and events are all central to Hawthorne Blvd, as per recently approved Housing Elements for both Redondo Beach and Lawndale.

- Placement of the C-Line stop at the back of the Redondo Beach Transit Center, instead of in front of the South Bay Social District - where it would be located along the Hawthorne Blvd. alignment – would put pressure our City to make more intense, transit-oriented uses of City-owned property that will soon be home to 45 pallet homes, total. With the State's recurring RHNA obligations, the City may need to use our pallet shelter sites to satisfy our future housing obligation since the pallet shelters are located on vacant land next to the ROW and RB Transit Center. Along Hawthorne Blvd., however, there is ample opportunity for TOD without tempting shuttering our pallet shelter program.

- The old Red Car route has already left behind dense neighborhoods with more people per house and more density on average. The C-Line along Hawthorne Blvd. can take advantage of that density in the form of ridership, and land primed for economic development. The ROW, however, does not provide any density benefits and instead provides a deficit of ridership.

- The land in the area is compacted sand, and has been the site of sinkholes and earth movement. It is unsuitable for these heavy simultaneous uses right next to dense senior and other affordable housing.

- Placement of the C-Line stop at the back of the Redondo Beach Transit Center would make it one of the most unappealing and inherently dangerous stops in all of L.A. County. The area is dark, adjacent to a cemetery to the west of it. Adjacent to the cemetery further west is one our most dense residential neighborhoods. But, pedestrian access from that neighborhood along Inglewood Avenue directly to the Transit Center is unavailable, and would remain unavailable. To the east of the Transit Center stop would be a Target, a parking lot, our pallet shelter sites and future bus depot. The amount of land available for transit-oriented development is scant there.

- Of course, the data collected by Metro Staff favors use of the ROW. Torrance has campaigned its residents to support the ROW. There are 141,000 residents in Torrance compared to only 69,000 in Redondo Beach and 30,500 in Lawndale. The Board should expect the City of Torrance's influence on the poll to be outsized; not assign that outsized influence additional weight and reliance. Equity requires heeding the concerns of the smaller, more affected communities. Torrance residents are unaffected by any of the proposed routes.

The Hawthorne Blvd routing of also provides innumerable benefits, of which some are enumerated here:

- Current build costs versus ridership revenue clearly point towards the Hawthorne Blvd option as the better value for taxpayers. Over the course of 100-years, 47% more ridership, combined with higher future State RHNA obligations, the Hawthorne Blvd option clearly shows that METRO will have more revenue along Hawthorne Blvd than the ROW. Hawthorne Blvd provides the events, jobs, workforce housing, and destinations. 47% more revenue, not including the currently approved Housing Elements and future Housing Elements.

- Placement of the C-Line stop on Hawthorne revives the virtues of the former Red Car route. The Red Car Line promoted dense housing, job centers, and wide rights-of-way travel on Hawthorne Blvd. Placing the C-Line extension in the same space as the old Red Car Line capitalizes on the growth centers, density and economic opportunity developed around the old Red Car route.

- The recently approved Lawndale Housing Element specifically points to Hawthorne Blvd as having the highest density of diverse, disabled, and or single-parent households. Their future housing growth is centered on Hawthorne Blvd, not the ROW.

- The recently approved Redondo Beach Housing Element adds hundreds of net new residential units along Hawthorne Blvd., which are not accounted for the DEIR. So, the ridership estimates for Hawthorne Blvd. will be even greater when these units are built. Additionally, many of these net new units are at density levels required by the State for affordable housing.

- In future RHNA cycles, HCD will concentrate housing solutions in areas that combine housing, job centers, and the potential for further development. Hawthrone Blvd. provides a base for future growth in ridership, on top of the already expected 47% increase of ridership currently in the DEIR.

- The old street cars provided dramatic increases in both commercial density and 25% greater residential density. Using the path of the old Red Car line for the C-Line extension builds on a known past history and energizes high-ridership and the current model of a 15-minute live-work community.

- Placing the C-Line extension on Hawthorne Blvd. will provide more future revenue to the budget of METRO for more projects, such as extensions.

- Converting the ROW to open space provides an opportunity for, "Rails to Trails", or numerous transportation modes along the ROW in the future. The Orange County Transportation Authority has considered rails-to-trails opportunities "a no-brainer" by OCTA. At the ribbon cutting ceremony for the "Rail-to-Rail Bike/Walk Path Breaks Ground on Slauson; Officials Speak to Its Significance for Corridor," Directors Holly Mitchel and James Butts advocated for "rails to trails".

    - Supervisor Mitchel (nearly thirty years ago, while serving as Executive Director of the California Black Women's Health Project) stated "I will never forget the residents of that housing development [at 49th and] Central Avenue [where CABWHP was located] who told me quite frankly, 'You want me to walk. But it is less safe for me to walk the streets in my neighborhood than to sit at home waiting for a heart attack to happen,'" Mitchell recalled. The fact that that state of affairs remains a "harsh reality for far too many Angelenos" meant this project was "a dream deferred for far too long," she said.

    - Mayor Butts stated "This is where the train ran," Butts said of the ground where he was standing. "And then when the train didn't run anymore, [the corridor] was just ignored," leaving him to wonder just how long the city would allow it to remain that way."

As we have stated before, the Metro Board's prior success in Culver City with the E-Line (formerly Exposition Line) stands as a model for economic achievement Metro

could attain routing the C-Line extension down Hawthorne Blvd. Please do not cheat our region out of the same opportunity. Please select the best alignment - along Hawthorne Blvd.

However, if Metro chooses to select the Hybrid ROW option, please direct Metro staff to ensure a full National Environmental Policy Act (NEPA) Review is completed on both the Hybrid ROW and Hawthorne Blvd. options. This will ensure that each is eligible for Federal funding, which is expected to underwrite a large portion of the eventual construction costs for the project.

Thank you for your anticipated serious consideration of our comments.

Sincerely,

[redacted]

CC: L.A. County Metro Board
Mike Witzansky, City Manager
Luke Smude, Assistant to the City Manager
Andy Winje, Public Works Director
L.A. County Supervisor Holly J. Mitchell
L.A. County Supervisor Janice Hahn

Attachments:

- Official Comment Letter from City Council October 4, 2023
- Official DEIR Comment Letter from City Council March 22, 2023

- Redondo Beach Planning Commission Recommended Comments 2/16/2023
- Redondo Beach Public Works & Sustainability Commission Recommended Comments 2/27/2023
- Public Comments received by City Council in discussion of the DEIR
- City of Redondo Beach Comments and Request Letter on Metro C Line Extension to Torrance Project May 17, 2022
- City of Redondo Beach Letter Submitting Comments on Revised and Recirculated Notice of Preparation Dated March 16, 2021
- City of Redondo Beach Support Letter Green Line Alternative 3 Signed July 18, 2018

Sources

- Hawthorne El Nido Line: https://en.wikipedia.org/wiki/Hawthorne%E2%80%93El_Nido_Line#CITEREFVeysey1958
- METRO's Archive: 1958-history-of-rail-passenger-service-operated-by-pacific-electric-since-1911: https://libraryarchives.metro.net/dpgtl/pacificelectric/1958-history-of-rail-passenger-service-operated-by-pacific-electric-since-1911.pdf
- **Zócalo Public Square:** Trachtenberg School of Public Policy and Public Administration at the George Washington University.: https://www.zocalopublicsquare.org/2014/09/23/long-dead-streetcars-still-shape-l-a-neighborhoods/chronicles/who-we-were/
- Voice of OC: Brandon Pho Feb 8, 2023 https://voiceofoc.org/2023/02/rails-to-trails-old-train-tracks-may-be-key-in-solving-central-ocs-green-space-shortage
- LA Streets Blog .org, Rails to Trails: By Sahra Sulaiman July 12, 2022 https://la.streetsblog.org/2022/07/12/rail-to-rail-bike-walk-path-breaks-ground-on-slauson-officials-speak-to-its-significance-for-corridor

[redacted]

May 1, 2024

Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012
Email: BoardClerk@metro.net and greenlineextension@metro.net

Dear Honorable Chair and Members of the L.A. Metro Board of Directors,

On behalf of the City of Torrance, I am writing to convey our official position and continued support for the Proposed Project: Right-of-Way with Elevated/At-Grade (ROW) Option as the Locally Preferred Alternative for the C-Line Extension to Torrance Project. On March 12, 2024, the Torrance City Council once again reaffirmed its long standing support for expanding light rail service to the South Bay and the ROW Option alignment.

The ROW Option utilizes the existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments. Additionally, it does not encroach on I-405 Freeway, avoids business, traffic and parking impacts on Hawthorne Boulevard and is the most cost-effective option as by Metro's own assessments it will be completed the fastest and save nearly $1 Billion in construction costs. Under the ROW Option, revenue generation and job creation in correlation to the C-Line Extension will boost economic activities in the region. The ROW Option would also deliver residents from the Cities of Redondo Beach, Lawndale, Torrance, and Hawthorne conveniently to the new LAX People Mover, future Inglewood Transit Connector, and the Metro E and K Lines.

The other route options (Elevated Hawthorne Boulevard and Trench Option) would require major construction in the area and will result in further delays for the project. The Elevated Hawthorne Boulevard option in particular will disrupt existing vehicle movements through the extended construction phase by reducing travels lanes in each direction. This will exacerbate existing congestion for more than 70,000 daily motorists. It will cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Boulevard, and creating accessibility and connectivity issues to the Redondo Beach Transit Center. It will also create burdens on local businesses and remove upward of a million dollars in sales tax revenue annually for our City through both partial and complete Torrance Big Box retail and Auto Dealer operations property takings.

More than 1,000 Torrance residents and businesses have provided their support for the Right-of-Way with Elevated/At-Grade Option. The ROW options also received supports from City of Torrance's Planning and Traffic Commissioners, Torrance Auto Dealer Association, and Torrance

[redacted]

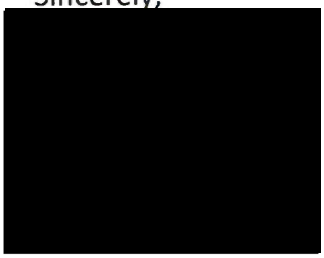
Area Chamber of Commerce. We urge you to join other local and regional leaders, residents, and businesses in support of bringing light rail to the South Bay via the route planned years ago along with investments made to integrate the extension of the existing C-Line via the Metro Right-of-Way Elevated/At-Grade Option. Additionally, LA Metro staff conducted a telephone poll in Spring of 2023 for the Cities of Lawndale, Redondo Beach, and Torrance. 67 percent of the respondents stated that they support the C-Line Extension Project. Within City of Torrance, 69 percent stated they support the project. During the DEIR comment period, 66 percent of the comments on alignment preference supported using the Right-of-Way (ROW) Elevated/At-Grade Option.

We understand and empathize for residents living along the ROW in our neighboring cities, as they have strong concerns about noise and vibrations, and pedestrian safety with the additional passenger light rail added to the existing ROW. However, given LA Metro's history of successfully building light rail, connecting communities, and mitigating noise and vibration in other communities like Culver City (E-Line) and Pasadena (A-Line), we urge that LA Metro staff and the Board continue to work with these communities impacted to address their concerns and mitigate the noise and vibration, as a result of the added passenger light rail.

For too long the South Bay region has waited for light rail investment. Please advance the only option that builds on completed right-of-way investment, minimizes commuter disruption and realizes both environmental and ridership access the soonest: The Right-of-Way with Elevated/At-Grade Option.

Thank you for your time and consideration.

Sincerely,



Cc: Stephanie Wiggins CEO, LA Metro
Sharon Gookin, Deputy CEO, LA Metro
Nicole England, Chief of Staff, LA Metro
Collette Langston, Board Clerk, LA Metro
Georgia Sheridan, Project Manager, LA Metro
Mark Dierking, Director Community Relations, LA Metro
Jacki Bacharach, Executive Director (South Bay Cities Council of Governments)
Cedric Hicks, Board Chair of South Bay Cities Council of Governments
Janice Hahn, L.A. County Supervisor 4th District
Holly Mitchell, L.A. County Supervisor 2nd District

Attachments:

- City of Torrance Support Letter 09-19-2018
- City of Torrance Support Letter 03-03-2021
- City of Torrance Support Letter 01-11-2022
- City of Torrance Support Letter 03-15-2023
- City of Torrance Official DEIR Comment Letter 03-27-2023
- Support Letter from Senator Ben Allen 05-18-2023
- Support Letters from Torrance Traffic and Planning Commissioners
- Support Letter from Torrance Auto Dealer Association
- Support Letter from Torrance Area Chamber of Commerce

[redacted]

PATRICK J. FUREY
MAYOR

CITY COUNCIL MEMBERS
GEORGE K. CHEN
TIM GOODRICH
MIKE GRIFFITHS
MILTON S. HERRING, I
AURELIO MATTUCCI
GEOFF RIZZO

September 19, 2018

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
Attn: Mr. Phillip A. Washington, CEO/General Manager

RE: Proposed Green Line Extension to Torrance

Dear Mr. Washington,

On behalf of the City of Torrance, I am writing to convey our official position on the four proposed alternatives for extending the Green Line to Torrance. After careful review and analysis of the four alternatives, the City of Torrance recommends the Metro Board proceed with a full project Environmental Impact Report (EIR) to study **Alternative 1.** This alternative is fully funded and provides the best opportunity for project acceleration and completion by 2028. Implementation of Alternative 1 will create opportunity for greater regional connectivity, economic growth and traffic mitigation for the South Bay and all of Los Angeles County.

If Alternative 1 is not selected, Torrance recommends **Alternative 3** as a secondary/compromise option. We are aware that Alternative 3 is not presently fully funded and will require additional capital investment in order to complete. However, this option maintains certain components of the infrastructure needed for potential growth and service enhancement in the region.

The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these four alternatives. As you know, there is presently limited light rail service into the South Bay region of Los Angeles County. Hence, this crucial enhancement of the transportation system is essentially our one great opportunity to build the infrastructure needed for the next several decades and generations of residents living and working in the South Bay. Therefore, in our assessment, **Alternative 1** is the best alternative to address all needs, present and future, for the South Bay.

If you have any questions, or if there is anything that we can do to continue our collaboration and advocacy to strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit at (310) 618-6245.

[redacted]

[redacted]

[redacted]

PATRICK J. FUREY
MAYOR

CITY COUNCIL MEMBERS
HEIDI ANN ASHCRAFT
GEORGE CHEN
TIM GOODRICH
MIKE GRIFFITHS
SHARON KALANI
AURELIO MATTUCCI

March 3, 2021

Dolores Roybal Saltarelli, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

RE: Metro C Line (Green) Extension to Torrance Project

Dear Ms. Roybal Saltarelli,

On behalf of the City of Torrance, I am writing to convey our official position on the two proposed alternatives for extending the Metro C Line to Torrance (Project), and to provide comments related to preparation of the Draft Environmental Impact Report (Draft EIR) for the Project.

The City of Torrance supports the intent of the Project to provide high frequency transit service through the South Bay that will serve the City of Torrance and other communities. The City of Torrance appreciates being notified of the Revised and Recirculated Notice of Preparation (NOP) and Comments and Scoping Meeting for the Project, and that an Environmental Impact Report will be prepared in compliance with the California Environmental Quality Act.

After careful review of the two alternatives, the City of Torrance continues to affirm its support of **Alternative 1**. This alternative utilizes an existing railroad right-of-way as the most cost-effective and efficient route to the future Torrance Regional Transit Center, which reduces the environmental footprint and is least impactful. It is also fully funded and provides the best opportunity for project acceleration and completion by 2028.

The City of Torrance strongly opposes the Alternative 2 alignment. Alternative 2 would cause significant negative impacts in Torrance, specifically to: aesthetics; air quality and greenhouse gas emissions; noise and vibration; public services; traffic and transportation; hazards and safety; and the local economy.

The City of Torrance recommends the Draft EIR consider for each Project alternative the following topics of environmental analysis:

[redacted]

Air Quality and Greenhouse Gas Emissions: Assess the potential air quality and greenhouse emissions impacts to residential zones and park recreation located east of the Metro right-of-way. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hazards and Safety: Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hydrology and Water Quality: Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way.

Noise and Vibration: Assess the potential noise and vibration impacts to residential and commercial zones and park recreation located along the Metro right-of-way. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 1 alignment are largely composed of duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment.

Public Services and Recreation: Assess the potential recreation impacts to park facilities at El Nido Park located adjacent to the Metro right-of-way. Include detailed maps showing the proposed alignment and any proposed removal of trees or impact to park facilities. Develop a mitigation plan to reduce these impacts for City review and comment.

Alternative 2: Hawthorne Boulevard

Aesthetics: Assess the potential aesthetic impacts to residential and commercial zones located along Hawthorne Boulevard. The equipment and power traction system to operate the light rail train has the potential of creating negative aesthetic impacts along Hawthorne Boulevard, especially to the residential zones located east and west of Hawthorne Boulevard. In addition, the poles and the overhead wiring system, along Hawthorne Boulevard will have an adverse impact to the aesthetic value of the commercial corridor. Several commercial properties and nearby residential properties could be significantly impacted where the alignment rejoins the Metro right-of-way near 190th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant impacts to nearby residential properties from light casting downward and excess glare. The elevated portion may also cause shadow impacts at sunrise and sunset to nearby residential properties. In addition, assess the potential impacts from loss of (removal or trimming) significant trees and vegetation along Hawthorne Boulevard.

Air Quality and Greenhouse Gas Emissions: Assess the potential air quality and greenhouse gas emissions impacts resulting from construction along Hawthorne Boulevard. This alternative would be highly visible and would take a significant amount of time to complete, and a thorough analysis and plan should be included to reduce construction air quality and excess greenhouse gas emissions impacts along the commercial corridor. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hazards and Safety: Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. Additionally, the frequent and recurrent blockage of traffic on Hawthorne Boulevard caused by the proposed train may increase vehicle congestion at the proposed crossings and could negatively impact response times for emergency vehicles.

Hydrology and Water Quality: Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way.

Noise and Vibration: Assess the potential noise and vibration impacts to residential and commercial zones located along Hawthorne Boulevard. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 2 alignment are largely composed of single-family homes, duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment.

Land Use and Planning: Assess the potential impacts to existing residential and commercial land uses along Hawthorne Boulevard. An at-grade rail line in the median as proposed from 166th Street to 182nd Street may cause a significant physical disconnection of the residential neighborhoods located east and west of Hawthorne Boulevard. Physical disconnection may also be further contributed by the existing high power transmission lines located between 177th Street and 178th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant physical disconnection of the El Nido neighborhood west of Hawthorne Boulevard from the rest of the City.

Transportation and Traffic: Assess the potential traffic impacts to Hawthorne Boulevard and to residential and commercial uses along the corridor. Hawthorne Boulevard is the busiest roadway in Torrance carrying in excess of 69,000 vehicles per day. Construction of the C Line at-grade would impact five signalized intersections and three unsignalized intersections along Hawthorne Boulevard from Redondo Beach Boulevard to 190th Street. An at-grade rail line in the median as proposed from 166th Street to 182nd Street would likely require either the elimination of left-turn lanes at several of these intersections or street widening that would push Hawthorne Boulevard traffic closer to adjacent residential and commercial uses. Restriction of turning movements onto or off of Hawthorne Boulevard may be required and would cause the diversion of traffic to other routes and cut-through traffic in residential neighborhoods. At-grade rail systems would require the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

Economic Impact: Assess the potential economic impacts to businesses located along the Hawthorne Boulevard commercial corridor that may occur with Alternative 2 both during construction due to reduced access or traffic detours, and after construction. Include an assessment of tax base for the City of Torrance during and after construction resulting from Alternative 2. Include the potential loss of existing commercial operations located on commercial and industrial properties and the impact to nearby residential properties where the alignment would rejoin the Metro right-of-way near 190th Street.

Finally, the environmental analysis for each Project alternative should assess the potential demand increase to the Torrance Regional Transit Center and need for additional parking resulting from introduction of the new mode of transit. The Draft EIR should include analysis for constructing a multilevel parking structure up to 1,500 vehicles at the Torrance Regional Transit Center to accommodate increased ridership along the C Line and connecting transit systems. The extension of the Line C to Torrance requires a 3% local match contribution, which is provided by the construction of the Torrance Regional Transit Center via South Bay Measure R Highway Program funds in the amount of $25.7 Million.

The City of Torrance has many mechanisms at its disposal to reach individual homeowners, business owners, homeowner associations, and business associations. It is strongly recommended that all stakeholders in the City be reached and engaged, particularly those that live near to where the Project alternatives are proposed.

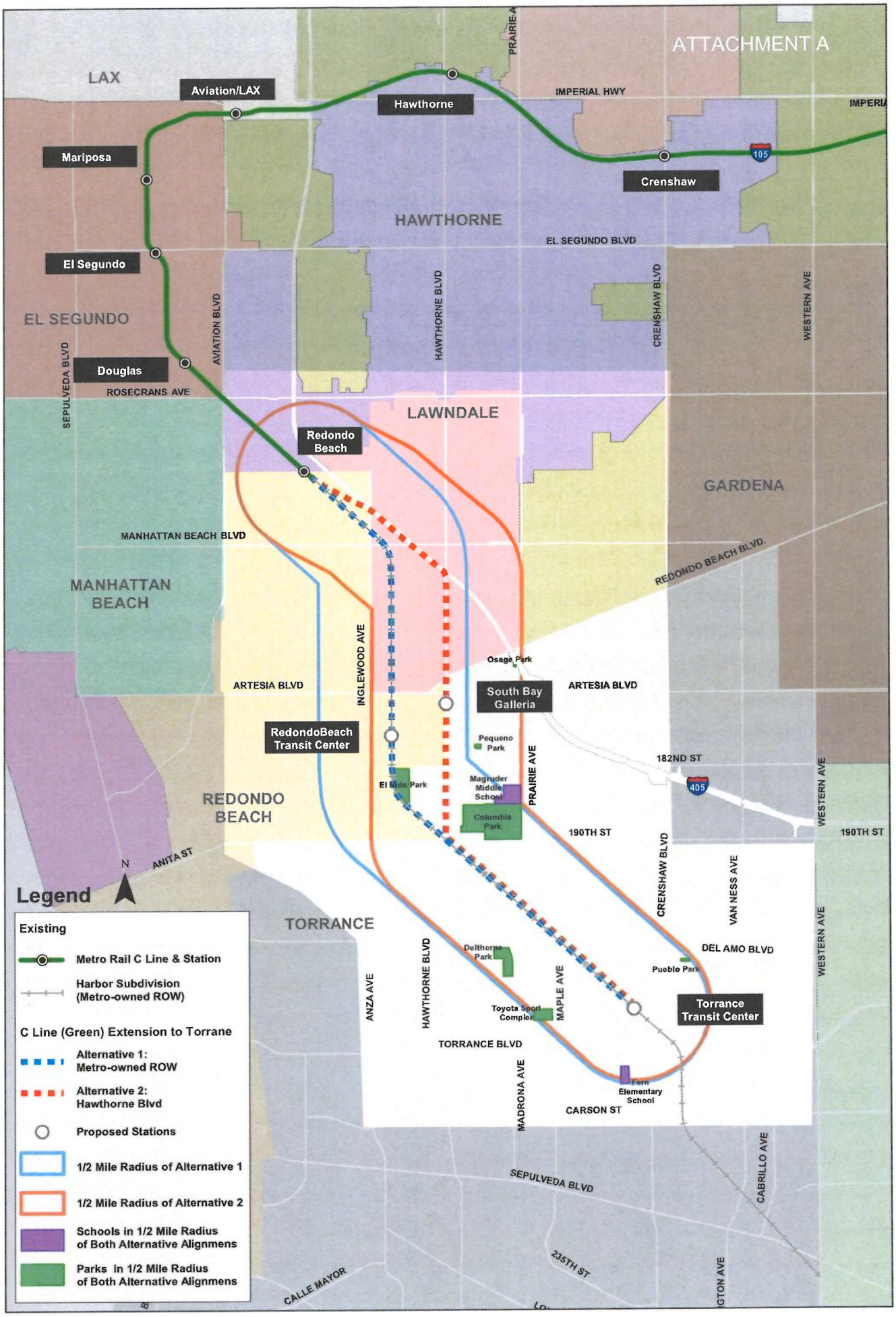
The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these two alternatives. There is presently limited light rail service into the South Bay region of Los Angeles County, and this crucial enhancement of the transportation system is a great opportunity to building the infrastructure needed for the next generation of residents living and working in the South Bay. Therefore, the City of Torrance continues to affirm its support of **Alternative 1** as the best alternative to address all needs, present and future, for the South Bay.

If there are any questions, of if there is anything the City of Torrance can do to continue our collaboration and advocacy to the strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit, at (310) 618-6245.

[redacted]

Attachment:

A. Torrance Vicinity Neighborhoods, Parks, and Schools Map



C Line (Formerly Green Line) Extension to Torrance Transit Project

[redacted]

GEORGE K. CHEN
MAYOR

CITY COUNCIL MEMBERS
MIKE GRIFFITHS
JONATHAN KAJI
SHARON KALANI
BRIDGETT LEWIS
AURELIO MATTUCCI
ASAM SHEIKH

November 1, 2022

Chairperson Ara J. Najarian and Members of the Metro Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Metro South Bay C-Line Extension to Torrance Regional Transit Center

Honorable Ara J. Najarian and the Esteemed Members of the Board:

On behalf of the City of Torrance, I am writing to convey our official position and continued support for the C-Line Extension to Torrance using the existing L.A. Metro Railroad Right-of-Way (ROW) Alternative. This alignment provides the best opportunity for project acceleration and completion by the 2028 Olympics hosted in Los Angeles. Implementation of the ROW alignment will create opportunity for greater regional connectivity, economic growth, and traffic mitigation for the South Bay and all of Los Angeles County. Project completion and operation to support the 2028 Olympics should be of utmost priority with respect to the project schedule.

As Metro conducts its Public Scoping Meetings and engages the public throughout the process for the Draft Environment Impact Report (EIR) for the C-Line Extension, city staff reviewed the proposed alternatives and attended the neighborhood walks and community meetings to better understand the impacts of the two alignments. The Right-of-Way Alignment, which allows the new rail line to continue safely along the existing right of way to the Mary K. Giordano Regional Transit Center, should be the locally preferred alternative. This alternative also creates the least impacts to residents and businesses within the City of Torrance.

Initially, our governing board considered proposing a 4th option in which the train would be fully underground (e.g. – a subway). However, after speaking with L.A. Metro staff at our Council Meeting on October 25, 2022, we confirmed this option was not cost effective and had not been selected by the Metro Board for moving forward into the Draft Environmental Impact Report back in 2018. Furthermore, Metro staff stated that the fully underground option would most likely not allow this project to be expedited for the completion before the 2028 Olympics.

Additionally, the City of Torrance is requesting that the Metro Board and LA Metro staff consider our concerns and the following suggestions as the project proceeds with its environmental impact assessment.

[redacted]

ROW Alignment is City of Torrance's preferred alternative as it has better chance of completion by the 2028 Summer Olympics in Los Angeles

The ROW alignment was initially fully funded under the Measure R and Measure M, which were a half-cent sales tax approved by the voters in 2008 and 2016. In addition, the ROW Alignment would create the least amount of impacts in terms of traffic congestion for residents of Torrance and displacement of our businesses as compared to the elevated Hawthorne Blvd. Alignment. With the 2028 Summer Olympics scheduled to take place in Los Angeles, having the project completed on time using the ROW means that Torrance and South Bay residents can take the new rail line to all of the sporting events. It will also alleviate major traffic congestion for cities along the 405 Freeway. According to Metro Staff, the projected ridership to and from Torrance for the C-Line Extension is higher than the projected ridership for other cities.

The ROW Alignment can potentially create more benefits to the surrounding communities than the Elevated Hawthorne Alignment

ROW Alignment would potentially provide improved mobility and minimize environmental impacts compared to the Hawthorne Blvd. alignment. Based on Metro staff's assessment of performance and project goals as part of the Supplemental Alternative Analysis submitted to the Metro Board on September 19, 2018, ROW alternative will perform better in the areas of Improved Mobility, Cost Effectiveness and Financial Feasibility, and Travel Time compared to the other alternatives.

Currently, the existing freight tracks do not have safety barriers surrounding them. Metro staff mentioned that the ROW alignment will include looking at adding barriers to prevent pedestrian/rail interactions/accidents.

Pasadena, Santa Monica, and some of the surrounding communities to the Metro L and E Lines have experienced increase in property values. In a 2013 study conducted by Center for Neighborhood Technology, commissioned by American Public Transportation Association, and in partnership with National Association of Realtors, researchers found that areas within frequent transit service outperformed others as a whole by 41.6 percent. Additionally, neighborhoods near transit had an effect on the resilience of property values, which benefited more from transit that was well connected and had a higher frequency of service. Households living in these areas had better access to jobs and lower average transportation costs than the region as a whole.

The Elevated Hawthorne Blvd. Alignment will cause major impacts to Torrance residents and businesses along this Corridor

The second alignment is to build an elevated railway along Hawthorne Boulevard. This will affect many businesses in the City of Torrance, including the Volvo Cars South Bay Dealership located on Hawthorne Blvd. and 190th Street. Other businesses and residents along Hawthorne Blvd. in Torrance will have to live with seeing an elevated train and columns adjacent to their homes. The Hawthorne alignment will have negative impacts to their current way of life as there is no existing rail line going through the area. Other concerns from the Torrance community include noise and

vibration, visual aesthetics and an increase in traffic on Hawthorne Boulevard. Moreover, Metro staff should also include costs and delays potentially caused by encroachment along the 405 Freeway and on Hawthorne Boulevard in their analysis. The Elevated Hawthorne Boulevard Alignment may also require travel lane and/or turn pocket modifications in the City of Torrance. Last but not least, Metro staff should consider the effects of the elevated train structure casting a shadow on business and homes within the affected corridors.

In contrast, the ROW alignment will utilize most of the existing right-of-way currently owned by L.A. Metro. Additionally, Metro is planning to study and provide sound barriers to alleviate not only the low noise from the new light rail, but also to help alleviate the noise from the existing freight rail for the surrounding communities. Furthermore, Metro staff mentioned at the April 2022 Neighborhood Walks that they will work with BNSF Railway to upgrade and replace some of the older existing freight tracks as part of the construction process. This will further reduce the noise level coming from the existing freight rail.

Again, we strongly support the Right-of-Way Alignment and oppose the Elevated Hawthorne Boulevard Alignment. If you have any questions or concerns, please contact our Transit Director, Kim Turner at (310) 618-6245 or KTurner@TorranceCA.Gov. Thank you for your consideration.

Cc: Metro Board
Torrance City Council
Georgia Sheridan, Metro
Mark Dierking, Metro

[redacted]

GEORGE K. CHEN
MAYOR

March 15, 2023

Honorable Chair Ara J. Najarian
Los Angeles County Metropolitan Transportation Authority
Board of Directors
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Dear Chair Najarian,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the three options, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments and is the most cost-effective route, leveraging existing transit investments in the Mary K. Giordano Regional Transit Center and the Redondo Beach Transit Center. Additionally, it does not encroach on I-405, avoids businesses, traffic and parking impacts on Hawthorne Blvd.

Los Angeles drivers are estimated to spend an average of approximately 95 hours in traffic, costing $1,600 per driver annually. The light rail extension to the South Bay will bring numerous benefits to our region, including an alternate mode of transportation for those traveling along the I-405 corridor, save passenger commute times and alleviate traffic on roadways. The extension will also provide vastly improved access to regional destinations, connections to the greater L.A. Metro regional rail system and reductions in air pollution and greenhouse gas emissions by about 2,369 metric tons of C02 annually.

Additionally, the C-Line extension is estimated to serve 65,000 jobs in the project area by 2042, with most riders traveling to and from Torrance in addition to surrounding cities, such as Redondo Beach, Gardena, Carson, and Long Beach. It is also projected to generate between 10,300 – 16,200 new daily transit trips and improves equity by serving 18% of the low-income and 47% of the minority populations in the project area.

[redacted]

The other route options for Light Rail on Metro's Rail Right-of-Way/Trench and Elevated Light Rail along Hawthorne Blvd. would require major construction in the area and result in further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Blvd., and creating accessibility and connectivity issues to the Redondo Beach Transit Center.

For too long the South Bay region has waited for this light rail investment. Please advance the only option that builds on a completed right-of-way capital investment, minimizes commuter disruption and realizes both environmental and ridership access the soonest: **The Right-of-Way with Elevated/At-Grade Option**. The Torrance City Council supports bringing light rail to the South Bay via the route planned years ago along with investments made to integrate the extension of the existing C-Line via the Metro Right-of-Way Elevated/At-Grade Option. This is the only option with the opportunity to complete by LA28 if given the focus, funding, and support of not only the county, but the entire nation. Thank you for your time and consideration.

[redacted]

March 27, 2023

Sent via E-Copy and USPS First Class Mail

Georgia Sheridan, Project Manager
Los Angeles County Metropolitan Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, CA 90012

Dear Ms. Sheridan:

RE: Metro C-Line (Green) Extension to Torrance (DEIR)

Thank you for including the City of Torrance in the notification list for the proposed C-Line Extension to Torrance Draft Environmental Impact Report (DEIR). The City of Torrance has reviewed the DEIR and has the following comments:

- **Page 2-20: Figure 2.3-13:** The North arrow is incorrectly oriented with respect to true north and the centerline of Crenshaw Blvd. Also, please verify orientations in Figure 2.3-14 on Page 2-21 if a change is made on Page 2-20.

- **Page 2-36: New South Bay Galleria Station Mid-Block Crossing:** Torrance STRONGLY opposes any new pedestrian crossing on Hawthorne Blvd related to the South Bay Galleria Station due to multiple concerns and the absence of a Traffic Study. The proposed mid-block crossing is located only 360 feet south of the existing traffic signal at the Hawthorne Blvd/Artesia Blvd intersection and an undisclosed close distance not provided in the DEIR north of the signalized Hawthorne Blvd/177th St intersection. This proposal should be analyzed further in a Traffic Study to identify potential negative impacts to traffic circulation; traffic delay; LOS impacts at the Hawthorne Blvd/Artesia Blvd intersection and the Hawthorne Blvd/177th St intersection; and safety and other impacts. The Hawthorne Blvd/Artesia Blvd intersection served an average daily traffic (ADT) of 61,000 vehicles in 2017. The ADT has likely increased to 64,000. An additional signal for a Mid-block crossing in close proximity to other signalized intersections will likely have overall negative impacts, even with the implementation of programmed signal coordination.

  Furthermore, the Traffic Study should also analyze the potential impacts to Torrance's adjacent residential streets (i.e. 175th Place, W. 176th Street, 177th Street) and privately-owned parking lots on the east side of Hawthorne Blvd, south of Artesia Blvd. It is very likely that a proposed signalized Mid-block crossing will introduce new vehicle traffic and also increase on-street parking demand on these residential streets and in the private parking lots for those wishing to enter the South Bay Galleria Station platform

[redacted]

from the east side of Hawthorne Blvd. This is because there is no proposed designated parking area in Torrance for the South Bay Galleria Station. Also, these residential streets and private parking lots are geographically convenient for non-Torrance residents that will use the South Bay Galleria Station versus the parking areas designated for the Redondo Beach Transit Center and/or other available parking areas on the west side of Hawthorne Blvd. The daily intrusion of non-residents, related to the C-Line usage, parking in a residential area would reduce on-street parking availability for Torrance residents; negatively impact quality of life for Torrance residents; and require the City of Torrance to mitigate the impacts imposed on its residents. The daily intrusion of non-residents into a private parking lot would reduce parking for business patrons and could have negative economic impacts to Torrance businesses.

An option to consider is to construct a pedestrian bridge over southbound Hawthorne Blvd with access only from the west side of Hawthorne Blvd to/from the South Bay Galleria Station platform. Access from the east side would be provided at the Hawthorne Blvd/Artesia Blvd intersection, a close walking distance of only 360 feet further for Torrance residents residing on residential streets on the east side of Hawthorne This option would: eliminate the need for a new traffic signal; reduce/eliminate parking impacts to adjacent residential streets and private parking lots in Torrance; and allow for a functional, designated parking area on the west side of Hawthorne Blvd.

- **Page 2-36: 177th Street:** The proposed elimination of one of the two northbound left-turn lanes should be analyzed further in a Traffic Study to determine potential negative impacts. No data is provided to indicate a decrease in the northbound left-turn movement volume and, therefore, this lane reduction would require an increase to the GREEN time for this protected left-turn movement in order to accommodate the same northbound left-turn volume in one left-turn lane versus two. Without the increase in GREEN time, left-turning vehicles will queue into the #1 northbound through lane, thereby blocking one through lane. This would result in vehicle delay; vehicle idling; driver frustration; and cause the potential for increased rear end and side swipe collisions. Conversely, the increase in left-turn GREEN time will increase delays for other intersection approaches. The Traffic Study should obtain the existing left-turn movement volume; calculate the projected left-turn movement volume; calculate the actual length needed for the longer single left-turn lane; analyze and design new traffic signal timing; calculate a post-project intersection LOS and the LOS at other affected intersections north and south of 177th St.

- **Page 2-36: 179th Street:** The proposed new traffic signal should be analyzed further in a Traffic Study to identify potential negative impacts to traffic circulation; traffic delay; LOS determination; and safety and other impacts, including diversion of traffic onto 179th Street due to the proposed new traffic signal. A signal warrant analysis should be included. Additionally, it is not specified if you are proposing to extend the northbound or southbound left-turn lane.

- **Page 2-36: 180th Street:** The proposed median gap closure should be analyzed further in a Traffic Study to identify potential negative impacts to traffic circulation, including diversion of traffic onto 179th Street due to the proposed median closure.

- **Page 2-39: South Bay Galleria Station:** Torrance STRONGLY opposes any new pedestrian crossing in Hawthorne Blvd related to the South Bay Galleria Station. Instead, consideration should be given to constructing a pedestrian bridge overcrossing. See previous comment for Page 2-36: New South Bay Galleria Station Mid-Block Crossing.

- **Page 2-40:** Figure 2.3-29 should be revised to indicate the proposed new crosswalks are signalized and also include distances to Artesia Blvd (signalized) and 177th St (signalized).

- **Pages 2-54 and 2-55:** Consider including a row at the bottom of each Table to list the total duration in months and total daily truck loads for the Proposed Project and each Option.

- **Page 2-55: Table 2.4-3 Hawthorne Option Construction Schedule:** For the "LRT Guideway Bridges" phase it lists a duration of 35 months for 278,700 CY of soil import/export. Please verify if the duration is accurate. This is only 10 months (40%) longer than the duration of the similar phase shown on Page 2-54 in Table 2.4-1 Proposed Project-Construction Schedule of 25 months for 66,500 CY of soil import/export. Yet, the volume of soil import/export is more than 4 times (400%) greater.

- **Page 2-58:** Consider adding a projected schedule for permitting with State agencies. It is expected that the permit process will be longer for the Hawthorne Blvd option, when compared to the Projected Project and/or Trench option.

- **Page 3-4 Table 3.0-1:** The Map #1 project in Torrance is significantly complete and status should be changed to "Construction".

- **Page 3.1-1: Federal Regulations: American with Disabilities Act:** Bicycling and Walking: Hawthorne option would create over half a mile walk through dense parking lots of the South Bay Galleria in order for people to connect between buses and train from new train station on Hawthorne to the new Redondo Beach Transit Center. This could potentially create more issues for those who have mobility challenge to be able to connect between buses and train.

- **Page 3.1-3: Senate Bill 743, Transportation Impacts:** Although SB 743 requires the use of Vehicle Miles Traveled to evaluate traffic impacts, local agencies can require that traffic circulation enhancements be constructed to improve traffic conditions that would otherwise be worsened by a proposed project.

[redacted]

- **Page 3.1-47: Bicycling and Walking:** Hawthorne option would create over half a mile walk through dense parking lots of the South Bay Galleria in order for people to connect between buses and train from new train station on Hawthorne to the new Redondo Beach Transit Center. This could potentially create more issues for those who have mobility challenges to be able to connect between buses and train.

- **Page 3.1-15: PF-T-1 CTMP:** It appears the CTMP will be developed and prepared by contractors during the construction phase. The CTMP review, revision and approval process by each local agency should be considered in either the permitting schedule, if added, or as part of early activity during construction. See previous comments for Pages 2-54, 2-55 and 2-58.

- **Page 3.1-21: Torrance TC Station (Proposed Project)** – This section should say (All Options) as they all will end at the Torrance TC Station.

- **Page 3.1-38: South Bay Galleria Station (Hawthorne Option):** The prior history of various collisions from 2014 through 2018 is a concern that further supports strong consideration be given to constructing a pedestrian bridge overcrossing instead of a new pedestrian crossing in Hawthorne Blvd. See previous comment for Page 2-39.

- **Pages 3.1-54 and 3.1-55: South Bay Galleria Station Mid-Block Crossing:** Torrance STRONGLY opposes any new pedestrian crossing in Hawthorne Blvd related to the South Bay Galleria Station. Instead, consideration should be given to constructing a pedestrian bridge overcrossing. See previous comment for Page 2-36: New South Bay Galleria Station Mid-Block Crossing.

- **Page 3.1-55: 179th Street:** The proposed new traffic signal should be analyzed further in a Traffic Study. See previous comment for Page 2-36 179th Street.

- **Page 3.1-56: South Bay Galleria Driveway:** See previous comment for Page 2-36: New South Bay Galleria Station Mid-Block Crossing.

- **Page 3.1-57: 177th Street:** See previous comment for Page 2-36: 177th Street.

- **Page 3.1-57: 179th Street:** See previous comment for Page 2-36: 179th Street.

- **Page 3.1-57: 180th Street:** See previous comment for Page 2-36: 180th Street.

- **Page 3.1-57: 186th Street:** The realignment of the northbound left turn lane should be designed to provide the maximum possible clearance/separation between the northbound left-turn lane and southbound #1 travel lane. Subsequently, it is recommended that double-double yellow pavement markings be used for lane separation instead of flexible vertical delineators due to the anticipated problematic maintenance needs of frequently having to replace missing or damaged delineators.

[redacted]

- **P3.2-5:** Zoning code was last updated on January 1, 2023 (ADU Code Updates).

- **P3.2-6:** Description of Hawthorne Boulevard Corridor Specific Plan (HBCSP) should also describe intent and purpose of HBCSP is to guide actions within the area so that businesses can continue to prosper and the City of Torrance can continue to enjoy a healthy retail tax base. Furthermore, the design concept envisioned for the North Torrance District is that of a northern gateway to the City and the City's most prominent commercial boulevard, providing an active, community oriented, commercial environment. The "Hawthorne" option requires additional analysis on potential significant impacts to Land Use and the adopted plan based on design guidelines and intent for the North Torrance Sub District.

- **3.2-13: Torrance TC Station:** The Mary K. Giordano Regional Transit Center (operated under Torrance Transit System) will have 250 surface parking spaces along with 1,000-space parking structure that is currently under the design phase. The parking structure project will have 4 levels, up to 1,000 stalls, and electric vehicle charging stations.

- **P3.2-21:** Zoning along Hawthorne Boulevard along City of Torrance is predominantly single-family residential along the east side of Hawthorne Boulevard between Redondo Beach Boulevard on the north and 180th Street to the south; Commercial uses, including vehicle dealerships, restaurants, auto related businesses, between 180th and 190th Streets, with a mobile home residential community along the west side of Hawthorne Boulevard between 186th Street and along the Proposed Project rail line; uses industrial uses near the terminus of the TC. Description of land uses should reflect path of extension to the south.

- **P3.2-23:** Assumptions of Hawthorne option construction should take into consideration years and not months due to oversight and review from additional agencies.

- **P3.2-26:** Include HBCSP in table 3.2-5 in addition to General Plan (GP) as it is a local land use policy.

- **P3.3-117:** Analyze shadows casting on adjacent properties on Hawthorne Boulevard Option and include proposed soundwalls.

- **P3.3-120:** 3.3-7.3 Hawthorne Option – Aesthetics of additional infrastructure should be considered as degradation of views and cumulative impacts should be taken into account.

- **P3.4-30:** Sensitive receptors section did not take into account Excelsior Preschool located at 19801 Mariner Avenue (Figure 3.4-4).

[redacted]

- **P3.7-28: Section 3.7-4.1.2 Operational Impacts:** Operational Impacts were determined to be "Less than Significant Impact with Mitigation" with respect to the Centromadia parryi ssp. Australis (Common name Southern Tarplant), a 1B.1 Status Plant, at the Torrance Tarplant Preserve parcel (LA County Assessor Parcel # 7352-002-914).

- Unfortunately, the proposed mitigation measures do not assess the impact of the reduced watershed following the 12'-5" to 12'-7" (Appendix-2A: RW-120 & RW-121) expansion of the right-of-way via easements into the subject 2-acre parcel that is cited in the DEIR. The viability of the stated 3 to 1 replacement ratio goal set by the City's planned implementation of the Torrance Tarplant Preserve (Mitigation Measure BIO-1; Adopted Mitigated Negative Declaration (EAS13-00002, SCH#2014121003) may be impacted by the reduced watershed.

- **Page 4-25: High-Frequency Bus Alternative:** This section should also mention that the proposed High-Frequency Bus (HFB) Alternative would create duplication of service for Torrance Line 8. The HFB Alternative would also require a transfer at the Redondo Beach (Marine) Station in order for riders to continue further. This increases travel time and delays and becomes less attractive options compared to light rail.

- **MM VIB -1:** Require noticing of surrounding businesses near Del Amo Bridge regarding pile driving activities at least 72hrs in advance, in coordination with the City of Torrance Public Works Department, due to Significant and Unavoidable Impact.

- **MM-NOI2:** Information on proposed soundwalls is vague. Additional detail is required on heights and potential impacts to surrounding uses due to shade.

- **MM-BIO2:** Please Include El Nido Park for nesting bird surveys.

- **P3.10-21: Fig3.10-2:** Amie Sump identified instead of Pioneer Sump.

- **P3.15-22: Figure 3.15-4**: Educational Facilities map is missing Excelsior Preschool located at 19801 Mariner Avenue.

- **P3.15:** Public Services - Ensure coordination with TPD/TFD on construction detours.

- **Pages 4-49 Table 4.5-1 Comparison of Alternatives:** Torrance supports the Proposed Project in the Metro R.O.W. and opposes the Trench Option and the Hawthorne Option. Table 4.5-1 clearly reveals that impacts resulting from the Trench Option and the Hawthorne Option DO NOT avoid and DO NOT substantially lessen the significant majority of the significant effects of the project, when compared to the Proposed Project impacts.

[redacted]

- **Appendix 2-A, Drawing RW-763:** depicts the Hawthorne Option right of way expansions for both additional right-of-way acquisition and permanent easement requirements. The Hawthorne option would result in full and partial takings for at least two parcels, parcels 4084-024-086 and 4084-024-4026 respectively. In addition, significant economic disruptions would result in two commercial operations immediately north that include two regional car dealer operations, parcels 4084-024-023 and 4084-024-063. The four parcels represent an annual sales, property and business license tax revenues for the City that exceed $1.04 million. In an ever increasing environment, where additional pressure is being placed on local agencies, the economic impact of the Hawthorne Option would lessen the City of Torrance's ability to provide and maintain existing levels of service.

As previously indicated in a letter dated March 3, 2021 to Dolores Roybal Saltarelli for the preparation of the DEIR, the City of Torrance continues to support the Proposed Project and strongly opposes the Trench and Hawthorne Alternatives due to additional time required, additional costs, and negative economic impacts to commercial businesses along Hawthorne Boulevard during construction and operation of the LRT. The Proposed Project would commence in spring 2027 and be completed in approximately 5 years, while the Trench Option would commence in spring 2027 and require 8 years to build and the Hawthorne Option would not commence until 2029 and take 6 years to build. Furthermore, the Trench Option is projected to cost approximately $900M more than the Proposed Project and the Hawthorne Option is projected to cost approximately $1 Billion more than the Proposed Project. While CEQA does not require consideration of cost differences between alternatives, it is important to note that neither Option is an alternative that avoids or substantially lessens the significant majority of project impacts. The $900M to $1 Billion should be re-directed to fund other eligible critical projects in the South Bay area, and/or be used to address potential environmental impacts related to other eligible projects in the South Bay area.

The City of Torrance appreciates the opportunity to comment and looks forward to the incorporation of these comments into the analysis when completed. We have enclosed a copy of letters from Torrance related to this matter. Should Metro need to contact the City of Torrance please do not hesitate to contact the Community Development Department at 310.618.5990.

Sincerely,

ATTACHMENTS: A. September 19, 2018 – Torrance letter to Metro
B. March 3, 2021 – Torrance letter to Metro regarding draft EIR
C. November 1, 2022 – Torrance letter to Metro Board
D. March 15, 2023 – Torrance letter to Honorable Chair Ara J. Najarian

[redacted]

PATRICK J. FUREY
MAYOR

CITY COUNCIL MEMBERS
GEORGE K. CHEN
TIM GOODRICH
MIKE GRIFFITHS
MILTON S. HERRING, I
AURELIO MATTUCCI
GEOFF RIZZO

September 19, 2018

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
Attn: Mr. Phillip A. Washington, CEO/General Manager

RE: Proposed Green Line Extension to Torrance

Dear Mr. Washington,

On behalf of the City of Torrance, I am writing to convey our official position on the four proposed alternatives for extending the Green Line to Torrance. After careful review and analysis of the four alternatives, the City of Torrance recommends the Metro Board proceed with a full project Environmental Impact Report (EIR) to study **Alternative 1.** This alternative is fully funded and provides the best opportunity for project acceleration and completion by 2028. Implementation of Alternative 1 will create opportunity for greater regional connectivity, economic growth and traffic mitigation for the South Bay and all of Los Angeles County.

If Alternative 1 is not selected, Torrance recommends **Alternative 3** as a secondary/compromise option. We are aware that Alternative 3 is not presently fully funded and will require additional capital investment in order to complete. However, this option maintains certain components of the infrastructure needed for potential growth and service enhancement in the region.

The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these four alternatives. As you know, there is presently limited light rail service into the South Bay region of Los Angeles County. Hence, this crucial enhancement of the transportation system is essentially our one great opportunity to build the infrastructure needed for the next several decades and generations of residents living and working in the South Bay. Therefore, in our assessment, **Alternative 1** is the best alternative to address all needs, present and future, for the South Bay.

If you have any questions, or if there is anything that we can do to continue our collaboration and advocacy to strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit at (310) 618-6245.

[redacted]

[redacted]

Attachment B

[redacted]

PATRICK J. FUREY
MAYOR

CITY COUNCIL MEMBERS
HEIDI ANN ASHCRAFT
GEORGE CHEN
TIM GOODRICH
MIKE GRIFFITHS
SHARON KALANI
AURELIO MATTUCCI

March 3, 2021

Dolores Roybal Saltarelli, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

RE: Metro C Line (Green) Extension to Torrance Project

Dear Ms. Roybal Saltarelli,

On behalf of the City of Torrance, I am writing to convey our official position on the two proposed alternatives for extending the Metro C Line to Torrance (Project), and to provide comments related to preparation of the Draft Environmental Impact Report (Draft EIR) for the Project.

The City of Torrance supports the intent of the Project to provide high frequency transit service through the South Bay that will serve the City of Torrance and other communities. The City of Torrance appreciates being notified of the Revised and Recirculated Notice of Preparation (NOP) and Comments and Scoping Meeting for the Project, and that an Environmental Impact Report will be prepared in compliance with the California Environmental Quality Act.

After careful review of the two alternatives, the City of Torrance continues to affirm its support of **Alternative 1**. This alternative utilizes an existing railroad right-of-way as the most cost-effective and efficient route to the future Torrance Regional Transit Center, which reduces the environmental footprint and is least impactful. It is also fully funded and provides the best opportunity for project acceleration and completion by 2028.

The City of Torrance strongly opposes the Alternative 2 alignment. Alternative 2 would cause significant negative impacts in Torrance, specifically to: aesthetics; air quality and greenhouse gas emissions; noise and vibration; public services; traffic and transportation; hazards and safety; and the local economy.

The City of Torrance recommends the Draft EIR consider for each Project alternative the following topics of environmental analysis:

[redacted]

Air Quality and Greenhouse Gas Emissions: Assess the potential air quality and greenhouse emissions impacts to residential zones and park recreation located east of the Metro right-of-way. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hazards and Safety: Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hydrology and Water Quality: Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way.

Noise and Vibration: Assess the potential noise and vibration impacts to residential and commercial zones and park recreation located along the Metro right-of-way. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 1 alignment are largely composed of duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment.

Public Services and Recreation: Assess the potential recreation impacts to park facilities at El Nido Park located adjacent to the Metro right-of-way. Include detailed maps showing the proposed alignment and any proposed removal of trees or impact to park facilities. Develop a mitigation plan to reduce these impacts for City review and comment.

Alternative 2: Hawthorne Boulevard

Aesthetics: Assess the potential aesthetic impacts to residential and commercial zones located along Hawthorne Boulevard. The equipment and power traction system to operate the light rail train has the potential of creating negative aesthetic impacts along Hawthorne Boulevard, especially to the residential zones located east and west of Hawthorne Boulevard. In addition, the poles and the overhead wiring system, along Hawthorne Boulevard will have an adverse impact to the aesthetic value of the commercial corridor. Several commercial properties and nearby residential properties could be significantly impacted where the alignment rejoins the Metro right-of-way near 190th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant impacts to nearby residential properties from light casting downward and excess glare. The elevated portion may also cause shadow impacts at sunrise and sunset to nearby residential properties. In addition, assess the potential impacts from loss of (removal or trimming) significant trees and vegetation along Hawthorne Boulevard.

Air Quality and Greenhouse Gas Emissions: Assess the potential air quality and greenhouse gas emissions impacts resulting from construction along Hawthorne Boulevard. This alternative would be highly visible and would take a significant amount of time to complete, and a thorough analysis and plan should be included to reduce construction air quality and excess greenhouse gas emissions impacts along the commercial corridor. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hazards and Safety: Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. Additionally, the frequent and recurrent blockage of traffic on Hawthorne Boulevard caused by the proposed train may increase vehicle congestion at the proposed crossings and could negatively impact response times for emergency vehicles.

Hydrology and Water Quality: Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way.

Noise and Vibration: Assess the potential noise and vibration impacts to residential and commercial zones located along Hawthorne Boulevard. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 2 alignment are largely composed of single-family homes, duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment.

Land Use and Planning: Assess the potential impacts to existing residential and commercial land uses along Hawthorne Boulevard. An at-grade rail line in the median as proposed from 166th Street to 182nd Street may cause a significant physical disconnection of the residential neighborhoods located east and west of Hawthorne Boulevard. Physical disconnection may also be further contributed by the existing high power transmission lines located between 177th Street and 178th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant physical disconnection of the El Nido neighborhood west of Hawthorne Boulevard from the rest of the City.

Transportation and Traffic: Assess the potential traffic impacts to Hawthorne Boulevard and to residential and commercial uses along the corridor. Hawthorne Boulevard is the busiest roadway in Torrance carrying in excess of 69,000 vehicles per day. Construction of the C Line at-grade would impact five signalized intersections and three unsignalized intersections along Hawthorne Boulevard from Redondo Beach Boulevard to 190th Street. An at-grade rail line in the median as proposed from 166th Street to 182nd Street would likely require either the elimination of left-turn lanes at several of these intersections or street widening that would push Hawthorne Boulevard traffic closer to adjacent residential and commercial uses. Restriction of turning movements onto or off of Hawthorne Boulevard may be required and would cause the diversion of traffic to other routes and cut-through traffic in residential neighborhoods. At-grade rail systems would require the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

Economic Impact: Assess the potential economic impacts to businesses located along the Hawthorne Boulevard commercial corridor that may occur with Alternative 2 both during construction due to reduced access or traffic detours, and after construction. Include an assessment of tax base for the City of Torrance during and after construction resulting from Alternative 2. Include the potential loss of existing commercial operations located on commercial and industrial properties and the impact to nearby residential properties where the alignment would rejoin the Metro right-of-way near 190th Street.

Finally, the environmental analysis for each Project alternative should assess the potential demand increase to the Torrance Regional Transit Center and need for additional parking resulting from introduction of the new mode of transit. The Draft EIR should include analysis for constructing a multilevel parking structure up to 1,500 vehicles at the Torrance Regional Transit Center to accommodate increased ridership along the C Line and connecting transit systems. The extension of the Line C to Torrance requires a 3% local match contribution, which is provided by the construction of the Torrance Regional Transit Center via South Bay Measure R Highway Program funds in the amount of $25.7 Million.

The City of Torrance has many mechanisms at its disposal to reach individual homeowners, business owners, homeowner associations, and business associations. It is strongly recommended that all stakeholders in the City be reached and engaged, particularly those that live near to where the Project alternatives are proposed.

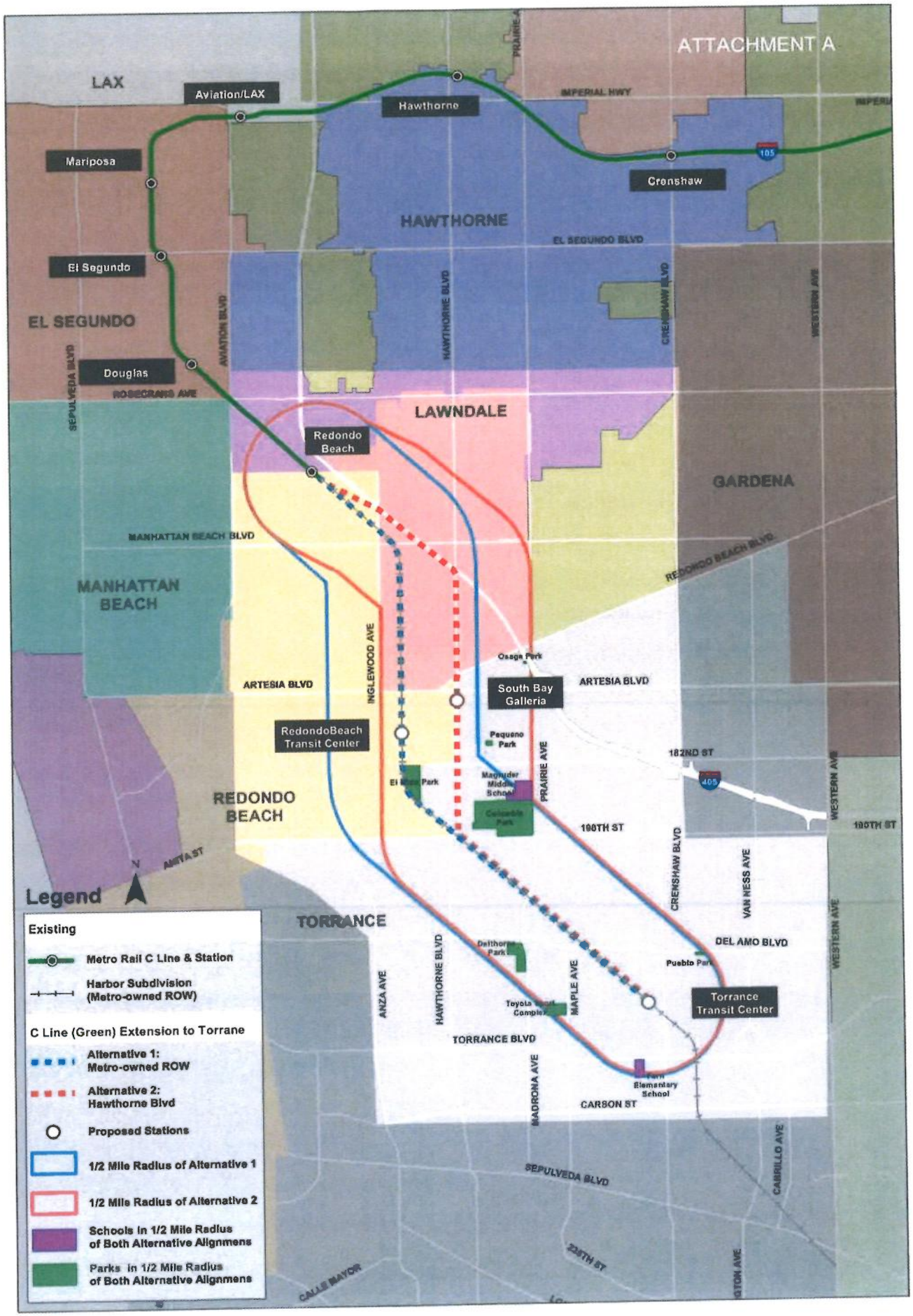
The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these two alternatives. There is presently limited light rail service into the South Bay region of Los Angeles County, and this crucial enhancement of the transportation system is a great opportunity to building the infrastructure needed for the next generation of residents living and working in the South Bay. Therefore, the City of Torrance continues to affirm its support of **Alternative 1** as the best alternative to address all needs, present and future, for the South Bay.

If there are any questions, of if there is anything the City of Torrance can do to continue our collaboration and advocacy to the strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit, at (310) 618-6245.

[redacted]

Attachment:

A. Torrance Vicinity Neighborhoods, Parks, and Schools Map



C Line (Formerly Green Line) Extension to Torrance Transit Project

Attachment C

[redacted]

GEORGE K. CHEN
MAYOR

CITY COUNCIL MEMBERS
MIKE GRIFFITHS
JONATHAN KAJI
SHARON KALANI
BRIDGETT LEWIS
AURELIO MATTUCCI
ASAM SHEIKH

November 1, 2022

Chairperson Ara J. Najarian and Members of the Metro Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Metro South Bay C-Line Extension to Torrance Regional Transit Center

Honorable Ara J. Najarian and the Esteemed Members of the Board:

On behalf of the City of Torrance, I am writing to convey our official position and continued support for the C-Line Extension to Torrance using the existing L.A. Metro Railroad Right-of-Way (ROW) Alternative. This alignment provides the best opportunity for project acceleration and completion by the 2028 Olympics hosted in Los Angeles. Implementation of the ROW alignment will create opportunity for greater regional connectivity, economic growth, and traffic mitigation for the South Bay and all of Los Angeles County. Project completion and operation to support the 2028 Olympics should be of utmost priority with respect to the project schedule.

As Metro conducts its Public Scoping Meetings and engages the public throughout the process for the Draft Environment Impact Report (EIR) for the C-Line Extension, city staff reviewed the proposed alternatives and attended the neighborhood walks and community meetings to better understand the impacts of the two alignments. The Right-of-Way Alignment, which allows the new rail line to continue safely along the existing right of way to the Mary K. Giordano Regional Transit Center, should be the locally preferred alternative. This alternative also creates the least impacts to residents and businesses within the City of Torrance.

Initially, our governing board considered proposing a 4th option in which the train would be fully underground (e.g. – a subway). However, after speaking with L.A. Metro staff at our Council Meeting on October 25, 2022, we confirmed this option was not cost effective and had not been selected by the Metro Board for moving forward into the Draft Environmental Impact Report back in 2018. Furthermore, Metro staff stated that the fully underground option would most likely not allow this project to be expedited for the completion before the 2028 Olympics.

Additionally, the City of Torrance is requesting that the Metro Board and LA Metro staff consider our concerns and the following suggestions as the project proceeds with its environmental impact assessment.

[redacted]

ROW Alignment is City of Torrance's preferred alternative as it has better chance of completion by the 2028 Summer Olympics in Los Angeles

The ROW alignment was initially fully funded under the Measure R and Measure M, which were a half-cent sales tax approved by the voters in 2008 and 2016. In addition, the ROW Alignment would create the least amount of impacts in terms of traffic congestion for residents of Torrance and displacement of our businesses as compared to the elevated Hawthorne Blvd. Alignment. With the 2028 Summer Olympics scheduled to take place in Los Angeles, having the project completed on time using the ROW means that Torrance and South Bay residents can take the new rail line to all of the sporting events. It will also alleviate major traffic congestion for cities along the 405 Freeway. According to Metro Staff, the projected ridership to and from Torrance for the C-Line Extension is higher than the projected ridership for other cities.

The ROW Alignment can potentially create more benefits to the surrounding communities than the Elevated Hawthorne Alignment

ROW Alignment would potentially provide improved mobility and minimize environmental impacts compared to the Hawthorne Blvd. alignment. Based on Metro staff's assessment of performance and project goals as part of the Supplemental Alternative Analysis submitted to the Metro Board on September 19, 2018, ROW alternative will perform better in the areas of Improved Mobility, Cost Effectiveness and Financial Feasibility, and Travel Time compared to the other alternatives.

Currently, the existing freight tracks do not have safety barriers surrounding them. Metro staff mentioned that the ROW alignment will include looking at adding barriers to prevent pedestrian/rail interactions/accidents.

Pasadena, Santa Monica, and some of the surrounding communities to the Metro L and E Lines have experienced increase in property values. In a 2013 study conducted by Center for Neighborhood Technology, commissioned by American Public Transportation Association, and in partnership with National Association of Realtors, researchers found that areas within frequent transit service outperformed others as a whole by 41.6 percent. Additionally, neighborhoods near transit had an effect on the resilience of property values, which benefited more from transit that was well connected and had a higher frequency of service. Households living in these areas had better access to jobs and lower average transportation costs than the region as a whole.

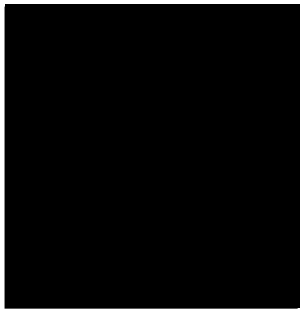
The Elevated Hawthorne Blvd. Alignment will cause major impacts to Torrance residents and businesses along this Corridor

The second alignment is to build an elevated railway along Hawthorne Boulevard. This will affect many businesses in the City of Torrance, including the Volvo Cars South Bay Dealership located on Hawthorne Blvd. and 190th Street. Other businesses and residents along Hawthorne Blvd. in Torrance will have to live with seeing an elevated train and columns adjacent to their homes. The Hawthorne alignment will have negative impacts to their current way of life as there is no existing rail line going through the area. Other concerns from the Torrance community include noise and

vibration, visual aesthetics and an increase in traffic on Hawthorne Boulevard. Moreover, Metro staff should also include costs and delays potentially caused by encroachment along the 405 Freeway and on Hawthorne Boulevard in their analysis. The Elevated Hawthorne Boulevard Alignment may also require travel lane and/or turn pocket modifications in the City of Torrance. Last but not least, Metro staff should consider the effects of the elevated train structure casting a shadow on business and homes within the affected corridors.

In contrast, the ROW alignment will utilize most of the existing right-of-way currently owned by L.A. Metro. Additionally, Metro is planning to study and provide sound barriers to alleviate not only the low noise from the new light rail, but also to help alleviate the noise from the existing freight rail for the surrounding communities. Furthermore, Metro staff mentioned at the April 2022 Neighborhood Walks that they will work with BNSF Railway to upgrade and replace some of the older existing freight tracks as part of the construction process. This will further reduce the noise level coming from the existing freight rail.

Again, we strongly support the Right-of-Way Alignment and oppose the Elevated Hawthorne Boulevard Alignment. If you have any questions or concerns, please contact our Transit Director, Kim Turner at (310) 618-6245 or KTurner@TorranceCA.Gov. Thank you for your consideration.



Cc: Metro Board
Torrance City Council
Georgia Sheridan, Metro
Mark Dierking, Metro

Attachment D

GEORGE K. CHEN
MAYOR

March 15, 2023

Honorable Chair Ara J. Najarian
Los Angeles County Metropolitan Transportation Authority
Board of Directors
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Dear Chair Najarian,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the three options, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments and is the most cost-effective route, leveraging existing transit investments in the Mary K. Giordano Regional Transit Center and the Redondo Beach Transit Center. Additionally, it does not encroach on I-405, avoids businesses, traffic and parking impacts on Hawthorne Blvd.

Los Angeles drivers are estimated to spend an average of approximately 95 hours in traffic, costing $1,600 per driver annually. The light rail extension to the South Bay will bring numerous benefits to our region, including an alternate mode of transportation for those traveling along the I-405 corridor, save passenger commute times and alleviate traffic on roadways. The extension will also provide vastly improved access to regional destinations, connections to the greater L.A. Metro regional rail system and reductions in air pollution and greenhouse gas emissions by about 2,369 metric tons of C02 annually.

Additionally, the C-Line extension is estimated to serve 65,000 jobs in the project area by 2042, with most riders traveling to and from Torrance in addition to surrounding cities, such as Redondo Beach, Gardena, Carson, and Long Beach. It is also projected to generate between 10,300 – 16,200 new daily transit trips and improves equity by serving 18% of the low-income and 47% of the minority populations in the project area.

The other route options for Light Rail on Metro's Rail Right-of-Way/Trench and Elevated Light Rail along Hawthorne Blvd. would require major construction in the area and result in further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Blvd., and creating accessibility and connectivity issues to the Redondo Beach Transit Center.

For too long the South Bay region has waited for this light rail investment. Please advance the only option that builds on a completed right-of-way capital investment, minimizes commuter disruption and realizes both environmental and ridership access the soonest: **The Right-of-Way with Elevated/At-Grade Option**. The Torrance City Council supports bringing light rail to the South Bay via the route planned years ago along with investments made to integrate the extension of the existing C-Line via the Metro Right-of-Way Elevated/At-Grade Option. This is the only option with the opportunity to complete by LA28 if given the focus, funding, and support of not only the county, but the entire nation. Thank you for your time and consideration.

[redacted]

CAPITOL OFFICE
1021 O STREET, SUITE 6610
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DISTRICT OFFICE
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SENATOR.ALLEN@SENATE.CA.GOV

[redacted]

COMMITTEES
ENVIRONMENTAL QUALITY, CHAIR
ELECTIONS & CONSTITUTIONAL AMENDMENTS
JUDICIARY
NATURAL RESOURCES & WATER
TRANSPORTATION
JOINT COMMITTEE ON THE ARTS, VICE-CHAIR
ENVIRONMENTAL CAUCUS, CO-CHAIR

May 18, 2023

Honorable Ara J. Najarian
Chair, Board of Directors
Los Angeles County Metropolitan Transportation Agency
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Dear Chair Najarian,

I write in support of the Right-of-Way Elevated/At-Grade Alignment option for extending the C Line (Green Line) as LA Metro prepares to expand light rail in the South Bay.

For people traveling along the I-405 corridor, this C Line extension will provide a much-needed alternate mode of transportation that will reduce commute times and alleviate roadway traffic. The project will improve access to regional destinations, provide connections to the greater LA Metro regional rail system, and reduce air pollution – all while expanding equity by serving low-income and minority populations in the C Line extension project area.

By leveraging existing investments in the Mary K. Giordano Regional Transit Center in Torrance and the Redondo Beach Transit Center, the Right-of-Way Elevated/At-Grade Alignment is the most cost-effective option. The other two route options (Light Rail on Metro's Rail Right-of-Way/Trench and Elevated Light Rail Along Hawthorne Boulevard) would be significantly more expensive while causing negative impacts to local businesses and hindering accessibility to the Redondo Beach Transit Center.

Thank you for your serious consideration of the many important fiscal, environmental, economic, and community factors that go into extending the Metro C Line. If you have any questions, please do not hesitate to contact me at (310) 318-6994 or senator.allen@senate.ca.gov.

[redacted]

[redacted]

March 23, 2023

Georgia Sheridan
Senior Director, Mobility Corridors
1 Gateway Plaza, Mail Stop 99-22-2
Los Angeles, CA 90012

SUBJECT: Letter of Support for C-Line Extension to Torrance

Dear Ms. Sheridan,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the two potential alignments, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments. Additionally, it does not encroach on I-405 Freeway, avoids business, traffic and parking impacts on Hawthorne Blvd. and is the most cost-effective option.

Los Angeles drivers are estimated to spend an average of approximately 95 hours in traffic, costing $1,601 per driver annually. This Project will provide an alternate mode of transportation for those traveling along the I-405 corridor, which will help save passenger commute times and alleviate traffic on roadways. The extension will also provide more equitable access to regional destinations by improving connections to the greater L.A. Metro regional rail system and reduce air pollution and greenhouse gas emissions by about 2,369 metric tons of C02 annually, making transit a more viable transportation choice. Additionally, the C-Line Extension is estimated to serve 65,000 jobs by 2042, generate between 10,300 – 16,200 new daily transit trips and improve equity by serving 18% of the low-income and 47% of the minority populations in the project area.

The other route options would require major construction in the area and will result further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, most notably major traffic burden at multiple intersections within the City of Torrance. LA Metro has identified six intersections within Torrance which would experience worse traffic conditions than current flow, which will undoubtedly force cars onto less trafficked, more residential streets.

For too long the South Bay region has waited for light rail investment. Please advance the only option that builds on completed right-of-way investment, minimizes commuter disruption

[redacted]

and realizes both environmental and ridership access the soonest: The Right-of-Way with Elevated/At-Grade Option.

Thank you for your time and consideration.

[redacted]

CITY OF
TORRANCE

PUBLIC WORKS DEPARTMENT

Craig Bilezerian
Public Works Director

March 23, 2023

Georgia Sheridan
Senior Director, Mobility Corridors
1 Gateway Plaza, Mail Stop 99-22-2
Los Angeles, CA 90012

SUBJECT: Letter of Support for C-Line Extension to Torrance

Dear Ms. Sheridan,

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Los Angeles drivers are estimated to spend an average of approximately 95 hours in traffic, costing $1,601 per driver annually. This Project will provide an alternate mode of transportation for those traveling along the I-405 corridor, which will help save passenger commute times and alleviate traffic on roadways. The extension will also provide more equitable access to regional destinations by improving connections to the greater L.A. Metro regional rail system and reduce air pollution and greenhouse gas emissions by about 2,369 metric tons of C02 annually, making transit a more viable transportation choice. Additionally, the C-Line Extension is estimated to serve 65,000 jobs by 2042, generate between 10,300 – 16,200 new daily transit trips and improve equity by serving 18% of the low-income and 47% of the minority populations in the project area.

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For too long the South Bay region has waited for light rail investment. Please advance the only option that builds on completed right-of-way investment, minimizes commuter disruption

20500 Madrona Avenue • Torrance, California 90503 • Telephone 310/781-6900 • Fax 310/781-6902
Visit Torrance's home page: http://www.TorranceCA.gov

and realizes both environmental and ridership access the soonest: The Right-of-Way with Elevated/At-Grade Option.

Thank you for your time and consideration.

Best Regards,

DAN THOMAS
City of Torrance Traffic Commission, Vice-Chair

[redacted]

June 2, 2023

Ara Najarian, Chair of L.A. Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority

Office of the CEO,
One Gateway Plaza,
Los Angeles, CA 90012

Dear Chair Najarian,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the three options, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments and is the most cost-effective route, leveraging existing transit investments in the Mary K. Giordano Regional Transit Center and the Redondo Beach Transit Center. Additionally, it does not encroach on I-405, avoids businesses, traffic and parking impacts on Hawthorne Blvd.

The other route options Light Rail on Metro's Rail Right-of-Way/Trench and Elevated Light Rail along Hawthorne Blvd. would require major construction in the area and result in further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Blvd., and creating accessibility and connectivity issues to the Redondo Beach Transit Center.

The Torrance Auto Dealers Association along with over 800 Torrance residents have provided comments to support the **Right-of-Way with Elevated/At-Grade Option.**

We urge you to join other local and regional leaders, residents and businesses in support of bringing light rail to the South Bay via the route planned years ago along with investments made to integrate the extension of the existing C-Line via the Metro Right-of-Way Elevated/At-Grade Option. This is the only route with the opportunity to complete by LA28 if given the focus, funding, and support of not only the county, but the entire nation. Thank you for your time and consideration.

[redacted]

Cc: L.A. Metro Board of Directors; Stephanie Wiggins, C.E.O.; Sharon Gookin, Deputy C.E.O.; Nicole England, Chief of Staff and Collette Langston, Board Clerk

[redacted]

September 14, 2023

City Manager Aram Chaparyan
City of Torrance
3031 Torrance Blvd.
Torrance, CA 90503

Subject: Support for the Green Line Extension to Torrance Project

Dear City Manager Aram Chaparyan,

Connection is something every human on this planet strives for. A deep bond that is formed between people and communities to make them feel seen and valued, giving a sense of belonging. The extension of the Metro C-Line will connect Individuals, families, communities, and businesses. There are many benefits to this extension besides connecting communities and businesses. It will build thriving communities, create jobs, ease traffic congestion, and promote a cleaner environment.

The Metro C line (Green) Extension project according to the August 14, 2023, C line extension to Torrance Project update by Los Angeles County Metropolitan Transportation Authority would reduce 49,000 vehicle miles traveled (VMT) per day resulting in a reduction of about 2,370 metric tons of carbon dioxide equivalent per year in 2042. With reduction of VMT and carbon emissions the C Line will provide a reliable and convenient alternative to driving, alleviating traffic congestion, and save travel time for people accessing businesses, schools, and jobs in the surrounding communities. This is something that has been an issue for Torrance since the mid 1950's. These reductions will help our community reach our Climate change goals. Not only will the C line better out community emissions and air quality, but it will also support the community and surrounding cities with opportunities.

The construction of the C line will provide jobs and opportunities for surrounding business providing economic growth. The project is expected to support 65,000 jobs by 2042 according to Torrance transit Planning Manager David March. The extension allows for businesses to grow with more foot traffic and easier access to big and small businesses in Torrance and surrounding cities and connecting the South Bay in ways that are constrained by today's congestion on local roads.

In a recent poll by a market research firm on the C Line (Green) 670 residents were randomly selected to receive phone calls across Torrance, Redondo Beach, and Lawndale. The survey revealed that 60% of residents are familiar with the project and 67% are supportive of the extension of the C Line (Green) and 8% of the residents surveyed in all three cities opposed the project. The community wants growth. The community wants jobs. The community wants better.

The Metro C Line (Green) extension project has many benefits to the economic growth of the south bay. It will create jobs, ease traffic congestion, allow businesses to thrive and promote a better and cleaner environment. The Torrance Area Chamber of Commerce supports the C Line and the growth of our community.

Thank you for your consideration.

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

Georgia Sheridan, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, CA 90012

March 27, 2023

Dear Ms. Sheridan:

On March 10, 2023, the South Bay Cities Service Council received an update on the C Line Extension to Torrance project during their regular meeting. The Service Council then voted to formally express support for the C Line Extension to Torrance Project, with a preference for the Metro ROW Elevated At-Grade alignment as we found it to be the most efficient, economical option that could most quickly bring benefits to South Bay transit connectivity. Councilmembers felt it important to forward this motion on behalf of our many transit-dependent constituents who may not have the time or opportunity to comment themselves. Councilmembers Ernie Crespo and Glenda Silva abstained from voting on the item, citing their respective positions as representatives of GTrans and Los Angeles World Airports, and the need to consult with their agencies before supporting the motion. Councilmembers Dora "Gaby" Segovia (LA Walks) and Roye Love (Carson, retired) also abstained from the vote.

Questions raised by the South Bay Service Council during the discussion of the project that we would like to see addressed in the draft EIR include:

- How access will be provided from both sides of the Torrance Transit Center Station platform
- Connectivity of the alignments to surrounding transit options
- Availability of drop-off access (kiss and ride) at the stations, as they would likely be used for people traveling to the airport

Overall, the South Bay Cities Service Council urges the Metro Board to authorize moving this project forward as quickly as possible and if possible, to expedite its completion to expand the transit options available for the 2028 Olympics. The South Bay Service Council recognizes that neighboring communities have their individual concerns regarding this project; we encourage Metro to continue its extensive community outreach efforts and to work through those concerns with the local municipalities and community groups. We look forward to the provision of expanded transit access for our region's constituents through the eventual completion of this project.

[redacted]

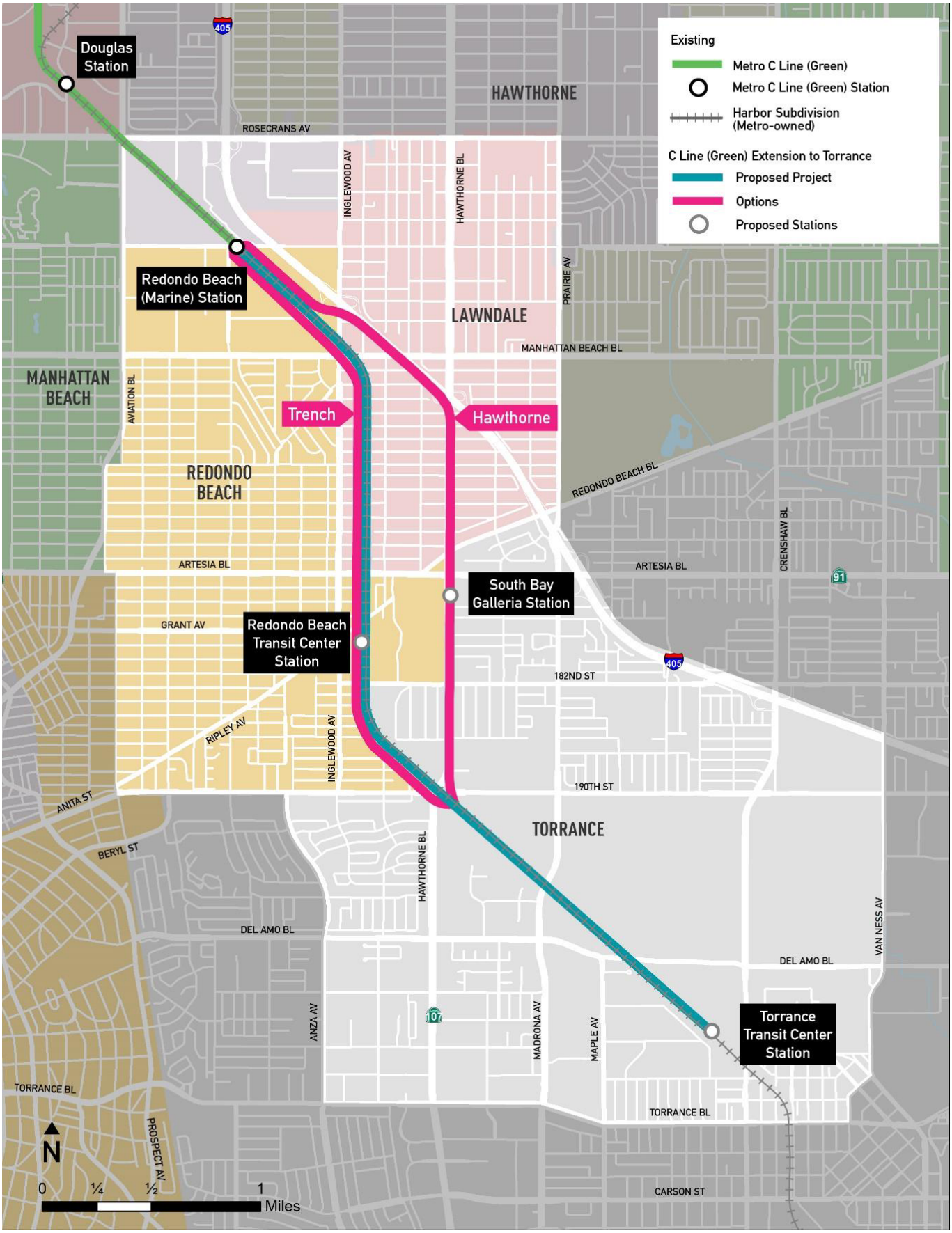
Metro C Line Extension to Torrance: Review of Options

Summary

LA Metro wants to put in an extension from the City of Redondo Beach to the City of Torrance through the City of Lawndale. This extension has been incentivized by the Olympics coming to LA in 2028 as part of Twenty-Eight by '28. There are multiple alternatives. The focus of this write up is on two of the most likely alternatives: **Hybrid** Trench/At-Grade down metro Right-Of-Way (ROW) and elevated along the 405 to **Hawthorne** Blvd.

The selection of route will likely be on the agenda for May 23rd at the Metro Board of Directors meeting.

Images used are primarily from the Draft EIR from metro.



Overview MAP

Supporters

Elevated Hawthorne Supporters:

- City of Redondo Beach
  - Response to DEIR
- City of Hawthorne
- City of Lawndale
  - Response to DEIR
- Tina McKinnor Assemblymember, District 61

Hybrid ROW - At-Grade and Trench Supporters:

- City of Torrance

Missing Stakeholders

Los Angeles County Parks & Recreation recommended putting in a park along the tracks near 170th and Manhattan Beach Blvd to aleiviate Lawndale's status as a park poor city. The Hybrid alignment would prevent a park being placed in this location. Parks & Recreation already have estimated costs to complete this project and this was the primary available option to lift Lawndale out of poor park status. The State of California Department of Parks & Recreation was requested feedback for the Draft EIR. There is no evidence the Los Angeles Parks & Recreation have been notified of the Draft EIR.

The individuals who own property that may be affected with claimed encroachment or not deserve a voice in the discussion. This is for every alignment and every project. In talking with members of the community, I found multiple business owners and residents that had no idea this would be happening when they would be directly impacted. They deserve to know and to have an in-person meeting with Metro on the extent they will be affected. Real Estate report maps have to be accurate. Unclear lines that go through homes causes anxiety and mental anguish. Homes and small businesses represent years of work and years of people's lives to build up something they hold so dearly. They deserve compassion and transparency. They deserve assistance through this process. The difference between "bulldozing" through a community and doing right by a community starts at the very inception of the project. Instead, anyone who will be impacted that speaks up gets called NIMBY and harrassed. The LA metro reddit is evidence of this. Streets For All colors those who speak out as a "few wealthy suburbanites in Torrance, Lawndale, and Redondo Beach". The people who will lose anything to metro deserve to be made whole. Instead they are harrassed. Metro has to lead by example and do better.

Analysis of Alternatives

1. Ridership

Key takeways: Hawthorne Alternative has 35% higher Ridership and 16% more New Riders.

Per the Ridership report, "[n]ew Riders is an important metric for the Federal Transit Administration and are used to compare alternatives. A transit alternative that attracts more new riders will do more to reduce highway and local street congestion and will improve the mobility of both the new and existing transit riders, as well as that of the people traveling by private vehicles along highways" Non-CEQA Reports and Information/CLGET Ridership Summary Report

Comparison	Hybrid Alternative (ROW)	Hawthorne Option

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
Annual Project Trips	~3.68M	~4.96M
Annual New Riders	~1.49M	~1.74M
Cost/Project Trips	$607	$595
Cost/New Riders	$1,497	$1,695

Metro Board Report 4/17/23: Attachment A

Claim: Cost/New Riders should not be used as a metric to choose Hybrid over Hawthorne. The Cost/New Riders is comparing new riders in a projected ridership year of 2042 versus the cost of the entire project. New riders would increase the riders yearly. Since the projected new riders per year are higher for Hawthorne, the cost for new riders will decrease faster for Hawthorne alignment verses Hybrid alignment. Since this project will impact the Southbay for the next 100-150 years, it makes more sense in the longer run to select a higher ridership instead of shorter term lower costs per new rider.

2. Auto Reduction (VMT)

Key takeaway: VMT is essentially the same for both.

The VMT for Hawthorne is 0.6% lower than the Hybrid alternative. This is extremely close making the comparison based on VMT functionally equal based on the assumption that model used has a confidence interval of at least +/- 1%.

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
Annual VMT Reduction	~19.51M	~19.39M
Cost/VMT Reduction	$115	$153
Ridership Report Author Comparison	*Very Similar*	*Very Similar*

Metro Board Report 4/17/23: Attachment A

In the Non-CEQA Reports and Information/CLGET Ridership Summary Report by metro, The CBM18A model was used to determine ridership and VMT savings for year 2042. This model was adjusted to be in line with the transit corrider in the study. The Home-Based Work Trips from the base model to the corrider required changing the multiplier to 0.82 to be in line with more recent trip data. The modeled trips was validated against data from the Metro’s 2011 On-Board Survey. The author of the report concluded this adjustment made the model "reasonably close" to the data. The report does not give confidence intervals or expected error for the model.

Due to the lack of statistical figures, the authors "reasonably close" justification, and the model year being 2042, the direct comparison of the expected values needs to take into account the statistical significancce. For this, it is best to trust the experts. In the conclusion of the study, the author compares the Hawthorne and RoW alignments and adds the qualifier of "very similar" to describe their difference in VMT savings. These alignments were also so similar in regards to VMT that depending on operating scheme chosen, Hawthorne

had higher savings for C-1 and Hybrid had higher savings for C-2. This further context was added to the summary table.

Claim: VMT should be treated as the same for both. Higher cost for VMT is comparing a projected year to the higher cost of the project as a whole. Once again the metric is for a year and not the project over 100-150 years and in the long run the VMT savings cost will decrease at a faster rate for Hawthorne versus the Hybrid alternative.

Suggestion: Metro could improve their reports by including all relevant statistical figures as is the norm in other reports of similar type.

3. Travel Time Savings

Key takaway: Hawthorne alignment has a significantly higher time savings over all.

The table comparison given to metro left out the weekday User benefit in hours. You can see below why it would be beneficial to leave that value out.

The table provided by metro did not include units. This is not a good practice in engineering and is misleading. This creates a deceptively large gap for the annual travel time savings/trip because it was comparing a year to minutes. The translation to hours was included to enable a better comparison.

Question: Why were units left out of the table? **Question**: Why was Annual Travel Savings not included in the table?

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
Annual Time Savings	1.25M hrs. (154 yrs.)	1.63M hrs. (186 yrs.)
Annual Travel Time Savings per Project Trip	6,996 min. (116.6 hrs.)	6,265 (104 hrs.)
Weekday Travel Time Savings per Project Trip	22 min.	19.7 min.

The weekend values were 55.6% of weekday. This value was selected by analyzing weekday values and annual values provided by metro then working backwards to deduce the percentage metro used. Metro Board Report 4/17/23: Attachment A

4. Approvals & Key Agreements

Key takeaways: The Hybrid alignments is missing NEPA and Caltrans permits/clearance. Hawthorne and Hybrid options both require FRA oversight.

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
California Environmental Clearance (CEQA)	Required	Required
Federal Environmental Clearance (NEPA)	Not assumed as this stage*	Needed for federal funding eligibility

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
Caltrans Encroachment Permit Approval	~~N/A~~ Required, *Moderate*	Required, *Significant*
BNSF Agreement (Shared Rail Corridor)	Required	Required
Federal Railroad Administration Waiver	Required, *Significant*	Required, *Moderate*

Metro Board Report 4/17/23: Attachment A

The City of Lawndale reported to the Metro Board of Directors that, since federal funds were used to develop the C/Green Line project (Ref. 1), NEPA approval is required for all options. With NEPA compliance, federal funding is available. It is fiscally responsible and more fair to southbay taxpayers to get NEPA clearance because federal funding could cover unforeseen costs and local contributions.

Question: Why is NEPA approvals being avoided at this time?

All options cross Caltrans right-of-way State Road 107, a.k.a. Hawthorne Blvd, hence all options require Caltrans encroachment permits. This was stated in Caltrans' letter to Metro in their review of the Green Line DEIR: "The Proposed Project and the Trench Option will both require coordination, approvals, and permits for any segments that cross Caltrans ROW." The Hybrid alignment cross State Road 107, a.k.a. Hawthorne Blvd, hence all options will require encroachment permits. (Ref. 2) Also, the DEIR in section 2.6 also identifies that the Hybrid alignment requires Caltrans permitting. "Permit approvals for encroachment on Caltrans ROW (I-405 and Hawthorne Boulevard for Hawthorne Option, Artesia Boulevard and Hawthorne Boulevard bridges for Proposed Project and Trench Option)." The Hybrid option also crosses Hawthorne and Artesia Blvd.

Question: Given that Caltrans and Metro DEIR both identify the need for CalTrans permits, why did the report to the board state this as N/A?

FRA requires clearance for shared corridor < 30 feet between centerline. Hawthorne alignment has a significantly less impact due to reduced shared corridor and reduced shared grade. The hybrid option has shared corridor and shared grade in multiple areas along the ROW.

Question: Why was shared ROW and FRA safety waivers not discussed in the DEIR or other documents?

This may require safety mitigations not included in the DEIR. San Diego LRT required temporal separation. If similar mitigations are selected, with daytime restrictions to BNSF and need for temporal separations, there will be a significantly longer times the passenger rail cannot run and reduction in VMT, ridership, etc. FRA could impose temporal separation due to freight containing hazmat.

Question: If the FRA imposes temporal separation, will there be BNSF frieght operating along the ROW in the hours metro is not running in the middle of the night?

Suggestion: Metro could greatly improve their processes by addressing shared corridor concerns from the beginning based on risks identified by researchers for the USDOT.

5. Constructability

Key takeaways: Hawthorne alignment will be under construction for 15 fewer months. Once permits are added to timeline, the Hybrid option is expected to be completed AFTER the Hawthorne alignment. If permits

are not added to the timeline, Hybrid is completed only 9 months sooner. Moving pipelines for the Hybrid alignment creates risk of an oil spill that would forever impact the aquafor.

5.1 Utility Construction Complexity

The Hybrid alignemnt wiht the trenching under streets requires the relocation of high pressure fuel lines including crude oil and jet fuel. There are many risks associated with relocation a pipeline including permanent damage to the local aquafor. It is disingenious to downplay the impacts of moving these pipelines. Additional discussion is included in this report as its own section.

The Hawthorne requires altering storm main and transmission lines primarily risks temporary loss of utility and are reversible.

5.2 Construction Disruption

Construction does temporarily impact traffic and parking in the city of Lawndale. Other cities have highway entrances that will not be impacted. The City of Lawndale wants the Hawthorne alignment. Lawndale is okay with this happening seen via backing the Hawthorne option.

The Hybrid alignment is largely in a residential area and will impact residents all day and potentially all night.

"A. 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 the FTA, in the local general plan or noise ordinance, or applicable standards of other agencies?"

Hybrid after mitigation: Significant and Unavoidable Hawthorne after mitigation: Significant and Unavoidable.

DEIR: Table ES-2. Summary of Impacts Evaluation

Claim: Impacts to residents due construction should be taken into account at a higher level for Hybrid due to disruption of sleep and recreational activities. Also, Hybrid option would have construction impacts for 15 months more the Hawthorne option.

5.3 Permit Timeline

The permit timeline for Caltrans PA&ED for the Hawthorne Option is slated to take two years. As discussed previously, this permitting is required for both but was left out of the Hybrid timeline along with NEPA clearance. There is also the potential for lawsuits from the City of Redondo Beach, the City of Lawndale, and the residents that own property that is potentially encroaching on the ROW. Enchroiachment negotiations are more complex than outright purchasing because of the property line dispute. Therefore, considering spite houses and not spite businesses exist and needed additional permits and clearances, one year was added to the Hybrid Alignment timeline.

Question: What is the impact to the Hybrid timeline if Caltrans PA&ED and NEPA clearance are required?

Risk: Project being stopped due to lack of needed space in ROW for 5+ pipelines, 1 freight track, & 2 LRT lines.

5.4 Construction Timeline and Duration

The original timeline presented by metro had Hybrid being complete only nine months before the Hawthorne alignment. If the permits left out of the Hybrid timeline are added back in, Hybrid will finish four months after the Hawthorne alignment. In terms of such a large construction project, four or nine months is miniscule and can easily change in either direction for either option.

Claim: Due to the completion dates being relatively close together 4-9 months. This should not be a deciding factor in selecting an alginment.

The duration of construction is 15 months longer for the Hybrid alignment. This would be over a year longer that the local cities would be impacted by construction.

Claim: The actual duration of construction should be taken into account when selecting alignment due to the actual impacts residents will be subjected to.

Comparison	**Hybrid Alternative (ROW)**	**Hawthorne Option**
Construction Staging	Metro ROW	I-405 & Hawthorne Bl
Utility Relocation Complexity	Underground petroleum lines	Underground storm main & overhead high voltage transmission lines
Excavation	Moderate	Moderate
Construction Disruption to Traffic & Parking	Minor	Significant
Construction Disruption to Residential Homes	Significant	Minor
Permit Timeline	July '24 - July '25	July '24 - July '26
Construction ~~Duration~~ Timeline	*Jan. '28- Dec. '35*	Jan. '29- Sept. '35
Construction Duration	96 Months	86 Months (15 fewer)

Metro Board Report 4/17/23

6. Cost & Funding

Key takeaways: Hybrid option will cost locals more. Doing the right thing often does cost more. No option for LRT is currently fully funded.

Hybrid alternative includes cost analysis for start dates of 2028 and 2029 using the board approved inflation of 3%. These are denoted in the tables with $/$. The 2029 start date is assumed due to the Approvals & Key Requirements discussion above.

Comparison	**Hybrid Alternative (ROW)**	**Hawthorne Option**
Construction Cost	$2.23B / $2.297B	$2.96B
Funding Needs	~~Local/State*~~ Local/State & Federal	Local/State & Federal

Metro Board Report 4/17/23: Attachment A

The table in Attachment A in the board report that is being broken down in this analysis uses cost as a metric four separate times meaning any project with a lower cost has four times as many metrics skewed in its favor. The table below includes adjusted start date induced cost increase calculations.

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
Construction Cost	$2.23B / $2.297B	$2.96B
Cost/Project Trips	$607 / $624	$595
Cost/New Riders	$1,497 / $1,541	$1,695
Cost/VMT Reduction	$115 / $118	$153

The measure M calculation is wrong. A 3% inflation increase for two year later start is $878.96 and not $878.3. This is denoted in the table with $/$.

Question: Did metro make a mistake calculating measure M contributions in the board report for the Hawthorne Option?

Funding Strategy	Hybrid Alternative (ROW)	Hawthorne Option
Secured Sources		
Local Sources	Funding Estimate (YOE $M)	
* Measure R	$272.0	$272.0
* Measure M (sales tax)	$828.5 / 853.36	$878.3 / $878.96
* 3% Local Match Requirement	$66.9 / $68.9	$88.9
State Sources		
* TIRCP Grant	$231.3	$231.3
* SB1 - Local Partnership Program	$9.0	$9.0
Not Yet Secured		
Other Local Funding	$675.6 / $712.44	$633.5 / 629.8
Other State Funding	$150.0	$150.0
Other Federal Funding	$0.0	$700.0

*The Measure M year of expenditure (YOE) inflation estimate assumes a 3% annual escalation to the year of funding availability. The actual funding amount for Measure M will depend on future sales tax receipts, the Board-approved inflation index used to escalate the sales tax, and when Measure M is expended. The estimated escalation amount is higher for the Hawthorne Option as the construction start date is further out.
**The current cost estimate is based on a 15% design. Final estimate to be prepared at 30% design based on LPA.

Metro Board Report 4/17/23

Measure M is from sales tax based on the year construction begins. Measure M collects that amount from taxes each year if the money is going to metro or not. This is estimated tax revenue on purchases residents will already make. The money can go to a different project that year if metro is not using it. Since the values are adjusted by inflation, the other projects using it will have the same buying power each year no matter the year it gets funding. Therefore, it is not included in analyzing the additional local burden due to the chosen alignment.

Local funding including 3% match and unsecured local funds are the values that will impact locals the most.

Funding Strategy	**Hybrid Alternative (ROW)**	**Hawthorne Option**
Local Sources	Funding Estimate (YOE $M)	
3% Local Match Requirement	$66.9 / $68.9	$88.9
Other Local Funding	$675.6 / $712.4	$629.6
Total Local	$ 742.5 / $781.3	$722.4

Metro Board Report 4/17/23

Locals will pay ~$24M more if the Hybrid Alignment starts in 2027 and ~$63M more if it starts in 2028 compared to the Hawthorne project starting in 2029.

Question: Why are locals required to take on a higher tax burden with the Hybrid alignment? **Question**: Why is Metro assuming no federal funding when there are unsecured funds?

In the Board report 2023-0590 agenda item #27. “Metro is pleased to work with a broad and diverse array of stakeholders to ensure that we can work cooperatively with the Biden Administration to ensure that the Federal Government provides robust support for the surface transportation projects necessary for a successful 2028 Olympic and Paralympic Games.” Metro has support of the US President to secure funds and increased cost justification due to safety and environmental concerns will likely go a long way in pursuit of additional funds.

Question: Why is federal funding not being pursued via Biden Administration considering this project is a part of Twenty-Eight by '28?

Risk: Hybrid alighnment Cost could increase due to permitting with CalTrans and legal fees due to potential residential encroachment. More complex than Hawthorne due to property line dispute. Spite houses and not spite businesses exist for a reason.

7. Real Estate Needs

Key takeaways: Hybrid option requires the destruction of at least 4 homes up to 18 residential stuctures including destruction of garages, driveways, garden sheds, gardens, and trees as well as loss of usage of garage parking and <5 to 10 ft between back door and metro new development structures. Hawthorne affects the aerial easment of one residential structure.

According to the *Non-CEQA Reports and Information/CLGET Real Estate Acquisition Report* by LA Metro, the ROW / hybrid alignments impacts 14 to 18 residential structures including homes. These were left out of the summary and labeled as "Potential Encroachment" on the RoW. If the property does enchroach or not, the

structures built on those areas will be impacted. It is rather convienent that any residential area that is in the way is labeled as encroachment.

The count by metro was done by parcels and not actual number of businesses and hoems impacted. ADUs and Condos share a parcel and some businesses span multiple parcels. Below reflects the number of actual businesses and actual residential homes impacted.

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
Residential Impacts	Very Significant (~18)	Minor (~1)
Commercial Impacts	Moderate (~5)	Significant (~12)

Based on Metro Board Report 4/17/23: Attachment A

Acquisitions for Both

Name/Type	Address	Percentage	Intended Use	Real Impact
Havana Mania Restuarant	3615 Inglewood Ave, RB	1,755/28,844	Permanent - Grade crossing	Sidewalk shifted closer to building
Strip Mall	2701 Manhattan Beach Blvd, RB	1,265/16,105	Permanent - Grade crossing	Sidewalk shifted closer to building
Chevron Gas Station	15606 Inglewood Ave, Lawndale	60/18,702	Permanent - Grade crossing	Sidewalk shifted closer to building

BAsed on Non-CEQA Reports and Information/CLGET Real Estate Report

Hybrid Acquisitions

Name/Type	Address / AIN	Year Built	Percentage	Intended Use	Real Impact
DCS Testing & Equipment	4637 W 159th St, Lawndale		5,683/5,683	Permanent - TPSS	Removed
Target	1601 Kingsdale Ave, RB		1,550/239,632	Permanent - Station	Corner of parking lot
Single Family*	4627 173rd St.		TBD/TBD	Permanent	Cut to <10 ft of garage and home
Single Family*	4624 172nd St.		TBD/TBD	Permanent	Cut to <10 ft of garage and home
Condo Unit - 4 bd*	4629 172nd St.		TBD/TBD	Permanent	Cut to <10 ft of garage and home
Condo Unit - 4 bd*	4627 172nd St.		TBD/TBD	Permanent	Cut to <10 ft of garage and home

Name/Type	Address / AIN	Year Built	Percentage	Intended Use	Real Impact
Condo Unit - 4 bd*	4625 172nd St.		TBD/TBD	Permanent	Cut to <10 ft of garage and home
Single Family*	4626 171st St.		TBD/TBD	Permanent	Cut to <15 ft of garage and home
Multi-family - House 1*	4629 171st St.		TBD/TBD	Permanent	Intersects Structure
Multi-family - House 2*	4631 171st St.		TBD/TBD	Permanent	Intersects Structure
Multi-family - House 1*	4624 170th St.		TBD/TBD	Permanent	Loss of yard
Multi-family - House 2*	4626 170th St.		TBD/TBD	Permanent	Intersects Structure
Multi-family - House 1*	4625 170th St.		TBD/TBD	Permanent	Cut to 15 ft of garage and home, loss of trees, loss of sheds
Multi-family - House 2*	4627 170th St.		TBD/TBD	Permanent	Cut to 15 ft of garage and home, loss of trees, loss of sheds
Single Family*	4625 169th St.		TBD/TBD	Permanent	Loss of yard
Single Family*	4627 169th St.		TBD/TBD	Permanent	Intersects Structure
Single Family*	4629 160th St.		TBD /TBD	Permanent	Overlaps most of structure
Single Family*	4631 160th St. / 4080-003-019	1957	TBD /TBD	Permanent	Overlaps most of structure
Multi-family - Primary*	4630 159th St. / 4080-003-014	1964	TBD /TBD	Permanent	Overlaps most of structure
Multi-family - ADU*	4630 159th St. / 4080-003-014	1864	TBD /TBD	Permanent	Overlaps most of structure

*LA Metro did not include these homes in the Real Estate Acquisitions report table, but they are on the maps marked as potential encroachment or within the marked boundary on the ROW.

Based on Non-CEQA Reports and Information/CLGET Real Estate Report 4080-003-014 Metro 4080-003-901 created 6/30/1993.

Question: Why was Target marked as both in the Real Estate report? **Question**: If metro truely does not want to bulldoze through neighborhoods, why is every residential structure in the way being labeled as encroachment?

Hawthorne Acquisitions

Name/Type	Address	Percentage	Intended Use	Real Impact
Chevron Gas Station	3705 Inglewood Ave, RB	41,605/41,605	Permanent - Light Rail Structure	Removed
Auto Repair Shop	15548 Inglewood Ave, RB	5,427/5,427	Permanent - Light Rail Structure	Removed
EMI Signs/Accurate Cleaning	4737 156th St, Lawndale	500/3,890	Permanent - Light Rail Structure	Partial parking lot
Manhattan Auto Body Shop	4562, 4558, 4551 Manhattan Beach Blvd, Lawndale	14,592/14,592	Permanent - Light Rail Structure and TPSS	Removed
Single Family	4450 160th St, Lawndale	369/12,506	Permanent - Aerial easement for light rail structure	Minor aerial only
Nail Salon/UPS/Smoke Shop	16129 Hawthorne Blvd	4,590/22,305	Permanent - Aerial easement for light rail structure	Minor aerial only
Walgreens	2323 Hawthorne Blvd, RB	TBD/2,400	Permanent - TPSS	Unused space of fenced in mulch
Jerome's Furniture	18850 Hawthorne Blvd, Torrance	12,155/158,106	Permanent - Aerial easement for light rail structure	Significant Aesthetics Impact
Volvo Dealership	18900 Hawthorne Blvd, Torrance	TBD/82,591	Permanent - Light rail structure	TBD/Significant Aesthetics impact/Partial Parking Loss

Based on Non-CEQA Reports and Information/CLGET Real Estate Report

8. Station Connections & TOD

DEIR Section 3.4-4.1.2 "Operation of the Hawthorne Option would expand the high quality transit infrastructure network and provide enhanced accessibility to commercial districts along the corridor for commuters."

In the Ridership report Conclusion "The difference is likely due to the South Bay Galleria Station having better connectivity to activity centers than the Redondo Beach TC Station, leading to slightly more new riders and

greater travel time savings for the Hawthorne Option"

"

Direct Rail access to bus centers.

TODO They decided where to put the Redondo beach station AFTER the two routes were known and decided to put it aligning with RoW anyway. TODO New location is literally on other side of the mall and in path of the buses. Add images

New neighborhood paths to stations.

Transportation report section 4.2 "Under the Hawthorne Option, the bus re-routing assumptions are the same for the Torrance TC, and generally similar and simpler for the proposed South Bay Galleria Station. Because most bus routes currently serve the South Bay Galleria itself with a stop at or near the intersection of Artesia Boulevard, no detours are required. It is assumed most routes would also serve the Redondo Beach TC itself as a key turn-around and layover for the many routes that terminate in the area."

TODO Hybrid: New "formal" path to station. But less paths to local buses. Is not making a new actual path. Condon isn't heavily traveled. This can also exist without the RoW alignment.

These values could have been equivalent thus I am making them equivalent. Nothing in the Hawthorne option prevents the path from existing and the bus center location was chosen and built too soon.

Hawthorne: Rail will have access to buses that currently circle the Galleria. The metric chosen by metro was direct vs indirect access to the bus centers and not access to the buses themselves. Also note that the Bus Center was built AFTER the Hawthorne alignment was known to be a proposed alignment.

Hawthorne: Path possible along RoW in collaboration with LACDPR per their report suggesting RoW be used as a park. (Ref. 3) Lose shortcuts to school and bus.

Comparison	**Hybrid Alternative (ROW)**	**Hawthorne Option**
~~Direct~~ Rail Access to Bus Centers	Yes	~~No~~ Yes
Rail Access to South Bay Galleria	Yes	Yes
TOD Opportunities in Station Areas	Medium	High
New neighborhood paths to stations	Yes	No

Metro Board Report 4/17/23: Attachment A

9. Safety Enhancements

Lawndale high school and middle schools are north of the 405. Many students walk down the majority of the RoW in Lawndale from the 405 to past 170th street to get home. This is currently the safer route compared to Inglewood avenue due to infrequent trains and high speeds on Inglewood. Students and parents also cross the ROW at 164th, 165th, and 166th through gaps in the fences. There are concerns these paths will still be used with people crossing the metro lines where it transfers from elevated to trenched. Fences would not be sufficient considering the current desire paths are cuts in the fences. These crossing are visible today by walking down the RoW.

The hybrid option includes safety enhancements for pedestrians on road crossings at 159th, 169th, 161st, and 162nd. The enhancement consists of pedestrian crossing arms. Considering this is a popular path for unsupervised middle and high schoolers take from home along the train tracks and not over the tracks, this mitigation is not sufficient to change the current state of safety along the tracks.

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
Light Rail (LRT) Grade Separations	Fully separated LRT	Fully separated LRT
Safety Improvements to Eight Freight X-ings	Yes	~~No~~ N/A
Emergency Responder Access & Circulation	No changes	No changes

Metro Board Report 4/17/23: Attachment A

10. Light Rail & Freight Noise Mitigation

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
Mitigates Long-term Light Rail Noise Impacts	Yes	Yes
Quiet Zone Ready Corridor	Yes	~~No~~ Not needed

Metro Board Report 4/17/23: Attachment A

Hawthorne alignment does not impact the status quo of the train horn. It makes us safer by knowing it is coming. I am hard of hearing and others with similar disabilities live along the ROW. Crossing bells and the sound of the train on the tracks is not sufficient.

11. Permanent Changes to Street & Parking

Hawthorne: Mitigation efforts possible. Need more info to determine Harvey-Ball high or medium/high. Parking mitigation efforts can reduce impact of parking spot loss.

Hathorne: The DEIR Transportation Detail Report analysis suggests that traffic delays would worsen on Hawthorne Blvd, but says "… the proposed configuration is capable of handling the diverted traffic, although additional work would be required to fine-tune the traffic signal timing within the signal timing progression on Hawthorne Boulevard." These mitigation efforts are encouraging but qualitative, making comparison of project option performance unclear.

Hawthorne: Parking had "Insufficient Mitigation Measures" per Lawndale DEIR response letter to Metro. Director Holly Mitchell's community walk in December, 2023, stopped on the west side of Hawthorne Blvd at a lot that has not been occupied for over 30 years. Mitigation is possible. There are 310 public parking spaces available in the area (see Lawndale response to DEIR)). Metro did not evaluate public parking utilization, which is less than half during weekday business hours. Privately-owned parking which supports businesses is good. Less than Significant impact without mitigation, and no impact with mitigation. This issue should be scored the same for all options.

Comparison	Hybrid Alternative (ROW)	Hawthorne Option

Comparison	Hybrid Alternative (ROW)	Hawthorne Option
Changes to street	None	Changes to median, left turn lanes, signals
Permanent Parking Loss	None	~20 spaces (Lawndale)

Metro Board Report 4/17/23: Attachment A

12. Land Use and Planning

This category was addressed in the Draft EIR but was left out of the Summary.

Question from DEIR: Would the Project physically divide an established community?

Yes Hybrid will. The EIR concentrated on formal paths and ignored desire paths (a.k.a. shortcuts) and how the RoW is actually used. Families that walk to William Green Elementary school commonly use a path at 164th. Many others also use this path to access the bus stop at 164th and Firmona. There are additional paths at 165th and 166th that residents regularly use. These paths would no longer be accessible except for 162nd to 170th.

13. Noise

This category was addressed in the Draft EIR but was left out of the Summary.

Question from DEIR: 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 the FTA, in the local general plan or noise ordinance, or applicable standards of other agencies?

| Noise | Construction | SUI | SUI | | | Operation | **SUI/LTSM^1** | LTS |

The operational noise is marked at LTSM with a footnote on the mitigation. This is half-baked at best and unachievable at worst. This is evidence that the Hybrid option is the least mature design and has many unknowns.

14. Hazards and Hazardous Materials

Question from DEIR: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Question from DEIR: 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?

Hybrid ROW includes the movement of the freight line and pipelines thus altering the status quo of transportation of hazardous material. Saying no to this is disingenious. It would be the same as someone saying I won't handle hazardous materials in a rental agreement of a building then subletting out part of a building to people who handle hazardous materials. Just because metro isn't transporting the hazardous material does not give metro a pass to say the project as a whole doesn't.

17. Cultural Resources

This category was addressed in the Draft EIR but was left out of the Summary.

Lawndale is considered a park poor city. Outside of school playgrounds that are closed to the public the majority of daylight hours, there are no formal parks. The RoW serves as the park. There even used to be a tree swing. The Hawthorne option preserves this informal park. The Hybrid option suggests a 10 ft wide walking path from 162nd to 170th street, but metro reserves the right to reduce this as well. This is a reduction of 80-90 feet of green space including the paved area of the sidewalk.

Then for Hybrid the path will essentially become useless due to the noise. There are great sidewalks down Inglewood and Hawthorne that hardly anyone uses. Why? It is unpleasant. The streets are loud and uncomfortable to walk down. Metro will create the same environment through the ROW. The walking path won't be used unless it is also plesant to use.

Risks to Project Timeline and Cost

Freight Relocations Risk

Question from DEIR: Will the Project substantially increase hazards due to a geometric design feature or incompatible uses?

This should be a yes for Hybrid.

According to NFPA 130: "Where passenger and freight systems are operated concurrently through or adjacent to stations and trainways, the design of the station and trainway fire-life safety and fire protection systems shall consider the hazards associated with both uses, as approved.

Freight operations are typically subject to regulation by others, and are beyond the scope of this standard. Freight operations can affect life safety from fire hazards due to concurrent operations.

The increased hazard includes the potential for rapid fire development to fire heat release rates that can exceed those of a non-freight vehicle, with combustible loads that might support fires that burn for days. The increased hazard also includes non-fire events involving release of materials hazardous to life. The design process should include information exchange and agreement among the freight operator, the passenger services operator and the authority having jurisdiction.

All concurrent freight and passenger uses should be given consideration. More detailed consideration of the relative life safety from fire hazards is strongly recommended when applied to enclosed facilities, where the confined nature of the space will magnify the hazards. Consideration should include implications of concurrent uses for freight systems operated through or adjacent to passenger stations and concurrent uses for freight systems operated through or adjacent to passenger trainways."

According to NFPA 130 section 4.7.1 requires "[p]rotection against the accidental intrusion of flammable and combustible liquids by any infiltration route at or below grade shall be provided for belowgrade systems, including tunnel, station, and ancillary structures."

Utilities Relocation Risk

LRT come with the risk of stray current causing corrosion on nearby structures including pipelines and the rebar in the concrete surrounding the pipelines. See Utility Relocation - Challenges and Proposed Solutions

Other places have dealt with similar issues but were unable to mitigate this issue fully. See Operational and Safety Considerations for Light Rail DC Traction Electrification System Design Induced Voltage "The track rails are unshielded and present day practice is to attempt to isolate rails from earth to minimize stray currents. Although the OCS provides some shielding, significant voltage may still be developed along the tracks under an electrical fault condition."

New guidelines coming. DOT's Federal Pipeline Safety Program: Background and Issues for Congress

Suggestion: LA metro to conduct risk analysis of pipeline relocation per US DOT report.

Request LA metro and pipeline utilities to host town hall to discuss risk analysis and mitigation including updated Public Awareness program and notification before construction per 49 CFR 192.616. Include mailers, flyers, and door-to-door notifications of town hall and Public Awareness program information.

Request LA metro to be involved in and conduct additional Public Awareness program to regularly provide notifications to all passengers on the Green Line of the risks and reporting numbers to Pipeline utilites.

Request LA metro to review lessons learned with pipeline utilities on failures and incidents and how lessons will impact LA metro design and operation. Lessons learned are required by pipeline operators per 49 CFR 192.617. Example lessons learned in regard to LRT are available the paper Utility Relocation - Challenges and Proposed Solutions.

Request LA metro to develop emergency response plan including awarenss program in collaboration with shared row operators for pipeline and freight related emergencies.

Request LA metro to conduct risk analysis pertaining to pipelines and hazardous freight and proximity to passenger transport per (shared ROW documentation).

Request Pipeline operators to update their Pipeline Integrity Mangement Plan based on new location before construction begins per 49 CFR Part 192 Subpart O.

Request Utitlies conduct patrolling, leakage surveys, and other maintenance activities within 3 months of contruction start per 49 CFR Part 192 Subpart M.

Request: Hotline available to residents by LA metro to report and track all reports about Utility anomolies and repairs. As owners of the ROW, LA Metro needs to ensure Utilities using the ROW are responding to reports and reparing equipment.

Terminology Conflation in Draft EIR Resulting in a Community Silenced

The alignments along the RoW with elevated tracks was called the "Proposed project" instead of a decernably different name in the Draft EIR. The Proposed Project alignment and the project as a whole has been conflated. Metro hired a market research firm to randomly poll 670 people on support for the project. This included people from Lawndale, Redondo Beach, and Torrance. The metro website publishing the results generically states if you support the project or not. The polling does not mention which alignment the people polled support nor does it include the questions the people polled were asked. Due to the confusing naming conventions, some websites are using this polling as evidence of the preferred alignment on RoW including Streets for All.

Metro also released data about the received comments on the preferred route. This data does not include the most up to date comment counts. This is counting the number of comments and not the number of people. The comments also could come from anyone and not just local people. Due to the conflation of the project as a whole and the "Proposed Project" alignment, the count is likely inaccurate due to the confusing nature of the naming conventions used. Also, the No to RoW group is a grassroots organization with less resources than organizations they are up against including Streets for All and SouthBay forward. The larger groups are acquanited with digital letter writing campaigns and have followers to send emails if they are within the affected cities or not. No to RoW started gathering steam after the data collection period was completed leaving many out of the currently published data.

For anyone to be for the Hawthorne alignment, it would be the same as stating you are against the Proposed Project. This has lead to people calling anyone against the RoW alignment NIMBY because they believe that people are against the extension as a whole. Streets for All claimed this "project is in danger". The group SouthBay forward are using the hashtag "#buildthetraintoTorrance" further conflating the RoW alighnments with the project as a whole. Right of Say is for the project aligned on Hawthorne.

The data was tainted from the start and has resulted in groups against NIMBY activities to employ deceptive practices to silence those for the alignment on Hawthorne. On 4/13/2024, the Right of Say / No to RoW group had a meeting. Someone entered the meeting with the goal of preventing people from gathering by the name of Club 6617 Jesus. This person played disruptive audio clips and sexually explicit video clips. Streets For All colors the citizens within the RoW group and their concerns as "the whims of a few wealthy suburbanites in Torrance, Lawndale, and Redondo Beach" ignoring legitimite concerns and contains inaccurate data such as claiming that all alignments on the RoW are the most financially feasible when the trench alignment cost more than the Hawthorne alignment per the pros and cons summary from metro.

These methods are also tactics used to lie about statistics whether this was intentional or not the effect is the same. To learn more about how to lie with statistics see this presentatoin.

The selection of the alignment should not be based on tainted data and ignore community members who have been silenced.

Weighted Summary of Alignments Provided to Board of Directors

The summary table was created by metro with the Draft EIR and provided as evidence to the Metro Board of Directors. The Draft EIR utilized a rating for level of impact. The summary utilizes Harvey balls. There is not discussion accessible about how the harvey balls were calculated and dthe table is missing units for most values. Below is the table from the Draft EIR to see the comparison that was created with transparent methodology.

Table ES-3. Comparison of Alternatives' Environmental Impacts to the Proposed Project

Category		**Hybrid Alternative (ROW)**	**Hawthorne Option**
Transportation	Construction	LTS	LTS
	Operation	LTS	LTS
---	---	---	---

Category		**Hybrid Alternative (ROW)**	**Hawthorne Option**
Land Use & Planning	Construction	LTS	LTS
	Operation	LTS	LTS
---	---	---	---
Aesthetics	Construction	LTSM	LTSM
	Operation	LTS	LTS
---	---	---	---
Air Quality	Construction	LTS	LTS
	Operation	LTS	LTS
---	---	---	---
Greenhouse Gas Emissions	Construction	LTS	LTS
	Operation	LTS	LTS
---	---	---	---
Noise	Construction	SUI	SUI
	Operation	**SUI/LTSM^1**	LTS
---	---	---	---
Vibration	Construction	SUI	SUI
	Operation	LTSM	LTSM
---	---	---	---
Biological Resources	Construction	LTSM	LTSM
	Operation	LTS	LTS
---	---	---	---
Geology, Soils, & Paleontological Resources	Construction	LTSM	LTSM
	Operation	LTS	LTS
---	---	---	---
Hazards & Hazardous Materials	Construction	LTS	LTS
	Operation	LTS	LTS
---	---	---	---
Hydrology & Water Quality	Construction	LTS	LTS

Category		**Hybrid Alternative (ROW)**	**Hawthorne Option**
	Operation	LTS	LTS
---	---	---	---
Utilities & Service Systems	Construction	LTS	LTS
	Operation	LTS	LTS
---	---	---	---
Energy	Construction	LTS	LTS
	Operation	LTS	LTS
---	---	---	---
Cultural Resources	Construction	LTSM	LTSM
	Operation	LTS	LTS
---	---	---	---
Tribal Cultural Resources	Construction	LTSM	LTSM
	Operation	LTS	LTS
---	---	---	---
Public Services	Construction	LTS	LTS
	Operation	LTS	LTS
---	---	---	---

Lastly, I would like to provide the board the updated comparison table based on all the discussion above.

Metro C (Green) Line Extension to Torrance Comparison of Alignments & Alternatives Evaluated in Draft EIR April 2024

Comparison	Hybrid Alt. (ROW)	Hawthorne Option	Discussion
Ridership	◒	●	Blue signifies a change from metro table or information.
Annual Project Trips	~3.68M	~4.96M	**Hawthorne: 30% more riders**
Annual New Riders	~1.49M	~1.74M	**Hawthorne: 16% more NEW riders**
Cost/Project Trips	$607	$595	**Hathorne: 2% lower cost per trip**
Auto Reduction & Travel Time Savings	●	●	**Both**: Negligible difference due to model accuracy and margin of error. Called “very similar” in Ridership Report. The ridership report does not provide model accuracy or any statistical figures to determine error or deviation. Instead, in methodology used phrases such as “reasonably close” to describe model adjustments. Also, the model was based on traffic patterns pre-2020 and does not account for ridership differences due to work schedules including hybrid work from home now. Does not take into account the Galleria $500M upgrades happening at the end of the line
Annual VMT Reduction	~19.51M	~19.39M	
Cost/VMT Reduction	$115	$153	
Metro Significance Analysis VMT	Very Similar	Very Similar	
Weekday Travel Time Savings/Trip	22 min	19.7 min	
Cost & Funding	◒	○	I am not arguing the validity of the model used. I am questioning the assumptions made in utilizing the model such as whether to include certain permitting, lawsuits, and approvals.
Construction Cost	$2.23B	$2.96B	**Hawthorne**: In the Board report 2023-0590 agenda item #27. “Metro is pleased to work with a broad and diverse array of stakeholders to ensure that we can work cooperatively with the Biden Administration to ensure that the Federal Government provides robust support for the surface transportation projects necessary for a successful 2028 Olympic and Paralympic Games.” You have support of the US President to secure funds and increased cost justification due to safety and environmental concerns will likely go a long way. **Hybrid**: Cost could increase due to permitting with CalTrans and legal fees due to potential residential encroachment. More complex than Hawthorne due to property line dispute. Spite houses and not spite businesses exist for a reason.
Funding Needs	Local/State & Federal	Local/State & Federal	Metro does not include federal funding for the ROW as of now because they assume they will not need it. Federal funding would require NEPA clearance. It is concerning that they are doing everything they can to avoid federal oversight.

Comparison	Hybrid Alt. (ROW)	Hawthorne Option	Discussion
Approvals & Key Agreements	●	●	
CEQA	Required	Required	
Federal Environmental Clearance (NEPA)	Needed for federal funding eligibility	Needed for federal funding eligibility	**Hybrid:** LA metro claimed they do not need to get NEPA clearance and labeled this as "Not assumed at this time" for the ROW option. The City of Lawndale reported to the Metro Board of Directors that, since federal funds were used to develop the C/Green Line project (Ref. 1), NEPA approval is required for all options. With NEPA compliance, federal funding is available. The US President has your support and can make funding happen. It is fiscally responsible to get NEPA clearance because federal funding could cover unforeseen costs. Why are they avoiding federal oversight?
Caltrans Encroachment Permit Approval (PA&ED)	Required, Moderate	Required, Moderate/High	**Hybrid**: LA metro claimed they do not need to get Caltrans permits and labeled this as "N/A" for the ROW option. All options cross Caltrans right-of-way State Road 107, a.k.a. Hawthorne Blvd, hence all options require Caltrans encroachment permits. This was stated clearly in Caltrans' letter to Metro in their review of the Green Line DEIR: "The Proposed Project and the Trench Option will both require coordination, approvals, and permits for any segments that cross Caltrans ROW." All ROW options cross State Road 107, a.k.a. Hawthorne Blvd, hence all options will require encroachment permits. (Ref. 2) Hawthorne Blvd alignment does require more coordination due to more usage of 405. Going along the 405 instead of a neighborhood just makes so much more sense.
BNSF Agreement (Shared Rail Corridor)	Required	Required	Increased complexity because it will require FRA oversight. This is even more complex with Hybrid alignment including at-grade and trench at crossings.
FRA Clearance	Required, Significant	Required, Moderate	FRA requires clearance for shared corridor < 30 feet between centerline. See FRA slides on last page. **Hawthorne:** Significantly less impact due to reduced shared corridor. **Hybrid:** San Diego LRT required temporal separation. If similar mitigations are selected, with daytime restrictions to BNSF and need for temporal separations, there will be a significantly longer times the passenger rail cannot run and reduction in VMT, ridership, etc. Likely FRA will impose temporal separation due to freight containing hazmat. May violate ROW agreement with BNSF.

Comparison	Hybrid Alt. (ROW)	Hawthorne Option	Discussion
Constructability	○	◒	**Hybrid**: Has longer duration of construction and has risk of petroleum leaks due to trench and moving pipelines. **Hawthorne**: Shorter duration of construction and traffic effects are temporary
Construction Staging	Metro ROW	I-405 & Hawthorne Bl	
Utility Relocation Complexity	Underground petroleum lines	Underground storm main & overhead high voltage transmission lines	**Hybrid**: Altering underground petroleum lines risks leaks and irreversible damage to ecosystem. **Hawthorne**: Altering storm main and transmission lines risks temporary loss of utility and are reversible.
Excavation	Moderate	Moderate	
Construction Disruption to Traffic & Parking	Minor	Significant	**Hawthorne**: Temporary and impacts Lawndale. The City of Lawndale wants the Hawthorne alignment.
Permit & Approvals Timeline	July '24 - July '25	July '24 - July '26	
Permit & Approvals Duration	1 yr	2 yrs	**Hybrid**: LA metro had the ROW option as having NO time for permitting when they have been told by multiple entities that they do and metro put in 2 years for permitting for the Hawthorne alignment when permitting needs are similar. I added 1 year to the ROW timeline due to Caltrans PA&ED, NEPA clearance, FRA clearance and potential residential encroachment negotiation. The negotiation is more complex due to disputed lines. Also higher risk of the project being stopped due to lack of needed space in ROW for 5+ pipelines, 1 freight track, & 2 LRT lines.
Construction ~~Duration~~ Timeline	Jan '28 - Dec '35	Jan '29 - Sep '35	**Hybrid**: Begins one year later due to above.
Construction Duration	96 months	86 months (15 fewer)	**Hawthorne**: Construction takes 15 fewer months. That is over a year that people will not be impacted by construction.
Real Estate Needs	○	◒	
Residential Impacts/Acquisitions	Moderate (~7)	None	**Hybrid**: Previously LA metro has ROW labeled as NONE in regards to residential impact. There are residential properties that will need to be acquired according to the LA metro Real Estate report. They claim none have to be acquired because LA metro says they are encroaching upon the ROW when all structures were properly permitted and some have been there since the 90s.
Non-Residential Acquisitions	Minor (~3)	Significant (~13)	

Comparison	Hybrid Alt. (ROW)	Hawthorne Option	Discussion
Station Connections & TOD Potential	●	●	
~~Direct~~ Rail Access to Bus Centers	Yes	Yes	**Hawthorne**: Rail will have access to buses that currently circle the Galleria meaning they will go to both areas in contention at the Galleria stops. The metric chosen by metro was direct vs indirect access to the bus centers and not access to the buses themselves. This is a disingenuous way to try to say the ROW option is better. Also note that the Bus Center was built **AFTER** the Hawthorne alignment was known to be a proposed alignment. Plus the Galleria will be a destination due to $500M in renovations coming soon. City of Redondo Beach in their letter concurs with this.
Rail Access to South Bay Galleria	Yes	Yes	
TOD Opportunities in Station Areas	Medium	High	
New neighborhood paths to stations	Yes	N/A	**Hawthorne**: Lawndale is considered Park Poor by the LAC Parks & Wildlife. There is still the option for a path along RoW in collaboration with LACDPR per their report suggesting RoW be used as a park. (Ref. 3). The South Bay coalition to increase bike and pedestrian access also identified the ROW as a great area for a multi-use path. Meaning there are multiple sources of funding possible to make the path happen. **Hybrid**: Also, in the recent graphics released by metro, the path is made of dirt and gravel. That is not an adequate path. We need a REAL path to assist with transportation in the area.
Preserves Paths within Green Space	No	Yes	There are multiple paths that cross over the ROW that are not preserved with the Hybrid alignment including ones at 164th, 165th, and 166th. Meaning 162nd and 170th would be the only routes across. There are no bus stops on the Inglewood side of Lawndale near these streets. The bus is on the other side of the ROW. This will make it more difficult to access transportation for multiple blocks of residents including elderly and people with disabilities such as myself. We are already divided by the 405. Our community will suffer from being divided further.
Light Rail & Freight Noise Mitigation	●	●	
Mitigates Long-term Light Rail Noise Impacts	Yes	Yes	
Quiet Zone Ready Corridor (eliminates existing freight horn)	Yes	Not Needed	**Hawthorne**: Does not impact the status quo. It makes us safer by knowing it is coming. I am hard of hearing. Crossing bells and the sound of the train is not sufficient. Myself and many other local resident do NOT want a freight quiet zone. Children walk to school over the at-grade crossing of the freight train. We NEED and WANT the freight train horn.

Comparison	Hybrid Alt. (ROW)	Hawthorne Option	Discussion
Permanent Changes to Street & Parking	●	◕	**Hathorne**: The City of Lawndale criticized metro for their half-assed mitigations for the alignment on Hawthorne Boulevard." These mitigation efforts are encouraging but qualitative, making comparison of project option performance unclear. I would like to note that every nearby city has entrances onto the 405. This would primarily impact Lawndale residents and the City of Lawndale. We are all okay with that.
Changes to street	None	Changes to median, left turn lanes, signals	
Permanent Parking Loss	None	~20 spaces (Lawndale)	**Hawthorne**:Metro once again half-assed their mitigation efforts here. Parking had "Insufficient Mitigation Measures" per Lawndale letter to Metro (Ref. 4). Director Holly Mitchell's community walk in December, 2023, stopped on the west side of Hawthorne Blvd at a lot that has not been occupied for over 30 years. Mitigation is possible. There are 310 public parking spaces available in the area. (Ref. 4). Metro did not evaluate public parking utilization, which is less than half during weekday business hours. Privately-owned parking which supports businesses is good. Less than Significant impact without mitigation, and no impact with mitigation.
Equity, Climate, Geological Issues	○	●	**Both**: Metro did not include these items in the discussion in the DEIR or board report.
Project avoids negative effects on disadvantaged community	No	Yes	**Hybrid**: Removes RoW green space that LA County Parks & Recreation wants to use to alleviate areas considered to have Very High Park Need. (Ref. 3).
Project preserves shade, green-space, protect against heat issues	No	Yes	**Hybrid**: Mitigation is to replant trees. This is insufficient. The RoW is a wind tunnel and new trees or trees with shallow roots fall over often. Plus Carbon Sequestration will never fully catch up to original trees.
Project avoids geological issues with unstable soil	No	Yes	**Hybrid**: Trenching can cause unstable soil during and after construction. Sink holes have been seen along the ROW.
Aesthetics with Urban Design	○	●	Categories used are the metro goals included in the Urban Design report
Reflect local context within Metro's system	Adding Sound Walls	Elevated	Sound walls accessible to pedestrians without plans to include art or coverings will need maintenance to cover graffiti. City of LAwndale concurs with this assessment in their letter.
Comfortable environment for those within and around Metro's system	1624	618 (62% saved)	Homes impacted by Noise/Vibration < 350' from Centerline
Maintaining greenery	~220 of 240 trees impacted	~50 of 185 trees impacted	Trees counted during walk along ROW based on impacted property footprint in Real Estate report. **Hawthorne**: saves ~170 more trees.

Comparison	Hybrid Alt. (ROW)	Hawthorne Option	Discussion
Loss of Carbon Sequestration due to Trees Removal Per Year	Loss of 45 to 46 tons of CO_2 Seq. per year	Loss of 10 to 11 tons of CO_2 Seq. per year	Every year the value goes up as trees grow because trees can sequester more each year as they age. Replanting is not enough because it will never catch up. **Hawthorne:** Sequesters 35 tons more per year due to saving more trees. Trees destroyed in Hawthorne alignment include significantly more saplings and small trees than ROW alignments so loss of sequestration is likely even lower than 10 tons.

Harvey balls compare level of performance relative to the alignments & alternatives studied from ● high, ◕ medium/high, ◒ medium, and ◯ low .Data from 2023 Draft EIR and technical studies. South of 190th Street, all alignments and alternatives are the same. Chart Recreated based on Attachment A provided to the Board of Directors..

Additional References:

Reference 1: Letter from Lawndale Mayor Robert Pullen-Miles to Metro Board of Directors dated March 27, 2023, "RE: Draft Environmental Impact Report (DEIR) for the C-Line (Green) Line Extension to Torrance Project 61-Day Public Comment Review Period (SCH# 2021010269)/City of Lawndale. See pages 4 through 6 for copies of documents and … "The proposed Project and options must be analyzed in an EIR/EIS joint document or otherwise processed in compliance with both CEQA and NEPA."

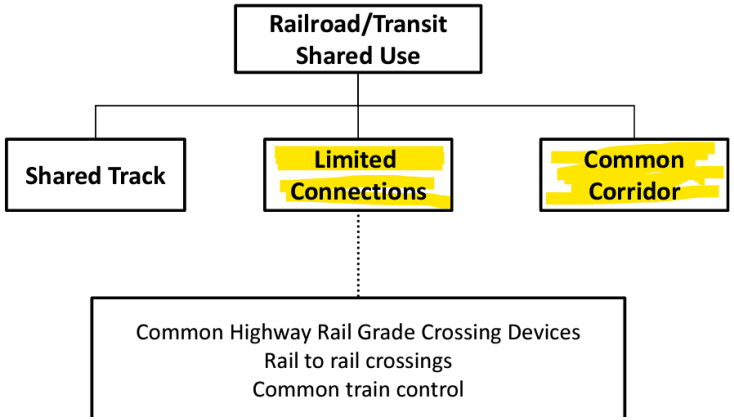
Reference 2: In their review of the Green Line DEIR, letter from Caltrans District 7 CEQA Branch Chief Miya Edmonson to Georgia Sheridan, Metro Project Manager, dated March 24, 2023. Page 2, "The Proposed Project and the Trench Option will both require coordination, approvals, and permits for any segments that cross Caltrans ROW."

Reference 3: "Brief Description of Project: Multipurpose park along available space next to railroads for all to use starting at 170th St and ending on Manhattan Beach Blvd". https://lacountyparkneeds.org/wp-content/root/FinalReportAppendixA/StudyArea_074.pdf

Reference 4: Lawndale letter to Metro. See page 7, item 5.

Reference 5: DEIR, Non-CEQA Reports, Transportation Detail Report, Paragraph 5.2-2, Hawthorne Option Traffic and Paragraph 3, Parking

What type of connections "trigger" FRA oversight?



Shared Corridors

- At Grade corridor or are there portions of alignment at different grades? (petitioner should include a map showing portions at-grade and grade- separated)
- Class 1 railroad or shortline?
- Track Centerline Distances?
  - <15-ft increased risk. Although rapid transit rolling stock has superior performance characteristics, FRA is concerned about shifted freight loads fouling the transit ROW.
  - CFR Part 214 RWP adjacent track protection for centerline distance < 19-ft.
- Transit rolling stock headlight pattern per Title 49 CFR Part 229? Candela power? Horn decibel requirement of Part 229 waived
- Who is performing maintenance? Is Transit and freight railroad maintaining their own track, signal and train control equipment? CFR Part 214, Part 228 (HOS law), recordkeeping.
- Who is dispatching? Part 229 HOS Law
- Highway-Rail Grade Crossings?
  Title 49 CFR Part 222 (horns); Part 225 Accident Reporting; Part 228 HOS Law; Part 229 (locomotive headlight power and pattern); Parts 234/236
- Roadway Worker Protection/Bridge Worker
  Part 214, 237
- Communications
  Part 220, dispatchers
- Track and ROW
  A. Part 213* excepted track etc. Specifically, any track identified as excepted track shall not be located within 30 feet of an adjacent track which can be subjected to simultaneous use at speeds in excess of 10 m.p.h.
  B. Adjacent Track Protection for centerline <19-ft

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/safety/66206/shared-use-waivers-fra.pdf

Los Angeles County Metropolitan Transportation Authority

Board of Directors

1 Gateway Plaza, Mail Stop 99-3-1

Los Angeles, CA 90012

Petition for 170th/182nd Grade-Separated Light Rail Transit Alternative (Hybrid Alternative) as the Locally Preferred Alternative for the Metro C (Green) Line Extension to Torrance Project

Dear LA Metro Board of Directors,

We, the undersigned, are writing to express our strong support for Metro C-Line Extension to Torrance in our region. As residents and commuters, we believe that the **Hybrid Alternative** will bring significant benefits to our community, including but not limited to the following:

- Allows for a one-seat train ride between Torrance, LAX, Inglewood, and further connections to employment centers.
- Realizes environmental goals sooner than with the Hawthorne Blvd. Option.
- Saves almost $700 Million Regional Transportation Funds over the Hawthorne Blvd. Option. This saving can be used towards other important transit projects in the region.
- Avoids Eminent Domain actions against businesses on Hawthorne Blvd.
- Leverages existing transit investments for Torrance and Redondo Beach Transit Centers and avoids years of investment loss planned for the Metro Right-of-Way.
- Enhances connectivity and reduces traffic congestion.
- Promotes economic growth and improves overall transportation accessibility for our community.

The least preferred Hawthorne Blvd. Option does not have direct access to bus centers nor any neighborhood paths to new train stations and has low rating on constructability.

By selecting the **Hybrid Alternative**, LA Metro demonstrates its commitment to improving transportation infrastructure, fostering economic development, and enhancing the overall quality of life for residents; doing so sooner and cheaper. We urge you to support the LA Metro staff recommendation of the **Hybrid Alternative** as the Locally Preferred Alternative.

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[redacted]

[redacted]

GEORGE K. CHEN
MAYOR

CITY COUNCIL MEMBERS
JONATHAN KAJI – District 1
BRIDGETT LEWIS – District 2
ASAM SHEIKH – District 3
SHARON KALANI – District 4
AURELIO MATTUCCI – District 5
Dr. JEREMY GERSON – District 6

May 1, 2024

Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012
Email: BoardClerk@metro.net and greenlineextension@metro.net

Dear Honorable Chair and Members of the L.A. Metro Board of Directors,

On behalf of the City of Torrance, I am writing to convey our official position and continued support for the Proposed Project: Right-of-Way with Elevated/At-Grade (ROW) Option as the Locally Preferred Alternative for the C-Line Extension to Torrance Project. On March 12, 2024, the Torrance City Council once again reaffirmed its long standing support for expanding light rail service to the South Bay and the ROW Option alignment.

The ROW Option utilizes the existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments. Additionally, it does not encroach on I-405 Freeway, avoids business, traffic and parking impacts on Hawthorne Boulevard and is the most cost-effective option as by Metro's own assessments it will be completed the fastest and save nearly $1 Billion in construction costs. Under the ROW Option, revenue generation and job creation in correlation to the C-Line Extension will boost economic activities in the region. The ROW Option would also deliver residents from the Cities of Redondo Beach, Lawndale, Torrance, and Hawthorne conveniently to the new LAX People Mover, future Inglewood Transit Connector, and the Metro E and K Lines.

The other route options (Elevated Hawthorne Boulevard and Trench Option) would require major construction in the area and will result in further delays for the project. The Elevated Hawthorne Boulevard option in particular will disrupt existing vehicle movements through the extended construction phase by reducing travels lanes in each direction. This will exacerbate existing congestion for more than 70,000 daily motorists. It will cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Boulevard, and creating accessibility and connectivity issues to the Redondo Beach Transit Center. It will also create burdens on local businesses and remove upward of a million dollars in sales tax revenue annually for our City through both partial and complete Torrance Big Box retail and Auto Dealer operations property takings.

More than 1,000 Torrance residents and businesses have provided their support for the Right-of-Way with Elevated/At-Grade Option. The ROW options also received supports from City of Torrance's Planning and Traffic Commissioners, Torrance Auto Dealer Association, and Torrance

[redacted]

Area Chamber of Commerce. We urge you to join other local and regional leaders, residents, and businesses in support of bringing light rail to the South Bay via the route planned years ago along with investments made to integrate the extension of the existing C-Line via the Metro Right-of-Way Elevated/At-Grade Option. Additionally, LA Metro staff conducted a telephone poll in Spring of 2023 for the Cities of Lawndale, Redondo Beach, and Torrance. 67 percent of the respondents stated that they support the C-Line Extension Project. Within City of Torrance, 69 percent stated they support the project. During the DEIR comment period, 66 percent of the comments on alignment preference supported using the Right-of-Way (ROW) Elevated/At-Grade Option.

We understand and empathize for residents living along the ROW in our neighboring cities, as they have strong concerns about noise and vibrations, and pedestrian safety with the additional passenger light rail added to the existing ROW. However, given LA Metro's history of successfully building light rail, connecting communities, and mitigating noise and vibration in other communities like Culver City (E-Line) and Pasadena (A-Line), we urge that LA Metro staff and the Board continue to work with these communities impacted to address their concerns and mitigate the noise and vibration, as a result of the added passenger light rail.

For too long the South Bay region has waited for light rail investment. Please advance the only option that builds on completed right-of-way investment, minimizes commuter disruption and realizes both environmental and ridership access the soonest: The Right-of-Way with Elevated/At-Grade Option.

Thank you for your time and consideration.

Cc: Stephanie Wiggins CEO, LA Metro
Sharon Gookin, Deputy CEO, LA Metro
Nicole England, Chief of Staff, LA Metro
Collette Langston, Board Clerk, LA Metro
Georgia Sheridan, Project Manager, LA Metro
Mark Dierking, Director Community Relations, LA Metro
Jacki Bacharach, Executive Director (South Bay Cities Council of Governments)
Cedric Hicks, Board Chair of South Bay Cities Council of Governments
Janice Hahn, L.A. County Supervisor 4th District
Holly Mitchell, L.A. County Supervisor 2nd District

Attachments:

- City of Torrance Support Letter 09-19-2018
- City of Torrance Support Letter 03-03-2021
- City of Torrance Support Letter 01-11-2022
- City of Torrance Support Letter 03-15-2023
- City of Torrance Official DEIR Comment Letter 03-27-2023
- Support Letter from Senator Ben Allen 05-18-2023
- Support Letters from Torrance Traffic and Planning Commissioners
- Support Letter from Torrance Auto Dealer Association
- Support Letter from Torrance Area Chamber of Commerce

[redacted]

PATRICK J. FUREY
MAYOR

CITY COUNCIL MEMBERS
GEORGE K. CHEN
TIM GOODRICH
MIKE GRIFFITHS
MILTON S. HERRING, I
AURELIO MATTUCCI
GEOFF RIZZO

September 19, 2018

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
Attn: Mr. Phillip A. Washington, CEO/General Manager

RE: Proposed Green Line Extension to Torrance

Dear Mr. Washington,

On behalf of the City of Torrance, I am writing to convey our official position on the four proposed alternatives for extending the Green Line to Torrance. After careful review and analysis of the four alternatives, the City of Torrance recommends the Metro Board proceed with a full project Environmental Impact Report (EIR) to study **Alternative 1.** This alternative is fully funded and provides the best opportunity for project acceleration and completion by 2028. Implementation of Alternative 1 will create opportunity for greater regional connectivity, economic growth and traffic mitigation for the South Bay and all of Los Angeles County.

If Alternative 1 is not selected, Torrance recommends **Alternative 3** as a secondary/compromise option. We are aware that Alternative 3 is not presently fully funded and will require additional capital investment in order to complete. However, this option maintains certain components of the infrastructure needed for potential growth and service enhancement in the region.

The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these four alternatives. As you know, there is presently limited light rail service into the South Bay region of Los Angeles County. Hence, this crucial enhancement of the transportation system is essentially our one great opportunity to build the infrastructure needed for the next several decades and generations of residents living and working in the South Bay. Therefore, in our assessment, **Alternative 1** is the best alternative to address all needs, present and future, for the South Bay.

If you have any questions, or if there is anything that we can do to continue our collaboration and advocacy to strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit at (310) 618-6245.

[redacted]

3031 Torrance Boulevard • Torrance, California 90503 • 310/618-2801 • FAX 310/618-5841

[redacted]

PATRICK J. FUREY
MAYOR

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HEIDI ANN ASHCRAFT
GEORGE CHEN
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SHARON KALANI
AURELIO MATTUCCI

March 3, 2021

Dolores Roybal Saltarelli, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

RE: Metro C Line (Green) Extension to Torrance Project

Dear Ms. Roybal Saltarelli,

On behalf of the City of Torrance, I am writing to convey our official position on the two proposed alternatives for extending the Metro C Line to Torrance (Project), and to provide comments related to preparation of the Draft Environmental Impact Report (Draft EIR) for the Project.

The City of Torrance supports the intent of the Project to provide high frequency transit service through the South Bay that will serve the City of Torrance and other communities. The City of Torrance appreciates being notified of the Revised and Recirculated Notice of Preparation (NOP) and Comments and Scoping Meeting for the Project, and that an Environmental Impact Report will be prepared in compliance with the California Environmental Quality Act.

After careful review of the two alternatives, the City of Torrance continues to affirm its support of **Alternative 1**. This alternative utilizes an existing railroad right-of-way as the most cost-effective and efficient route to the future Torrance Regional Transit Center, which reduces the environmental footprint and is least impactful. It is also fully funded and provides the best opportunity for project acceleration and completion by 2028.

The City of Torrance strongly opposes the Alternative 2 alignment. Alternative 2 would cause significant negative impacts in Torrance, specifically to: aesthetics; air quality and greenhouse gas emissions; noise and vibration; public services; traffic and transportation; hazards and safety; and the local economy.

The City of Torrance recommends the Draft EIR consider for each Project alternative the following topics of environmental analysis:

[redacted]

Air Quality and Greenhouse Gas Emissions: Assess the potential air quality and greenhouse emissions impacts to residential zones and park recreation located east of the Metro right-of-way. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hazards and Safety: Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hydrology and Water Quality: Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way.

Noise and Vibration: Assess the potential noise and vibration impacts to residential and commercial zones and park recreation located along the Metro right-of-way. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 1 alignment are largely composed of duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment.

Public Services and Recreation: Assess the potential recreation impacts to park facilities at El Nido Park located adjacent to the Metro right-of-way. Include detailed maps showing the proposed alignment and any proposed removal of trees or impact to park facilities. Develop a mitigation plan to reduce these impacts for City review and comment.

Alternative 2: Hawthorne Boulevard

Aesthetics: Assess the potential aesthetic impacts to residential and commercial zones located along Hawthorne Boulevard. The equipment and power traction system to operate the light rail train has the potential of creating negative aesthetic impacts along Hawthorne Boulevard, especially to the residential zones located east and west of Hawthorne Boulevard. In addition, the poles and the overhead wiring system, along Hawthorne Boulevard will have an adverse impact to the aesthetic value of the commercial corridor. Several commercial properties and nearby residential properties could be significantly impacted where the alignment rejoins the Metro right-of-way near 190th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant impacts to nearby residential properties from light casting downward and excess glare. The elevated portion may also cause shadow impacts at sunrise and sunset to nearby residential properties. In addition, assess the potential impacts from loss of (removal or trimming) significant trees and vegetation along Hawthorne Boulevard.

Air Quality and Greenhouse Gas Emissions: Assess the potential air quality and greenhouse gas emissions impacts resulting from construction along Hawthorne Boulevard. This alternative would be highly visible and would take a significant amount of time to complete, and a thorough analysis and plan should be included to reduce construction air quality and excess greenhouse gas emissions impacts along the commercial corridor. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hazards and Safety: Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. Additionally, the frequent and recurrent blockage of traffic on Hawthorne Boulevard caused by the proposed train may increase vehicle congestion at the proposed crossings and could negatively impact response times for emergency vehicles.

Hydrology and Water Quality: Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way.

Noise and Vibration: Assess the potential noise and vibration impacts to residential and commercial zones located along Hawthorne Boulevard. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 2 alignment are largely composed of single-family homes, duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment.

Land Use and Planning: Assess the potential impacts to existing residential and commercial land uses along Hawthorne Boulevard. An at-grade rail line in the median as proposed from 166th Street to 182nd Street may cause a significant physical disconnection of the residential neighborhoods located east and west of Hawthorne Boulevard. Physical disconnection may also be further contributed by the existing high power transmission lines located between 177th Street and 178th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant physical disconnection of the El Nido neighborhood west of Hawthorne Boulevard from the rest of the City.

Transportation and Traffic: Assess the potential traffic impacts to Hawthorne Boulevard and to residential and commercial uses along the corridor. Hawthorne Boulevard is the busiest roadway in Torrance carrying in excess of 69,000 vehicles per day. Construction of the C Line at-grade would impact five signalized intersections and three unsignalized intersections along Hawthorne Boulevard from Redondo Beach Boulevard to 190th Street. An at-grade rail line in the median as proposed from 166th Street to 182nd Street would likely require either the elimination of left-turn lanes at several of these intersections or street widening that would push Hawthorne Boulevard traffic closer to adjacent residential and commercial uses. Restriction of turning movements onto or off of Hawthorne Boulevard may be required and would cause the diversion of traffic to other routes and cut-through traffic in residential neighborhoods. At-grade rail systems would require the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

Economic Impact: Assess the potential economic impacts to businesses located along the Hawthorne Boulevard commercial corridor that may occur with Alternative 2 both during construction due to reduced access or traffic detours, and after construction. Include an assessment of tax base for the City of Torrance during and after construction resulting from Alternative 2. Include the potential loss of existing commercial operations located on commercial and industrial properties and the impact to nearby residential properties where the alignment would rejoin the Metro right-of-way near 190th Street.

Finally, the environmental analysis for each Project alternative should assess the potential demand increase to the Torrance Regional Transit Center and need for additional parking resulting from introduction of the new mode of transit. The Draft EIR should include analysis for constructing a multilevel parking structure up to 1,500 vehicles at the Torrance Regional Transit Center to accommodate increased ridership along the C Line and connecting transit systems. The extension of the Line C to Torrance requires a 3% local match contribution, which is provided by the construction of the Torrance Regional Transit Center via South Bay Measure R Highway Program funds in the amount of $25.7 Million.

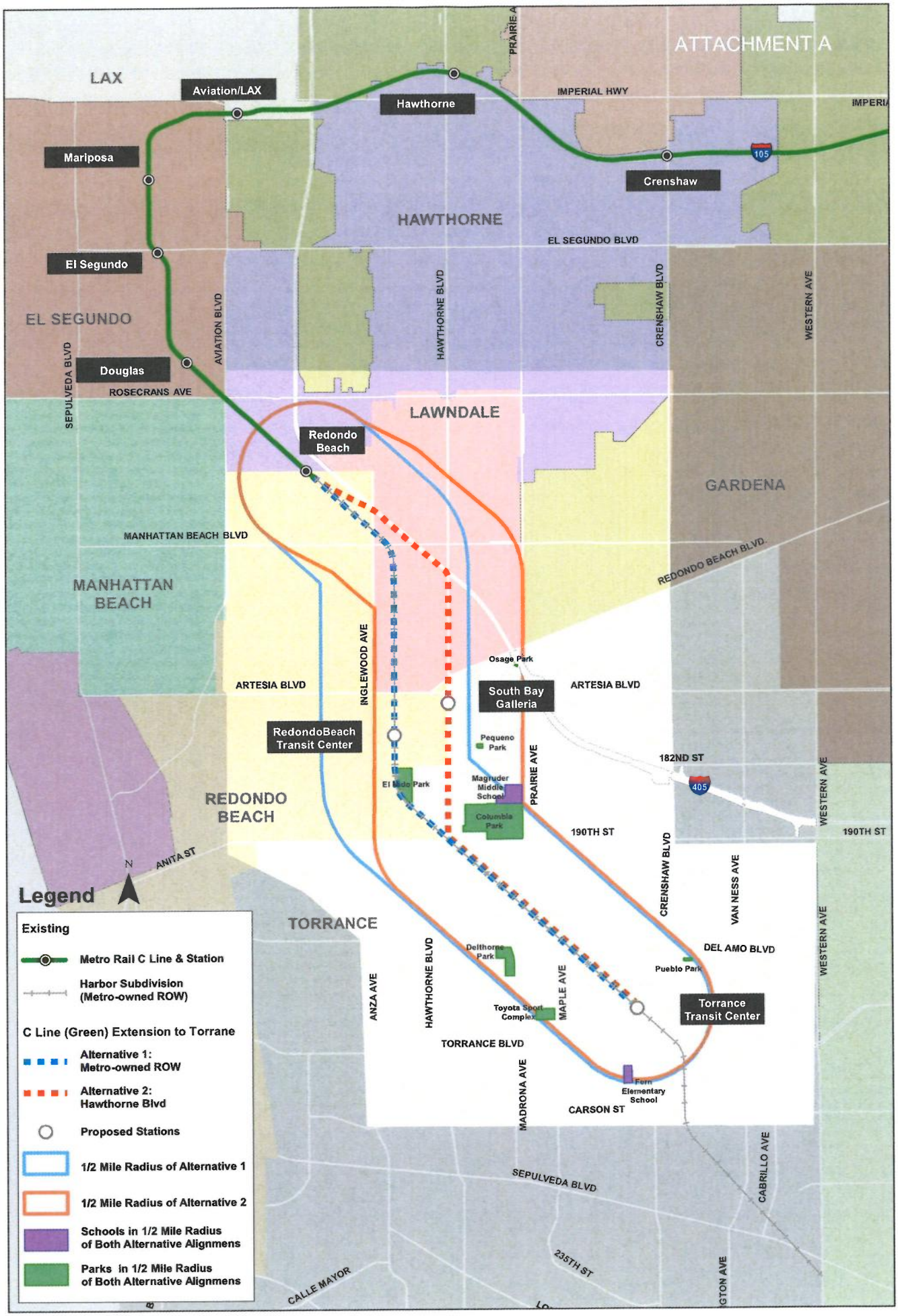
The City of Torrance has many mechanisms at its disposal to reach individual homeowners, business owners, homeowner associations, and business associations. It is strongly recommended that all stakeholders in the City be reached and engaged, particularly those that live near to where the Project alternatives are proposed.

The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these two alternatives. There is presently limited light rail service into the South Bay region of Los Angeles County, and this crucial enhancement of the transportation system is a great opportunity to building the infrastructure needed for the next generation of residents living and working in the South Bay. Therefore, the City of Torrance continues to affirm its support of **Alternative 1** as the best alternative to address all needs, present and future, for the South Bay.

If there are any questions, of if there is anything the City of Torrance can do to continue our collaboration and advocacy to the strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit, at (310) 618-6245.

Attachment:

A. Torrance Vicinity Neighborhoods, Parks, and Schools Map



C Line (Formerly Green Line) Extension to Torrance Transit Project

[redacted]

GEORGE K. CHEN
MAYOR

CITY COUNCIL MEMBERS
MIKE GRIFFITHS
JONATHAN KAJI
SHARON KALANI
BRIDGETT LEWIS
AURELIO MATTUCCI
ASAM SHEIKH

November 1, 2022

Chairperson Ara J. Najarian and Members of the Metro Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Metro South Bay C-Line Extension to Torrance Regional Transit Center

Honorable Ara J. Najarian and the Esteemed Members of the Board:

On behalf of the City of Torrance, I am writing to convey our official position and continued support for the C-Line Extension to Torrance using the existing L.A. Metro Railroad Right-of-Way (ROW) Alternative. This alignment provides the best opportunity for project acceleration and completion by the 2028 Olympics hosted in Los Angeles. Implementation of the ROW alignment will create opportunity for greater regional connectivity, economic growth, and traffic mitigation for the South Bay and all of Los Angeles County. Project completion and operation to support the 2028 Olympics should be of utmost priority with respect to the project schedule.

As Metro conducts its Public Scoping Meetings and engages the public throughout the process for the Draft Environment Impact Report (EIR) for the C-Line Extension, city staff reviewed the proposed alternatives and attended the neighborhood walks and community meetings to better understand the impacts of the two alignments. The Right-of-Way Alignment, which allows the new rail line to continue safely along the existing right of way to the Mary K. Giordano Regional Transit Center, should be the locally preferred alternative. This alternative also creates the least impacts to residents and businesses within the City of Torrance.

Initially, our governing board considered proposing a 4th option in which the train would be fully underground (e.g. – a subway). However, after speaking with L.A. Metro staff at our Council Meeting on October 25, 2022, we confirmed this option was not cost effective and had not been selected by the Metro Board for moving forward into the Draft Environmental Impact Report back in 2018. Furthermore, Metro staff stated that the fully underground option would most likely not allow this project to be expedited for the completion before the 2028 Olympics.

Additionally, the City of Torrance is requesting that the Metro Board and LA Metro staff consider our concerns and the following suggestions as the project proceeds with its environmental impact assessment.

[redacted]

ROW Alignment is City of Torrance's preferred alternative as it has better chance of completion by the 2028 Summer Olympics in Los Angeles

The ROW alignment was initially fully funded under the Measure R and Measure M, which were a half-cent sales tax approved by the voters in 2008 and 2016. In addition, the ROW Alignment would create the least amount of impacts in terms of traffic congestion for residents of Torrance and displacement of our businesses as compared to the elevated Hawthorne Blvd. Alignment. With the 2028 Summer Olympics scheduled to take place in Los Angeles, having the project completed on time using the ROW means that Torrance and South Bay residents can take the new rail line to all of the sporting events. It will also alleviate major traffic congestion for cities along the 405 Freeway. According to Metro Staff, the projected ridership to and from Torrance for the C-Line Extension is higher than the projected ridership for other cities.

The ROW Alignment can potentially create more benefits to the surrounding communities than the Elevated Hawthorne Alignment

ROW Alignment would potentially provide improved mobility and minimize environmental impacts compared to the Hawthorne Blvd. alignment. Based on Metro staff's assessment of performance and project goals as part of the Supplemental Alternative Analysis submitted to the Metro Board on September 19, 2018, ROW alternative will perform better in the areas of Improved Mobility, Cost Effectiveness and Financial Feasibility, and Travel Time compared to the other alternatives.

Currently, the existing freight tracks do not have safety barriers surrounding them. Metro staff mentioned that the ROW alignment will include looking at adding barriers to prevent pedestrian/rail interactions/accidents.

Pasadena, Santa Monica, and some of the surrounding communities to the Metro L and E Lines have experienced increase in property values. In a 2013 study conducted by Center for Neighborhood Technology, commissioned by American Public Transportation Association, and in partnership with National Association of Realtors, researchers found that areas within frequent transit service outperformed others as a whole by 41.6 percent. Additionally, neighborhoods near transit had an effect on the resilience of property values, which benefited more from transit that was well connected and had a higher frequency of service. Households living in these areas had better access to jobs and lower average transportation costs than the region as a whole.

The Elevated Hawthorne Blvd. Alignment will cause major impacts to Torrance residents and businesses along this Corridor

The second alignment is to build an elevated railway along Hawthorne Boulevard. This will affect many businesses in the City of Torrance, including the Volvo Cars South Bay Dealership located on Hawthorne Blvd. and 190th Street. Other businesses and residents along Hawthorne Blvd. in Torrance will have to live with seeing an elevated train and columns adjacent to their homes. The Hawthorne alignment will have negative impacts to their current way of life as there is no existing rail line going through the area. Other concerns from the Torrance community include noise and

vibration, visual aesthetics and an increase in traffic on Hawthorne Boulevard. Moreover, Metro staff should also include costs and delays potentially caused by encroachment along the 405 Freeway and on Hawthorne Boulevard in their analysis. The Elevated Hawthorne Boulevard Alignment may also require travel lane and/or turn pocket modifications in the City of Torrance. Last but not least, Metro staff should consider the effects of the elevated train structure casting a shadow on business and homes within the affected corridors.

In contrast, the ROW alignment will utilize most of the existing right-of-way currently owned by L.A. Metro. Additionally, Metro is planning to study and provide sound barriers to alleviate not only the low noise from the new light rail, but also to help alleviate the noise from the existing freight rail for the surrounding communities. Furthermore, Metro staff mentioned at the April 2022 Neighborhood Walks that they will work with BNSF Railway to upgrade and replace some of the older existing freight tracks as part of the construction process. This will further reduce the noise level coming from the existing freight rail.

Again, we strongly support the Right-of-Way Alignment and oppose the Elevated Hawthorne Boulevard Alignment. If you have any questions or concerns, please contact our Transit Director, Kim Turner at (310) 618-6245 or KTurner@TorranceCA.Gov. Thank you for your consideration.

Cc: Metro Board
Torrance City Council
Georgia Sheridan, Metro
Mark Dierking, Metro

[redacted]

GEORGE K. CHEN
MAYOR

March 15, 2023

Honorable Chair Ara J. Najarian
Los Angeles County Metropolitan Transportation Authority
Board of Directors
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Dear Chair Najarian,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the three options, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments and is the most cost-effective route, leveraging existing transit investments in the Mary K. Giordano Regional Transit Center and the Redondo Beach Transit Center. Additionally, it does not encroach on I-405, avoids businesses, traffic and parking impacts on Hawthorne Blvd.

Los Angeles drivers are estimated to spend an average of approximately 95 hours in traffic, costing $1,600 per driver annually. The light rail extension to the South Bay will bring numerous benefits to our region, including an alternate mode of transportation for those traveling along the I-405 corridor, save passenger commute times and alleviate traffic on roadways. The extension will also provide vastly improved access to regional destinations, connections to the greater L.A. Metro regional rail system and reductions in air pollution and greenhouse gas emissions by about 2,369 metric tons of C02 annually.

Additionally, the C-Line extension is estimated to serve 65,000 jobs in the project area by 2042, with most riders traveling to and from Torrance in addition to surrounding cities, such as Redondo Beach, Gardena, Carson, and Long Beach. It is also projected to generate between 10,300 – 16,200 new daily transit trips and improves equity by serving 18% of the low-income and 47% of the minority populations in the project area.

[redacted]

The other route options for Light Rail on Metro's Rail Right-of-Way/Trench and Elevated Light Rail along Hawthorne Blvd. would require major construction in the area and result in further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Blvd., and creating accessibility and connectivity issues to the Redondo Beach Transit Center.

For too long the South Bay region has waited for this light rail investment. Please advance the only option that builds on a completed right-of-way capital investment, minimizes commuter disruption and realizes both environmental and ridership access the soonest: **The Right-of-Way with Elevated/At-Grade Option**. The Torrance City Council supports bringing light rail to the South Bay via the route planned years ago along with investments made to integrate the extension of the existing C-Line via the Metro Right-of-Way Elevated/At-Grade Option. This is the only option with the opportunity to complete by LA28 if given the focus, funding, and support of not only the county, but the entire nation. Thank you for your time and consideration.

[redacted]

March 27, 2023

Sent via E-Copy and USPS First Class Mail

Georgia Sheridan, Project Manager
Los Angeles County Metropolitan Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, CA 90012

Dear Ms. Sheridan:

RE: Metro C-Line (Green) Extension to Torrance (DEIR)

Thank you for including the City of Torrance in the notification list for the proposed C-Line Extension to Torrance Draft Environmental Impact Report (DEIR). The City of Torrance has reviewed the DEIR and has the following comments:

- **Page 2-20: Figure 2.3-13:** The North arrow is incorrectly oriented with respect to true north and the centerline of Crenshaw Blvd. Also, please verify orientations in Figure 2.3-14 on Page 2-21 if a change is made on Page 2-20.

- **Page 2-36: New South Bay Galleria Station Mid-Block Crossing:** Torrance STRONGLY opposes any new pedestrian crossing on Hawthorne Blvd related to the South Bay Galleria Station due to multiple concerns and the absence of a Traffic Study. The proposed mid-block crossing is located only 360 feet south of the existing traffic signal at the Hawthorne Blvd/Artesia Blvd intersection and an undisclosed close distance not provided in the DEIR north of the signalized Hawthorne Blvd/177th St intersection. This proposal should be analyzed further in a Traffic Study to identify potential negative impacts to traffic circulation; traffic delay; LOS impacts at the Hawthorne Blvd/Artesia Blvd intersection and the Hawthorne Blvd/177th St intersection; and safety and other impacts. The Hawthorne Blvd/Artesia Blvd intersection served an average daily traffic (ADT) of 61,000 vehicles in 2017. The ADT has likely increased to 64,000. An additional signal for a Mid-block crossing in close proximity to other signalized intersections will likely have overall negative impacts, even with the implementation of programmed signal coordination.

  Furthermore, the Traffic Study should also analyze the potential impacts to Torrance's adjacent residential streets (i.e. 175th Place, W. 176th Street, 177th Street) and privately-owned parking lots on the east side of Hawthorne Blvd, south of Artesia Blvd. It is very likely that a proposed signalized Mid-block crossing will introduce new vehicle traffic and also increase on-street parking demand on these residential streets and in the private parking lots for those wishing to enter the South Bay Galleria Station platform

[redacted]

from the east side of Hawthorne Blvd. This is because there is no proposed designated parking area in Torrance for the South Bay Galleria Station. Also, these residential streets and private parking lots are geographically convenient for non-Torrance residents that will use the South Bay Galleria Station versus the parking areas designated for the Redondo Beach Transit Center and/or other available parking areas on the west side of Hawthorne Blvd. The daily intrusion of non-residents, related to the C-Line usage, parking in a residential area would reduce on-street parking availability for Torrance residents; negatively impact quality of life for Torrance residents; and require the City of Torrance to mitigate the impacts imposed on its residents. The daily intrusion of non-residents into a private parking lot would reduce parking for business patrons and could have negative economic impacts to Torrance businesses.

An option to consider is to construct a pedestrian bridge over southbound Hawthorne Blvd with access only from the west side of Hawthorne Blvd to/from the South Bay Galleria Station platform. Access from the east side would be provided at the Hawthorne Blvd/Artesia Blvd intersection, a close walking distance of only 360 feet further for Torrance residents residing on residential streets on the east side of Hawthorne This option would: eliminate the need for a new traffic signal; reduce/eliminate parking impacts to adjacent residential streets and private parking lots in Torrance; and allow for a functional, designated parking area on the west side of Hawthorne Blvd.

- **Page 2-36: 177th Street:** The proposed elimination of one of the two northbound left-turn lanes should be analyzed further in a Traffic Study to determine potential negative impacts. No data is provided to indicate a decrease in the northbound left-turn movement volume and, therefore, this lane reduction would require an increase to the GREEN time for this protected left-turn movement in order to accommodate the same northbound left-turn volume in one left-turn lane versus two. Without the increase in GREEN time, left-turning vehicles will queue into the #1 northbound through lane, thereby blocking one through lane. This would result in vehicle delay; vehicle idling; driver frustration; and cause the potential for increased rear end and side swipe collisions. Conversely, the increase in left-turn GREEN time will increase delays for other intersection approaches. The Traffic Study should obtain the existing left-turn movement volume; calculate the projected left-turn movement volume; calculate the actual length needed for the longer single left-turn lane; analyze and design new traffic signal timing; calculate a post-project intersection LOS and the LOS at other affected intersections north and south of 177th St.

- **Page 2-36: 179th Street:** The proposed new traffic signal should be analyzed further in a Traffic Study to identify potential negative impacts to traffic circulation; traffic delay; LOS determination; and safety and other impacts, including diversion of traffic onto 179th Street due to the proposed new traffic signal. A signal warrant analysis should be included. Additionally, it is not specified if you are proposing to extend the northbound or southbound left-turn lane.

[redacted]

- **Page 2-36: 180th Street:** The proposed median gap closure should be analyzed further in a Traffic Study to identify potential negative impacts to traffic circulation, including diversion of traffic onto 179th Street due to the proposed median closure.

- **Page 2-39: South Bay Galleria Station:** Torrance STRONGLY opposes any new pedestrian crossing in Hawthorne Blvd related to the South Bay Galleria Station. Instead, consideration should be given to constructing a pedestrian bridge overcrossing. See previous comment for Page 2-36: New South Bay Galleria Station Mid-Block Crossing.

- **Page 2-40:** Figure 2.3-29 should be revised to indicate the proposed new crosswalks are signalized and also include distances to Artesia Blvd (signalized) and 177th St (signalized).

- **Pages 2-54 and 2-55:** Consider including a row at the bottom of each Table to list the total duration in months and total daily truck loads for the Proposed Project and each Option.

- **Page 2-55: Table 2.4-3 Hawthorne Option Construction Schedule:** For the "LRT Guideway Bridges" phase it lists a duration of 35 months for 278,700 CY of soil import/export. Please verify if the duration is accurate. This is only 10 months (40%) longer than the duration of the similar phase shown on Page 2-54 in Table 2.4-1 Proposed Project-Construction Schedule of 25 months for 66,500 CY of soil import/export. Yet, the volume of soil import/export is more than 4 times (400%) greater.

- **Page 2-58:** Consider adding a projected schedule for permitting with State agencies. It is expected that the permit process will be longer for the Hawthorne Blvd option, when compared to the Projected Project and/or Trench option.

- **Page 3-4 Table 3.0-1:** The Map #1 project in Torrance is significantly complete and status should be changed to "Construction".

- **Page 3.1-1: Federal Regulations: American with Disabilities Act:** Bicycling and Walking: Hawthorne option would create over half a mile walk through dense parking lots of the South Bay Galleria in order for people to connect between buses and train from new train station on Hawthorne to the new Redondo Beach Transit Center. This could potentially create more issues for those who have mobility challenge to be able to connect between buses and train.

- **Page 3.1-3: Senate Bill 743, Transportation Impacts:** Although SB 743 requires the use of Vehicle Miles Traveled to evaluate traffic impacts, local agencies can require that traffic circulation enhancements be constructed to improve traffic conditions that would otherwise be worsened by a proposed project.

[redacted]

- **Page 3.1-47: Bicycling and Walking:** Hawthorne option would create over half a mile walk through dense parking lots of the South Bay Galleria in order for people to connect between buses and train from new train station on Hawthorne to the new Redondo Beach Transit Center. This could potentially create more issues for those who have mobility challenges to be able to connect between buses and train.

- **Page 3.1-15: PF-T-1 CTMP:** It appears the CTMP will be developed and prepared by contractors during the construction phase. The CTMP review, revision and approval process by each local agency should be considered in either the permitting schedule, if added, or as part of early activity during construction. See previous comments for Pages 2-54, 2-55 and 2-58.

- **Page 3.1-21: Torrance TC Station (Proposed Project)** – This section should say (All Options) as they all will end at the Torrance TC Station.

- **Page 3.1-38: South Bay Galleria Station (Hawthorne Option):** The prior history of various collisions from 2014 through 2018 is a concern that further supports strong consideration be given to constructing a pedestrian bridge overcrossing instead of a new pedestrian crossing in Hawthorne Blvd. See previous comment for Page 2-39.

- **Pages 3.1-54 and 3.1-55: South Bay Galleria Station Mid-Block Crossing:** Torrance STRONGLY opposes any new pedestrian crossing in Hawthorne Blvd related to the South Bay Galleria Station. Instead, consideration should be given to constructing a pedestrian bridge overcrossing. See previous comment for Page 2-36: New South Bay Galleria Station Mid-Block Crossing.

- **Page 3.1-55: 179th Street:** The proposed new traffic signal should be analyzed further in a Traffic Study. See previous comment for Page 2-36 179th Street.

- **Page 3.1-56: South Bay Galleria Driveway:** See previous comment for Page 2-36: New South Bay Galleria Station Mid-Block Crossing.

- **Page 3.1-57: 177th Street:** See previous comment for Page 2-36: 177th Street.

- **Page 3.1-57: 179th Street:** See previous comment for Page 2-36: 179th Street.

- **Page 3.1-57: 180th Street:** See previous comment for Page 2-36: 180th Street.

- **Page 3.1-57: 186th Street:** The realignment of the northbound left turn lane should be designed to provide the maximum possible clearance/separation between the northbound left-turn lane and southbound #1 travel lane. Subsequently, it is recommended that double-double yellow pavement markings be used for lane separation instead of flexible vertical delineators due to the anticipated problematic maintenance needs of frequently having to replace missing or damaged delineators.

[redacted]

- **P3.2-5:** Zoning code was last updated on January 1, 2023 (ADU Code Updates).

- **P3.2-6:** Description of Hawthorne Boulevard Corridor Specific Plan (HBCSP) should also describe intent and purpose of HBCSP is to guide actions within the area so that businesses can continue to prosper and the City of Torrance can continue to enjoy a healthy retail tax base. Furthermore, the design concept envisioned for the North Torrance District is that of a northern gateway to the City and the City's most prominent commercial boulevard, providing an active, community oriented, commercial environment. The "Hawthorne" option requires additional analysis on potential significant impacts to Land Use and the adopted plan based on design guidelines and intent for the North Torrance Sub District.

- **3.2-13: Torrance TC Station:** The Mary K. Giordano Regional Transit Center (operated under Torrance Transit System) will have 250 surface parking spaces along with 1,000-space parking structure that is currently under the design phase. The parking structure project will have 4 levels, up to 1,000 stalls, and electric vehicle charging stations.

- **P3.2-21:** Zoning along Hawthorne Boulevard along City of Torrance is predominantly single-family residential along the east side of Hawthorne Boulevard between Redondo Beach Boulevard on the north and 180th Street to the south; Commercial uses, including vehicle dealerships, restaurants, auto related businesses, between 180th and 190th Streets, with a mobile home residential community along the west side of Hawthorne Boulevard between 186th Street and along the Proposed Project rail line; uses industrial uses near the terminus of the TC. Description of land uses should reflect path of extension to the south.

- **P3.2-23:** Assumptions of Hawthorne option construction should take into consideration years and not months due to oversight and review from additional agencies.

- **P3.2-26:** Include HBCSP in table 3.2-5 in addition to General Plan (GP) as it is a local land use policy.

- **P3.3-117:** Analyze shadows casting on adjacent properties on Hawthorne Boulevard Option and include proposed soundwalls.

- **P3.3-120:** 3.3-7.3 Hawthorne Option – Aesthetics of additional infrastructure should be considered as degradation of views and cumulative impacts should be taken into account.

- **P3.4-30:** Sensitive receptors section did not take into account Excelsior Preschool located at 19801 Mariner Avenue (Figure 3.4-4).

[redacted]

- **P3.7-28: Section 3.7-4.1.2 Operational Impacts:** Operational Impacts were determined to be "Less than Significant Impact with Mitigation" with respect to the Centromadia parryi ssp. Australis (Common name Southern Tarplant), a 1B.1 Status Plant, at the Torrance Tarplant Preserve parcel (LA County Assessor Parcel # 7352-002-914).

- Unfortunately, the proposed mitigation measures do not assess the impact of the reduced watershed following the 12'-5" to 12'-7" (Appendix-2A: RW-120 & RW-121) expansion of the right-of-way via easements into the subject 2-acre parcel that is cited in the DEIR. The viability of the stated 3 to 1 replacement ratio goal set by the City's planned implementation of the Torrance Tarplant Preserve (Mitigation Measure BIO-1; Adopted Mitigated Negative Declaration (EAS13-00002, SCH#2014121003) may be impacted by the reduced watershed.

- **Page 4-25: High-Frequency Bus Alternative:** This section should also mention that the proposed High-Frequency Bus (HFB) Alternative would create duplication of service for Torrance Line 8. The HFB Alternative would also require a transfer at the Redondo Beach (Marine) Station in order for riders to continue further. This increases travel time and delays and becomes less attractive options compared to light rail.

- **MM VIB -1:** Require noticing of surrounding businesses near Del Amo Bridge regarding pile driving activities at least 72hrs in advance, in coordination with the City of Torrance Public Works Department, due to Significant and Unavoidable Impact.

- **MM-NOI2:** Information on proposed soundwalls is vague. Additional detail is required on heights and potential impacts to surrounding uses due to shade.

- **MM-BIO2:** Please Include El Nido Park for nesting bird surveys.

- **P3.10-21: Fig3.10-2:** Amie Sump identified instead of Pioneer Sump.

- **P3.15-22: Figure 3.15-4**: Educational Facilities map is missing Excelsior Preschool located at 19801 Mariner Avenue.

- **P3.15:** Public Services - Ensure coordination with TPD/TFD on construction detours.

- **Pages 4-49 Table 4.5-1 Comparison of Alternatives:** Torrance supports the Proposed Project in the Metro R.O.W. and opposes the Trench Option and the Hawthorne Option. Table 4.5-1 clearly reveals that impacts resulting from the Trench Option and the Hawthorne Option DO NOT avoid and DO NOT substantially lessen the significant majority of the significant effects of the project, when compared to the Proposed Project impacts.

[redacted]

- **Appendix 2-A, Drawing RW-763:** depicts the Hawthorne Option right of way expansions for both additional right-of-way acquisition and permanent easement requirements. The Hawthorne option would result in full and partial takings for at least two parcels, parcels 4084-024-086 and 4084-024-4026 respectively. In addition, significant economic disruptions would result in two commercial operations immediately north that include two regional car dealer operations, parcels 4084-024-023 and 4084-024-063. The four parcels represent an annual sales, property and business license tax revenues for the City that exceed $1.04 million. In an ever increasing environment, where additional pressure is being placed on local agencies, the economic impact of the Hawthorne Option would lessen the City of Torrance's ability to provide and maintain existing levels of service.

As previously indicated in a letter dated March 3, 2021 to Dolores Roybal Saltarelli for the preparation of the DEIR, the City of Torrance continues to support the Proposed Project and strongly opposes the Trench and Hawthorne Alternatives due to additional time required, additional costs, and negative economic impacts to commercial businesses along Hawthorne Boulevard during construction and operation of the LRT. The Proposed Project would commence in spring 2027 and be completed in approximately 5 years, while the Trench Option would commence in spring 2027 and require 8 years to build and the Hawthorne Option would not commence until 2029 and take 6 years to build. Furthermore, the Trench Option is projected to cost approximately $900M more than the Proposed Project and the Hawthorne Option is projected to cost approximately $1 Billion more than the Proposed Project. While CEQA does not require consideration of cost differences between alternatives, it is important to note that neither Option is an alternative that avoids or substantially lessens the significant majority of project impacts. The $900M to $1 Billion should be re-directed to fund other eligible critical projects in the South Bay area, and/or be used to address potential environmental impacts related to other eligible projects in the South Bay area.

The City of Torrance appreciates the opportunity to comment and looks forward to the incorporation of these comments into the analysis when completed. We have enclosed a copy of letters from Torrance related to this matter. Should Metro need to contact the City of Torrance please do not hesitate to contact the Community Development Department at 310.618.5990.

Sincerely,

ATTACHMENTS: A. September 19, 2018 – Torrance letter to Metro
B. March 3, 2021 – Torrance letter to Metro regarding draft EIR
C. November 1, 2022 – Torrance letter to Metro Board
D. March 15, 2023 – Torrance letter to Honorable Chair Ara J. Najarian

Attachment A

[redacted]

PATRICK J. FUREY
MAYOR

CITY COUNCIL MEMBERS
GEORGE K. CHEN
TIM GOODRICH
MIKE GRIFFITHS
MILTON S. HERRING, I
AURELIO MATTUCCI
GEOFF RIZZO

September 19, 2018

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
Attn: Mr. Phillip A. Washington, CEO/General Manager

RE: Proposed Green Line Extension to Torrance

Dear Mr. Washington,

On behalf of the City of Torrance, I am writing to convey our official position on the four proposed alternatives for extending the Green Line to Torrance. After careful review and analysis of the four alternatives, the City of Torrance recommends the Metro Board proceed with a full project Environmental Impact Report (EIR) to study **Alternative 1.** This alternative is fully funded and provides the best opportunity for project acceleration and completion by 2028. Implementation of Alternative 1 will create opportunity for greater regional connectivity, economic growth and traffic mitigation for the South Bay and all of Los Angeles County.

If Alternative 1 is not selected, Torrance recommends **Alternative 3** as a secondary/compromise option. We are aware that Alternative 3 is not presently fully funded and will require additional capital investment in order to complete. However, this option maintains certain components of the infrastructure needed for potential growth and service enhancement in the region.

The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these four alternatives. As you know, there is presently limited light rail service into the South Bay region of Los Angeles County. Hence, this crucial enhancement of the transportation system is essentially our one great opportunity to build the infrastructure needed for the next several decades and generations of residents living and working in the South Bay. Therefore, in our assessment, **Alternative 1** is the best alternative to address all needs, present and future, for the South Bay.

If you have any questions, or if there is anything that we can do to continue our collaboration and advocacy to strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit at (310) 618-6245.

[redacted]

3031 Torrance Boulevard • Torrance, California 90503 • 310/618-2801 • FAX 310/618-5841

Attachment B

[redacted]

PATRICK J. FUREY
MAYOR

CITY COUNCIL MEMBERS
HEIDI ANN ASHCRAFT
GEORGE CHEN
TIM GOODRICH
MIKE GRIFFITHS
SHARON KALANI
AURELIO MATTUCCI

March 3, 2021

Dolores Roybal Saltarelli, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-4
Los Angeles, CA 90012

RE: Metro C Line (Green) Extension to Torrance Project

Dear Ms. Roybal Saltarelli,

On behalf of the City of Torrance, I am writing to convey our official position on the two proposed alternatives for extending the Metro C Line to Torrance (Project), and to provide comments related to preparation of the Draft Environmental Impact Report (Draft EIR) for the Project.

The City of Torrance supports the intent of the Project to provide high frequency transit service through the South Bay that will serve the City of Torrance and other communities. The City of Torrance appreciates being notified of the Revised and Recirculated Notice of Preparation (NOP) and Comments and Scoping Meeting for the Project, and that an Environmental Impact Report will be prepared in compliance with the California Environmental Quality Act.

After careful review of the two alternatives, the City of Torrance continues to affirm its support of **Alternative 1**. This alternative utilizes an existing railroad right-of-way as the most cost-effective and efficient route to the future Torrance Regional Transit Center, which reduces the environmental footprint and is least impactful. It is also fully funded and provides the best opportunity for project acceleration and completion by 2028.

The City of Torrance strongly opposes the Alternative 2 alignment. Alternative 2 would cause significant negative impacts in Torrance, specifically to: aesthetics; air quality and greenhouse gas emissions; noise and vibration; public services; traffic and transportation; hazards and safety; and the local economy.

The City of Torrance recommends the Draft EIR consider for each Project alternative the following topics of environmental analysis:

[redacted]

Air Quality and Greenhouse Gas Emissions: Assess the potential air quality and greenhouse emissions impacts to residential zones and park recreation located east of the Metro right-of-way. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hazards and Safety: Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hydrology and Water Quality: Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way.

Noise and Vibration: Assess the potential noise and vibration impacts to residential and commercial zones and park recreation located along the Metro right-of-way. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 1 alignment are largely composed of duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment.

Public Services and Recreation: Assess the potential recreation impacts to park facilities at El Nido Park located adjacent to the Metro right-of-way. Include detailed maps showing the proposed alignment and any proposed removal of trees or impact to park facilities. Develop a mitigation plan to reduce these impacts for City review and comment.

Alternative 2: Hawthorne Boulevard

Aesthetics: Assess the potential aesthetic impacts to residential and commercial zones located along Hawthorne Boulevard. The equipment and power traction system to operate the light rail train has the potential of creating negative aesthetic impacts along Hawthorne Boulevard, especially to the residential zones located east and west of Hawthorne Boulevard. In addition, the poles and the overhead wiring system, along Hawthorne Boulevard will have an adverse impact to the aesthetic value of the commercial corridor. Several commercial properties and nearby residential properties could be significantly impacted where the alignment rejoins the Metro right-of-way near 190th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant impacts to nearby residential properties from light casting downward and excess glare. The elevated portion may also cause shadow impacts at sunrise and sunset to nearby residential properties. In addition, assess the potential impacts from loss of (removal or trimming) significant trees and vegetation along Hawthorne Boulevard.

Air Quality and Greenhouse Gas Emissions: Assess the potential air quality and greenhouse gas emissions impacts resulting from construction along Hawthorne Boulevard. This alternative would be highly visible and would take a significant amount of time to complete, and a thorough analysis and plan should be included to reduce construction air quality and excess greenhouse gas emissions impacts along the commercial corridor. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius.

Hazards and Safety: Assess the potential construction hazard and operating hazard impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. Additionally, the frequent and recurrent blockage of traffic on Hawthorne Boulevard caused by the proposed train may increase vehicle congestion at the proposed crossings and could negatively impact response times for emergency vehicles.

Hydrology and Water Quality: Assess the potential hydrology and water quality impacts to Pioneer Sump located adjacent to the Metro right-of-way.

Noise and Vibration: Assess the potential noise and vibration impacts to residential and commercial zones located along Hawthorne Boulevard. Horn soundings, crossing gate bells, rail noise, and construction noise and vibration may create impacts for adjacent residents and businesses. Include the potential impacts to sensitive receptors including Torrance residential communities, public and private schools, childcare facilities, and City facilities within a half-mile radius. The residential communities near the Alternative 2 alignment are largely composed of single-family homes, duplexes, multifamily structures, planned developments, and manufactured homes. Include detailed maps showing the locations of any proposed sound walls along with elevation views for City review and comment. Develop a mitigation plan to reduce these impacts for City review and comment.

Land Use and Planning: Assess the potential impacts to existing residential and commercial land uses along Hawthorne Boulevard. An at-grade rail line in the median as proposed from 166th Street to 182nd Street may cause a significant physical disconnection of the residential neighborhoods located east and west of Hawthorne Boulevard. Physical disconnection may also be further contributed by the existing high power transmission lines located between 177th Street and 178th Street. The elevated portion of Alternative 2 from 182nd Street to 190th Street would pose fewer physical conflicts with vehicles, bicycles and pedestrians but would require a very large supporting structure with abutments and support columns that would occupy much if not all of the planted center median width, which may cause a significant physical disconnection of the El Nido neighborhood west of Hawthorne Boulevard from the rest of the City.

Transportation and Traffic: Assess the potential traffic impacts to Hawthorne Boulevard and to residential and commercial uses along the corridor. Hawthorne Boulevard is the busiest roadway in Torrance carrying in excess of 69,000 vehicles per day. Construction of the C Line at-grade would impact five signalized intersections and three unsignalized intersections along Hawthorne Boulevard from Redondo Beach Boulevard to 190th Street. An at-grade rail line in the median as proposed from 166th Street to 182nd Street would likely require either the elimination of left-turn lanes at several of these intersections or street widening that would push Hawthorne Boulevard traffic closer to adjacent residential and commercial uses. Restriction of turning movements onto or off of Hawthorne Boulevard may be required and would cause the diversion of traffic to other routes and cut-through traffic in residential neighborhoods. At-grade rail systems would require the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

the installation of traffic signal pre-emption systems that would stop vehicular traffic with signals, bells, and gates as trains pass through. At-grade crossings are undesirable as a rule and new crossings are highly discouraged due to the safety risks they pose to the public regardless of the safety measures employed. The frequent and recurrent blockage of traffic by the proposed train would cause increased vehicle congestion at the proposed crossings and would negatively impact response times for emergency vehicles. Additionally, the distance between the Alternative 2 alignment and the Redondo Beach Transit Center should be evaluated for connectivity and efficiency between transit systems. The approximate three-quarter mile distance between the two would reduce effectiveness to an efficient multi-modal outcome and not convenient for future users that have physical mobility limitations.

Economic Impact: Assess the potential economic impacts to businesses located along the Hawthorne Boulevard commercial corridor that may occur with Alternative 2 both during construction due to reduced access or traffic detours, and after construction. Include an assessment of tax base for the City of Torrance during and after construction resulting from Alternative 2. Include the potential loss of existing commercial operations located on commercial and industrial properties and the impact to nearby residential properties where the alignment would rejoin the Metro right-of-way near 190th Street.

Finally, the environmental analysis for each Project alternative should assess the potential demand increase to the Torrance Regional Transit Center and need for additional parking resulting from introduction of the new mode of transit. The Draft EIR should include analysis for constructing a multilevel parking structure up to 1,500 vehicles at the Torrance Regional Transit Center to accommodate increased ridership along the C Line and connecting transit systems. The extension of the Line C to Torrance requires a 3% local match contribution, which is provided by the construction of the Torrance Regional Transit Center via South Bay Measure R Highway Program funds in the amount of $25.7 Million.

The City of Torrance has many mechanisms at its disposal to reach individual homeowners, business owners, homeowner associations, and business associations. It is strongly recommended that all stakeholders in the City be reached and engaged, particularly those that live near to where the Project alternatives are proposed.

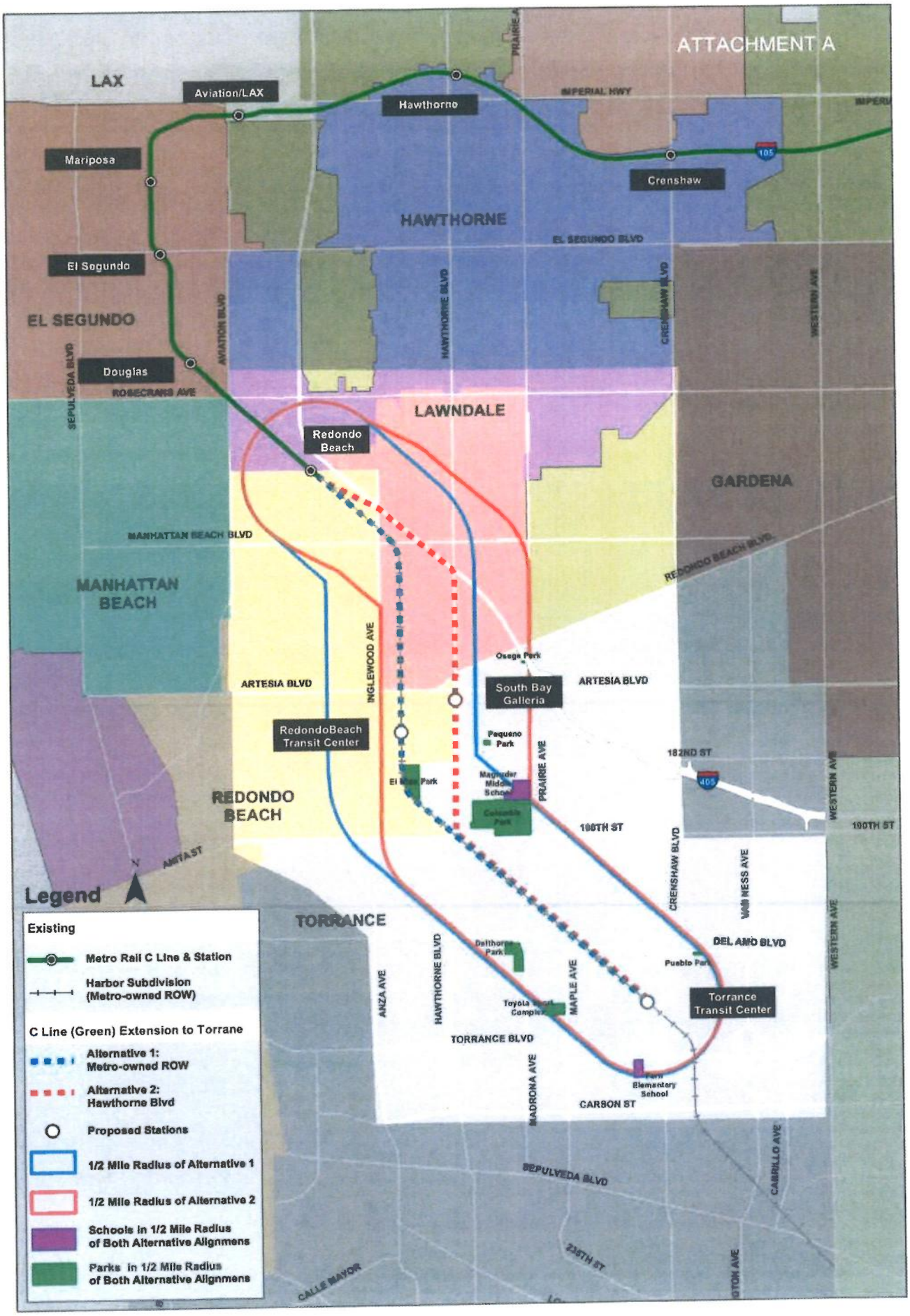
The future of public transportation and regional connectivity will be heavily impacted by the decisions made in the selection of one of these two alternatives. There is presently limited light rail service into the South Bay region of Los Angeles County, and this crucial enhancement of the transportation system is a great opportunity to building the infrastructure needed for the next generation of residents living and working in the South Bay. Therefore, the City of Torrance continues to affirm its support of **Alternative 1** as the best alternative to address all needs, present and future, for the South Bay.

If there are any questions, of if there is anything the City of Torrance can do to continue our collaboration and advocacy to the strengthen and enhance public transportation in the region, please do not hesitate to contact Kim Turner, the Director of Torrance Transit, at (310) 618-6245.

[redacted]

Attachment:

A. Torrance Vicinity Neighborhoods, Parks, and Schools Map



C Line (Formerly Green Line) Extension to Torrance Transit Project

Attachment C

[redacted]

GEORGE K. CHEN
MAYOR

CITY COUNCIL MEMBERS
MIKE GRIFFITHS
JONATHAN KAJI
SHARON KALANI
BRIDGETT LEWIS
AURELIO MATTUCCI
ASAM SHEIKH

November 1, 2022

Chairperson Ara J. Najarian and Members of the Metro Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Metro South Bay C-Line Extension to Torrance Regional Transit Center

Honorable Ara J. Najarian and the Esteemed Members of the Board:

On behalf of the City of Torrance, I am writing to convey our official position and continued support for the C-Line Extension to Torrance using the existing L.A. Metro Railroad Right-of-Way (ROW) Alternative. This alignment provides the best opportunity for project acceleration and completion by the 2028 Olympics hosted in Los Angeles. Implementation of the ROW alignment will create opportunity for greater regional connectivity, economic growth, and traffic mitigation for the South Bay and all of Los Angeles County. Project completion and operation to support the 2028 Olympics should be of utmost priority with respect to the project schedule.

As Metro conducts its Public Scoping Meetings and engages the public throughout the process for the Draft Environment Impact Report (EIR) for the C-Line Extension, city staff reviewed the proposed alternatives and attended the neighborhood walks and community meetings to better understand the impacts of the two alignments. The Right-of-Way Alignment, which allows the new rail line to continue safely along the existing right of way to the Mary K. Giordano Regional Transit Center, should be the locally preferred alternative. This alternative also creates the least impacts to residents and businesses within the City of Torrance.

Initially, our governing board considered proposing a 4th option in which the train would be fully underground (e.g. – a subway). However, after speaking with L.A. Metro staff at our Council Meeting on October 25, 2022, we confirmed this option was not cost effective and had not been selected by the Metro Board for moving forward into the Draft Environmental Impact Report back in 2018. Furthermore, Metro staff stated that the fully underground option would most likely not allow this project to be expedited for the completion before the 2028 Olympics.

Additionally, the City of Torrance is requesting that the Metro Board and LA Metro staff consider our concerns and the following suggestions as the project proceeds with its environmental impact assessment.

[redacted]

ROW Alignment is City of Torrance's preferred alternative as it has better chance of completion by the 2028 Summer Olympics in Los Angeles

The ROW alignment was initially fully funded under the Measure R and Measure M, which were a half-cent sales tax approved by the voters in 2008 and 2016. In addition, the ROW Alignment would create the least amount of impacts in terms of traffic congestion for residents of Torrance and displacement of our businesses as compared to the elevated Hawthorne Blvd. Alignment. With the 2028 Summer Olympics scheduled to take place in Los Angeles, having the project completed on time using the ROW means that Torrance and South Bay residents can take the new rail line to all of the sporting events. It will also alleviate major traffic congestion for cities along the 405 Freeway. According to Metro Staff, the projected ridership to and from Torrance for the C-Line Extension is higher than the projected ridership for other cities.

The ROW Alignment can potentially create more benefits to the surrounding communities than the Elevated Hawthorne Alignment

ROW Alignment would potentially provide improved mobility and minimize environmental impacts compared to the Hawthorne Blvd. alignment. Based on Metro staff's assessment of performance and project goals as part of the Supplemental Alternative Analysis submitted to the Metro Board on September 19, 2018, ROW alternative will perform better in the areas of Improved Mobility, Cost Effectiveness and Financial Feasibility, and Travel Time compared to the other alternatives.

Currently, the existing freight tracks do not have safety barriers surrounding them. Metro staff mentioned that the ROW alignment will include looking at adding barriers to prevent pedestrian/rail interactions/accidents.

Pasadena, Santa Monica, and some of the surrounding communities to the Metro L and E Lines have experienced increase in property values. In a 2013 study conducted by Center for Neighborhood Technology, commissioned by American Public Transportation Association, and in partnership with National Association of Realtors, researchers found that areas within frequent transit service outperformed others as a whole by 41.6 percent. Additionally, neighborhoods near transit had an effect on the resilience of property values, which benefited more from transit that was well connected and had a higher frequency of service. Households living in these areas had better access to jobs and lower average transportation costs than the region as a whole.

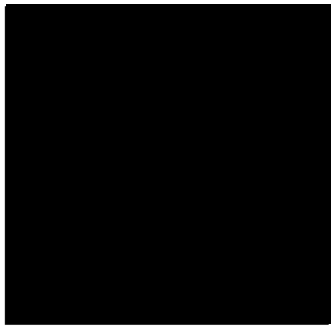
The Elevated Hawthorne Blvd. Alignment will cause major impacts to Torrance residents and businesses along this Corridor

The second alignment is to build an elevated railway along Hawthorne Boulevard. This will affect many businesses in the City of Torrance, including the Volvo Cars South Bay Dealership located on Hawthorne Blvd. and 190th Street. Other businesses and residents along Hawthorne Blvd. in Torrance will have to live with seeing an elevated train and columns adjacent to their homes. The Hawthorne alignment will have negative impacts to their current way of life as there is no existing rail line going through the area. Other concerns from the Torrance community include noise and

vibration, visual aesthetics and an increase in traffic on Hawthorne Boulevard. Moreover, Metro staff should also include costs and delays potentially caused by encroachment along the 405 Freeway and on Hawthorne Boulevard in their analysis. The Elevated Hawthorne Boulevard Alignment may also require travel lane and/or turn pocket modifications in the City of Torrance. Last but not least, Metro staff should consider the effects of the elevated train structure casting a shadow on business and homes within the affected corridors.

In contrast, the ROW alignment will utilize most of the existing right-of-way currently owned by L.A. Metro. Additionally, Metro is planning to study and provide sound barriers to alleviate not only the low noise from the new light rail, but also to help alleviate the noise from the existing freight rail for the surrounding communities. Furthermore, Metro staff mentioned at the April 2022 Neighborhood Walks that they will work with BNSF Railway to upgrade and replace some of the older existing freight tracks as part of the construction process. This will further reduce the noise level coming from the existing freight rail.

Again, we strongly support the Right-of-Way Alignment and oppose the Elevated Hawthorne Boulevard Alignment. If you have any questions or concerns, please contact our Transit Director, Kim Turner at (310) 618-6245 or KTurner@TorranceCA.Gov. Thank you for your consideration.



Cc: Metro Board
Torrance City Council
Georgia Sheridan, Metro
Mark Dierking, Metro

Attachment D

[redacted]

GEORGE K. CHEN
MAYOR

March 15, 2023

Honorable Chair Ara J. Najarian
Los Angeles County Metropolitan Transportation Authority
Board of Directors
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Dear Chair Najarian,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the three options, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments and is the most cost-effective route, leveraging existing transit investments in the Mary K. Giordano Regional Transit Center and the Redondo Beach Transit Center. Additionally, it does not encroach on I-405, avoids businesses, traffic and parking impacts on Hawthorne Blvd.

Los Angeles drivers are estimated to spend an average of approximately 95 hours in traffic, costing $1,600 per driver annually. The light rail extension to the South Bay will bring numerous benefits to our region, including an alternate mode of transportation for those traveling along the I-405 corridor, save passenger commute times and alleviate traffic on roadways. The extension will also provide vastly improved access to regional destinations, connections to the greater L.A. Metro regional rail system and reductions in air pollution and greenhouse gas emissions by about 2,369 metric tons of C02 annually.

Additionally, the C-Line extension is estimated to serve 65,000 jobs in the project area by 2042, with most riders traveling to and from Torrance in addition to surrounding cities, such as Redondo Beach, Gardena, Carson, and Long Beach. It is also projected to generate between 10,300 – 16,200 new daily transit trips and improves equity by serving 18% of the low-income and 47% of the minority populations in the project area.

[redacted]

The other route options for Light Rail on Metro's Rail Right-of-Way/Trench and Elevated Light Rail along Hawthorne Blvd. would require major construction in the area and result in further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Blvd., and creating accessibility and connectivity issues to the Redondo Beach Transit Center.

For too long the South Bay region has waited for this light rail investment. Please advance the only option that builds on a completed right-of-way capital investment, minimizes commuter disruption and realizes both environmental and ridership access the soonest: **The Right-of-Way with Elevated/At-Grade Option**. The Torrance City Council supports bringing light rail to the South Bay via the route planned years ago along with investments made to integrate the extension of the existing C-Line via the Metro Right-of-Way Elevated/At-Grade Option. This is the only option with the opportunity to complete by LA28 if given the focus, funding, and support of not only the county, but the entire nation. Thank you for your time and consideration.

Sincerely,

[redacted]

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[redacted]

COMMITTEES
ENVIRONMENTAL QUALITY, CHAIR
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JUDICIARY
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TRANSPORTATION
JOINT COMMITTEE ON THE ARTS, VICE-CHAIR
ENVIRONMENTAL CAUCUS, CO-CHAIR

May 18, 2023

Honorable Ara J. Najarian
Chair, Board of Directors
Los Angeles County Metropolitan Transportation Agency
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Dear Chair Najarian,

I write in support of the Right-of-Way Elevated/At-Grade Alignment option for extending the C Line (Green Line) as LA Metro prepares to expand light rail in the South Bay.

For people traveling along the I-405 corridor, this C Line extension will provide a much-needed alternate mode of transportation that will reduce commute times and alleviate roadway traffic. The project will improve access to regional destinations, provide connections to the greater LA Metro regional rail system, and reduce air pollution – all while expanding equity by serving low-income and minority populations in the C Line extension project area.

By leveraging existing investments in the Mary K. Giordano Regional Transit Center in Torrance and the Redondo Beach Transit Center, the Right-of-Way Elevated/At-Grade Alignment is the most cost-effective option. The other two route options (Light Rail on Metro's Rail Right-of-Way/Trench and Elevated Light Rail Along Hawthorne Boulevard) would be significantly more expensive while causing negative impacts to local businesses and hindering accessibility to the Redondo Beach Transit Center.

Thank you for your serious consideration of the many important fiscal, environmental, economic, and community factors that go into extending the Metro C Line. If you have any questions, please do not hesitate to contact me at (310) 318-6994 or senator.allen@senate.ca.gov.

[redacted]

[redacted]

March 23, 2023

Georgia Sheridan
Senior Director, Mobility Corridors
1 Gateway Plaza, Mail Stop 99-22-2
Los Angeles, CA 90012

SUBJECT: Letter of Support for C-Line Extension to Torrance

Dear Ms. Sheridan,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the two potential alignments, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments. Additionally, it does not encroach on I-405 Freeway, avoids business, traffic and parking impacts on Hawthorne Blvd. and is the most cost-effective option.

Los Angeles drivers are estimated to spend an average of approximately 95 hours in traffic, costing $1,601 per driver annually. This Project will provide an alternate mode of transportation for those traveling along the I-405 corridor, which will help save passenger commute times and alleviate traffic on roadways. The extension will also provide more equitable access to regional destinations by improving connections to the greater L.A. Metro regional rail system and reduce air pollution and greenhouse gas emissions by about 2,369 metric tons of C02 annually, making transit a more viable transportation choice. Additionally, the C-Line Extension is estimated to serve 65,000 jobs by 2042, generate between 10,300 – 16,200 new daily transit trips and improve equity by serving 18% of the low-income and 47% of the minority populations in the project area.

The other route options would require major construction in the area and will result further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, most notably major traffic burden at multiple intersections within the City of Torrance. LA Metro has identified six intersections within Torrance which would experience worse traffic conditions than current flow, which will undoubtedly force cars onto less trafficked, more residential streets.

For too long the South Bay region has waited for light rail investment. Please advance the only option that builds on completed right-of-way investment, minimizes commuter disruption

[redacted]

and realizes both environmental and ridership access the soonest: The Right-of-Way with Elevated/At-Grade Option.

Thank you for your time and consideration.

[redacted]

CITY OF
TORRANCE

PUBLIC WORKS DEPARTMENT

Craig Bilezerian
Public Works Director

March 23, 2023

Georgia Sheridan
Senior Director, Mobility Corridors
1 Gateway Plaza, Mail Stop 99-22-2
Los Angeles, CA 90012

SUBJECT: Letter of Support for C-Line Extension to Torrance

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For too long the South Bay region has waited for light rail investment. Please advance the only option that builds on completed right-of-way investment, minimizes commuter disruption

20500 Madrona Avenue • Torrance, California 90503 • Telephone 310/781-6900 • Fax 310/781-6902
Visit Torrance's home page: http://www.TorranceCA.gov

and realizes both environmental and ridership access the soonest: The Right-of-Way with Elevated/At-Grade Option.

Thank you for your time and consideration.

Best Regards,

DAN THOMAS
City of Torrance Traffic Commission, Vice-Chair

[redacted]

June 2, 2023

Ara Najarian, Chair of L.A. Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority

Office of the CEO,
One Gateway Plaza,
Los Angeles, CA 90012

Dear Chair Najarian,

As L.A. Metro prepares to bring light rail to the South Bay via an extension of the existing C-Line (formerly "Green Line") and studies the three options, we write to encourage you to support the Proposed Project: Right-of-Way with Elevated/At-Grade Option.

The Right-of-Way with Elevated/At-Grade Option utilizes existing L.A. Metro Right-of-Way with a combination of elevated and at-grade segments and is the most cost-effective route, leveraging existing transit investments in the Mary K. Giordano Regional Transit Center and the Redondo Beach Transit Center. Additionally, it does not encroach on I-405, avoids businesses, traffic and parking impacts on Hawthorne Blvd.

The other route options Light Rail on Metro's Rail Right-of-Way/Trench and Elevated Light Rail along Hawthorne Blvd. would require major construction in the area and result in further delays for the project. The Elevated Hawthorne Blvd. option is inconsistent with voter-approved funding initiatives. It will cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Blvd., and creating accessibility and connectivity issues to the Redondo Beach Transit Center.

The Torrance Auto Dealers Association along with over 800 Torrance residents have provided comments to support the **Right-of-Way with Elevated/At-Grade Option.**

We urge you to join other local and regional leaders, residents and businesses in support of bringing light rail to the South Bay via the route planned years ago along with investments made to integrate the extension of the existing C-Line via the Metro Right-of-Way Elevated/At-Grade Option. This is the only route with the opportunity to complete by LA28 if given the focus, funding, and support of not only the county, but the entire nation. Thank you for your time and consideration.

[redacted]

Cc: L.A. Metro Board of Directors; Stephanie Wiggins, C.E.O.; Sharon Gookin, Deputy C.E.O.; Nicole England, Chief of Staff and Collette Langston, Board Clerk

[redacted]

September 14, 2023

City Manager Aram Chaparyan
City of Torrance
3031 Torrance Blvd.
Torrance, CA 90503

Subject: Support for the Green Line Extension to Torrance Project

Dear City Manager Aram Chaparyan,

Connection is something every human on this planet strives for. A deep bond that is formed between people and communities to make them feel seen and valued, giving a sense of belonging. The extension of the Metro C-Line will connect Individuals, families, communities, and businesses. There are many benefits to this extension besides connecting communities and businesses. It will build thriving communities, create jobs, ease traffic congestion, and promote a cleaner environment.

The Metro C line (Green) Extension project according to the August 14, 2023, C line extension to Torrance Project update by Los Angeles County Metropolitan Transportation Authority would reduce 49,000 vehicle miles traveled (VMT) per day resulting in a reduction of about 2,370 metric tons of carbon dioxide equivalent per year in 2042. With reduction of VMT and carbon emissions the C Line will provide a reliable and convenient alternative to driving, alleviating traffic congestion, and save travel time for people accessing businesses, schools, and jobs in the surrounding communities. This is something that has been an issue for Torrance since the mid 1950's. These reductions will help our community reach our Climate change goals. Not only will the C line better out community emissions and air quality, but it will also support the community and surrounding cities with opportunities.

The construction of the C line will provide jobs and opportunities for surrounding business providing economic growth. The project is expected to support 65,000 jobs by 2042 according to Torrance transit Planning Manager David March. The extension allows for businesses to grow with more foot traffic and easier access to big and small businesses in Torrance and surrounding cities and connecting the South Bay in ways that are constrained by today's congestion on local roads.

In a recent poll by a market research firm on the C Line (Green) 670 residents were randomly selected to receive phone calls across Torrance, Redondo Beach, and Lawndale. The survey revealed that 60% of residents are familiar with the project and 67% are supportive of the extension of the C Line (Green) and 8% of the residents surveyed in all three cities opposed the project. The community wants growth. The community wants jobs. The community wants better.

The Metro C Line (Green) extension project has many benefits to the economic growth of the south bay. It will create jobs, ease traffic congestion, allow businesses to thrive and promote a better and cleaner environment. The Torrance Area Chamber of Commerce supports the C Line and the growth of our community.

Thank you for your consideration.

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

Georgia Sheridan, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop: 99-22-3
Los Angeles, CA 90012

March 27, 2023

Dear Ms. Sheridan:

On March 10, 2023, the South Bay Cities Service Council received an update on the C Line Extension to Torrance project during their regular meeting. The Service Council then voted to formally express support for the C Line Extension to Torrance Project, with a preference for the Metro ROW Elevated At-Grade alignment as we found it to be the most efficient, economical option that could most quickly bring benefits to South Bay transit connectivity. Councilmembers felt it important to forward this motion on behalf of our many transit-dependent constituents who may not have the time or opportunity to comment themselves. Councilmembers Ernie Crespo and Glenda Silva abstained from voting on the item, citing their respective positions as representatives of GTrans and Los Angeles World Airports, and the need to consult with their agencies before supporting the motion. Councilmembers Dora "Gaby" Segovia (LA Walks) and Roye Love (Carson, retired) also abstained from the vote.

Questions raised by the South Bay Service Council during the discussion of the project that we would like to see addressed in the draft EIR include:

- How access will be provided from both sides of the Torrance Transit Center Station platform
- Connectivity of the alignments to surrounding transit options
- Availability of drop-off access (kiss and ride) at the stations, as they would likely be used for people traveling to the airport

Overall, the South Bay Cities Service Council urges the Metro Board to authorize moving this project forward as quickly as possible and if possible, to expedite its completion to expand the transit options available for the 2028 Olympics. The South Bay Service Council recognizes that neighboring communities have their individual concerns regarding this project; we encourage Metro to continue its extensive community outreach efforts and to work through those concerns with the local municipalities and community groups. We look forward to the provision of expanded transit access for our region's constituents through the eventual completion of this project.

[redacted]

[redacted]

Metro C Line Extension
To whom it may concern:

[redacted]
for approximately 24 years. We love our neighborhood but we are very concerned about the Green Line Extension. We strongly recommend the Hawthorne Blvd. Extension.
Our concerns are:

1 – Disruption of peacefulness of our neighborhood.

2 – Noise and extended construction time.

3 – Dangerous gas lines under the existing ROW, the need for lines to be rerouted and the danger of gas leaking (could cause an explosion).

4 – The danger to children who are walking to nearby schools who must cross the ROW at 170th and 186th streets.

5 – Traffic congestion on Inglewood Blvd where Lawndale High school is located and entrance and exit to the 405 Freeway.

We strongly recommend the Hawthorne Blvd plan which is widely recommended by Lawndale city, Redondo Beach city and Del Amo Mall.

Thank You for your kind consideration, we really appreciate your help to this matter.

[redacted]

[redacted]

[redacted]

Dear Honorable Metro Board of Directors,

The Pacific Crest Cemetery is one of the oldest burial sites in the South Bay established in 1902. For one and a quarter decades has always been a place where mourners can pay their last respects in a quiet park-like setting. The general area has served this same function previous to our establishment and we believe should be avoided as a high-frequency rail line and station.

This letter is to convey our **OPPOSITION** to the Metro recommendation of **ROW Hybrid** route alternative for the **C Line Extension to Torrance**. We believe this route has potential to harm our business for reasons listed below.

We support the Hawthorne Blvd. elevated route to better serve the area and preserve the existing community.

From DEIR, Cultural Resources:

> **3.13-3.6 Cemeteries and Burials**
>
> The archival research and survey identified one cemetery located within the Proposed Project and Trench Option RSA. Pacific Crest Cemetery is located at 2701 182nd Street in the City of Redondo Beach.
>
> The cemetery was established in 1902 by George Cate, the city's first mortician. Soon after the cemetery's establishment, human remains were transferred to Pacific Crest from at least two other cemeteries. One was Knob Hill, slightly more than two miles to the southwest, where a Native American cemetery had been reused by nineteenth century settlers (Gnerre, 2017). The other was El Nido Cemetery, which was located in the approximate location of today's El Nido Park.
>
> The history of Pacific Crest Cemetery is well known. The railroad ROW was established by 1888. Pacific Crest was established fourteen years later, in 1902. It is common for historic cemetery boundaries to change, sometimes leaving burials outside the property lines. However, because Pacific Crest Cemetery was established in the twentieth century, after the railroad ROW, it is unlikely that any unmarked and forgotten graves lay within the Proposed Project footprint.

[redacted]

The probability of encountering historic remains is elevated adjacent to El Nido Park. A historic cemetery, which predated the railroad ROW, was located at an unknown location within or adjacent to today's El Nido Park. Unmarked graves may be located within the Proposed Project and Trench Option RSA in the vicinity of El Nido Park.

We would disagree with the idea that previous interments would not be disturbed due to the historical use of the area, including El Nido Park. Further, the trenching proposal makes it nearly unavoidable. The DEIR, Cultural Resources section defines **3.13-2 Significance Thresholds,** to be (c) "Disturb any human remains, including those interred outside of formal cemeteries." If remains are discovered, without a historical context for the area, local perceptions might reflect poorly on our conduct through no fault of our own.

Noise and Vibration has Significant Impact, even after construction.

In addition to the disturbances of those interments perhaps outside of the property (namely the 182nd area to El Nido Park) there will be significant disruption to our clients and funerals held on site. Eight years of heavy construction will bring noise, vibration, poor air quality, and a general disturbance to the peace that our customers are seeking. This will be disruptive to outdoor services and guests alike. This is stated in the DEIR as Significant.

With the known problem of sandy and expansive soils, the constant vibration of heavy equipment and digging in the area may have unwanted consequences perhaps even desecration of existing grave sites. Sink holes in the surrounding area have been experienced recently and we fear just such an occurrence. This level of industrial construction activity, expecially shoring out the trench, puts our marble mauseleum located across the ROW from the Transit Center at grave risk (see pictures below).

Beyond the inconveniences and disturbance for our business, we fear the long term nuisance of train station directly behind our property. With a constant barrage of train bells and station announcements, "Next stop, Tor- rance Transit Center,..." our site will be robbed of what attracts visitors and customers alike; peace and quiet.

Please reconsider the ROW alignment and put the C Line Extension on Hawthorne Blvd., a proper setting for a commuter train.

[redacted]

[redacted]

[redacted]

[redacted]

May 20, 2024

To Los Angeles Metro Board Members
Via email to boardclerk@metro.net

Subject: FOR Item #30, C Line extension to Torrance

The Sierra Club has long supported expansion of Metro's transit network, especially including endorsing the Expo Line and more recently the funding ballot Measures R (2008) and M (2016).

I now want to emphasize our support for extending the Metro C (Green) Line to its Torrance terminus, Item #30 on this month's Board agenda. This will serve the South Bay soon and ultimately create a single north-south K Line light rail corridor from Hollywood to Torrance, with connections to three crossing rail lines.

[redacted]

[redacted]

April 24, 2024

Re: Metro C Line Extension

Dear Metro Board of Directors,

We have the distinction of being both long-term business owners and homeowners in Redondo Beach and would like to express our strong support for the Hawthorne Blvd option for the Metro C Line Extension.

We've owned our business, La Cienega Manufacturing, Inc., a machine shop on the corner of 182nd Street and Kingsdale Ave (near Hawthorne Blvd) since the 1980s. By using the Hawthorne Blvd option, businesses will be more accessible to public transportation and foot traffic. More customers mean more jobs and economic growth for the South Bay. Furthermore, the cities of Lawndale, Hawthorne and N. Redondo Beach have all voted to recommend the Hawthorne Blvd route and reject the ROW option. Lastly, the ROW option is dangerous for the community, as moving the freight train carrying hazardous petroleum products very close to homes is a recipe for disaster.

In conclusion, we believe the Hawthorne Blvd option is the best choice for the businesses and residents of the South Bay. We urge you to vote for this option as the best way to support our community.

[redacted]

Dear Metro Board of Directors,

As a doula serving the South Bay community, I am writing to express my strong support for the Hawthorne Boulevard option for the Metro Green Line/C-Line train extension project. Having worked closely with families in Lawndale and the surrounding areas, I am deeply concerned about the potential negative impact that the ROW option could have on the quality of life for residents, especially newborns, and their families.

The Hawthorne Boulevard option offers significant advantages in preserving our community's tranquility and well-being. Placing the train line along the ROW would subject residents to vibrations and noise from 200 trains passing through their neighborhoods each day. This constant disruption would not only disrupt daily life but also pose serious health risks, particularly for newborns who require a peaceful environment for optimal development.

Furthermore, the construction process itself would introduce pollution and further disturb the community, exacerbating stress levels and affecting the overall quality of life. As a doula, I have seen firsthand the importance of a calm and quiet environment for newborns and their families, especially during the crucial early months. The Hawthorne Boulevard option would help maintain the peaceful atmosphere that our community currently enjoys, supporting the well-being of families and promoting a healthy start for our youngest residents.

In addition to safeguarding the health and comfort of our community, the Hawthorne Boulevard option also offers practical benefits. By preserving existing residential areas and green spaces, this route minimizes disruption to neighborhoods and preserves the character of our community. It also provides convenient access to public transportation without compromising the quality of life for residents.

I urge the Metro Board of Directors to consider the well-being of our community and select the Hawthorne Boulevard option for the Metro Green Line/C-Line train extension project. By prioritizing residents' health and happiness, we can ensure a brighter future for Lawndale and the surrounding areas.

Sincerely,

[redacted]

[redacted]

Dear Metro Board of Directors,

I am writing to express my enthusiastic support for the **Hawthorne Blvd. option** for the Metro C-Line Extension to Torrance. As the school director for a local nursery school in the area, which serves many families,I believe that this option offers the best solution for our community and our nursery school.

The Hawthorne Blvd. option provides several key benefits for the nursery school and the community as a whole. First and foremost, it will improve accessibility and connectivity for the families we serve and the employees of the school. With a light rail running down Hawthorne Blvd, the nursery school will be more accessible to public transportation users, reducing traffic congestion and improving overall mobility in the area. I have admired the revitalization efforts to the business district in Lawndale and I know this will further serve that area. I travel from Torrance to work in Manhattan Beach, to shop at Boulevard Florist often, volunteer for animal rescuers at the Petco near Marine. At the school where I am director we have many families who live in Lawndale and would love options to get to our school which is near Artesia Blvd!

Additionally, the Hawthorne Blvd. option will have a positive impact on the local economy. By providing convenient access to our school, more families who live further from the South Bay will be able to enroll with us, leading to increased enrollment and revenue for businesses as the families travel to and from Hawthorne Blvd. This option will also create new job opportunities and stimulate economic growth in the area.

It is my understanding that the cities of Lawndale, Hawthorne, and North Redondo Beach have all voted to recommend the Hawthorne Blvd. route.

Furthermore, the Hawthorne Blvd. option is the most environmentally friendly choice. By encouraging the use of public transportation, it will help reduce carbon emissions and promote sustainability in our community. This aligns with our community's own commitment to environmental stewardship and sustainability and in supporting the wellbeing of children and their families.

As my business has serviced families for over 65 years, all of them with very young children, and many who live along the proposed Hybrid ROW route, I am concerned of the dangers for the community - this at-grade option will make it more dangerous for young kids who walk to school, and moving the trains within 5 feet of homes could cause a catastrophic disaster in case of a derailment.

In conclusion, I believe that the Hawthorne Blvd option is the best choice for our community, my business, and the environment. We urge you to consider this option carefully and support its implementation for the benefit of all stakeholders involved.

Thank you for reading and thank you for your attention to this matter.

Sincerely,

[redacted]

[redacted]

[redacted]

May 20, 2024

To whom it may concern:

My husband and I have operated our business here in Redondo Beach for over thirty years. We are both very concerned about the route options facing the Metro for the new Metro C Line Extension. We appreciate the opportunity to express our opinion.

We feel strongly that the route that uses Hawthorne Blvd. is a far better option for both the local businesses and the local communities. Here are a few of our reasons:

- Routing the line down Hawthorne Blvd. will help revitalize the business districts in Lawndale, Redondo Beach and Hawthorne.
- Building the C-Line extension down Hawthorne Blvd. will help bring people from outside the South Bay to the South Bay and could potentially expand every business in the South Bay's reach.
- We believe that the Hawthorne Blvd. option will provide better access for both customers and for employees who utilize public transportation.
- We are concerned that the Hybrid ROW route is dangerous for the communities since it would be built at-grade though residential neighborhoods. This is obviously more dangerous for children who walk to school, and the general public who use the streets and sidewalks nearby. We understand that in some instances there is only 5 feet of clearance between trains and homes. This is unacceptable and will cause an increased safety risk to homeowners and a decrease in property values.

Please consider these concerns in the decision-making process. Thank you.

[redacted]

[redacted]

Dear Honorable Members of the Metro Board of Directors,

I am writing to express my strong support for the Hawthorne Blvd. alignment for the C Line Extension to Torrance. As a member of the El Camino Community College Board of Trustees, I am deeply invested in the well-being of our community and the equitable development of our transportation infrastructure.

While I understand that Metro staff has recommended the Hybrid ROW option, the Hawthorne Blvd. alignment presents a more favorable solution for our community as a whole. The Hybrid ROW option poses significant negative effects on the surrounding neighborhood, including increased noise and vibration and significant disruptions to residences. Building through a densely populated area raises safety concerns as well.

Choosing the Hawthorne Blvd. alignment aligns with equity and social justice principles. It ensures that our transportation investments prioritize the needs and well-being of all residents, especially those in underserved communities. By selecting the Hawthorne Blvd. alignment, we can promote safer, more accessible transit options for all residents, regardless of their socioeconomic status or background. Choosing the Hybrid ROW option would destroy a multi ethnic neighborhood. It would also destroy scarce green space for an underserved community of color.

I urge the Metro Board of Directors to carefully consider the impacts of each alignment option and prioritize the long-term interests of our community. Selecting the Hawthorne Blvd. alignment will not only address concerns about safety and equity but also foster a more sustainable and vibrant future for our neighborhood. This decision has the potential to bring about positive change and improve the quality of life for our residents.

Thank you for your attention to this matter, and for your dedication to improving our community's transportation infrastructure. I look forward to seeing the positive impact that the Hawthorne Blvd. alignment will have on our community.

[redacted]

[redacted]

[redacted]

Dear Honorable Metro Board of Directors,

The Pacific Crest Cemetery is one of the oldest burial sites in the South Bay established in 1902. For one and a quarter decades has always been a place where mourners can pay their last respects in a quiet park-like setting. The general area has served this same function previous to our establishment and we believe should be avoided as a high-frequency rail line and station.

This letter is to convey our **OPPOSITION** to the Metro recommendation of **ROW Hybrid** route alternative for the **C Line Extension to Torrance**. We believe this route has potential to harm our business for reasons listed below.

We support the Hawthorne Blvd. elevated route to better serve the area and preserve the existing community.

From DEIR, Cultural Resources:

> **3.13-3.6 Cemeteries and Burials**
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> The archival research and survey identified one cemetery located within the Proposed Project and Trench Option RSA. Pacific Crest Cemetery is located at 2701 182nd Street in the City of Redondo Beach.
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[redacted]

The probability of encountering historic remains is elevated adjacent to El Nido Park. A historic cemetery, which predated the railroad ROW, was located at an unknown location within or adjacent to today's El Nido Park. Unmarked graves may be located within the Proposed Project and Trench Option RSA in the vicinity of El Nido Park.

We would disagree with the idea that previous interments would not be disturbed due to the historical use of the area, including El Nido Park. Further, the trenching proposal makes it nearly unavoidable. The DEIR, Cultural Resources section defines **3.13-2 Significance Thresholds,** to be (c) "Disturb any human remains, including those interred outside of formal cemeteries." If remains are discovered, without a historical context for the area, local perceptions might reflect poorly on our conduct through no fault of our own.

Noise and Vibration has Significant Impact, even after construction.

In addition to the disturbances of those interments perhaps outside of the property (namely the 182nd area to El Nido Park) there will be significant disruption to our clients and funerals held on site. Eight years of heavy construction will bring noise, vibration, poor air quality, and a general disturbance to the peace that our customers are seeking. This will be disruptive to outdoor services and guests alike. This is stated in the DEIR as Significant.

With the known problem of sandy and expansive soils, the constant vibration of heavy equipment and digging in the area may have unwanted consequences perhaps even desecration of existing grave sites. Sink holes in the surrounding area have been experienced recently and we fear just such an occurrence. This level of industrial construction activity, expecially shoring out the trench, puts our marble mauseleum located across the ROW from the Transit Center at grave risk (see pictures below).

Beyond the inconveniences and disturbance for our business, we fear the long term nuisance of train station directly behind our property. With a constant barrage of train bells and station announcements, "Next stop, Tor- rance Transit Center,..." our site will be robbed of what attracts visitors and customers alike; peace and quiet.

Please reconsider the ROW alignment and put the C Line Extension on Hawthorne Blvd., a proper setting for a commuter train.

[redacted]

[redacted]

Dear Metro Board of Directors,

We are writing to express our strong support for the Hawthorne Blvd. option for the Metro C-Line Extension to Torrance. As a local business in the area, we believe that this option offers the best solution for our community and our business.

The Hawthorne Blvd. option provides several key benefits for our business and the community as a whole. First and foremost, it will improve accessibility and connectivity for our customers and employees. With a light rail running down Hawthorne Blvd, our business will be more accessible to public transportation users, reducing traffic congestion and improving overall mobility in the area.

Additionally, the Hawthorne Blvd. option will have a positive impact on the local economy. By providing convenient access to our business, more customers will be able to visit us, leading to increased foot traffic and sales. This option will also create new job opportunities and stimulate economic growth in the area.

Furthermore, the Hawthorne Blvd. option is the most environmentally friendly choice. By encouraging the use of public transportation, it will help reduce carbon emissions and promote sustainability in our community. This aligns with our own commitment to environmental stewardship and sustainability.

In conclusion, we believe that the Hawthorne Blvd option is the best choice for our community, our business, and the environment. We urge you to consider this option carefully and support its implementation for the benefit of all stakeholders involved.
Thank you for your attention to this matter.

Sincerely,

[redacted]

[redacted]

May 14, 2024

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

Dear Members of the Metro Board of Directors,

As a local real estate agent deeply invested in the well-being and prosperity of our community, I am writing to express my strong support for the Hawthorne Blvd option for the Metro C-Line extension project in Lawndale, Torrance and Redondo Beach.

The Hawthorne Blvd option presents numerous benefits for our community and aligns with the long-term interests of residents and businesses alike. This route not only preserves the integrity of our residential neighborhoods but also fosters a conducive environment for sustainable economic growth. By running alongside a bustling business corridor, the Hawthorne Blvd option ensures convenient access for residents and visitors, thereby enhancing property values and bolstering local businesses.

Furthermore, the Hawthorne Blvd option demonstrates a commitment to community cohesion and safety. Unlike alternatives that encroach upon residential areas or compromise public spaces, this route prioritizes the well-being of our residents and minimizes potential disruptions to daily life. Additionally, the presence of well-planned infrastructure along Hawthorne Blvd can serve as a catalyst for urban revitalization and attract further investment in our vibrant community.

In conclusion, I urge the Metro Board of Directors to consider the numerous advantages offered by the Hawthorne Blvd option and to prioritize the long-term interests of our community. By choosing this route, we can create a win-win scenario that promotes economic prosperity, enhances quality of life, and ensures a bright future for Lawndale and Redondo Beach.
Thank you for your attention to this matter. Please do not hesitate to contact me if you require any further information.

Sincerely,

[redacted]

[redacted]

Honorable Karen Bass
Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952

SUBJECT: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable Mayor Bass and LA County Metro Board Members:

Streets For All would like to express our support for the Metro C/Green Line Extension to Torrance. Streets For All is an organization dedicated to building a transportation revolution for Los Angeles. We believe that people should be able to move around their city safely, regardless of their race, income, zip code, or ability, and expanded public transit is a key to achieving this vision. The South Bay extension could reduce 2,000 metric tons of carbon dioxide equivalent per year by reducing 49,000 vehicle miles traveled. Furthermore, this project is part of the expenditure plan for Measure M, the half-cent sales tax approved by LA County voters in 2016. We think it is critical that money for the South Bay is spent in a way that maximizes the benefit to transit riders.

For this project, we are in full support of the staff recommendation for the ROW Hybrid Alternative as the Locally Preferred Alternative. We have supported the ROW Elevated/At-Grade ($1.96 billion) and ROW Hybrid ($2.23 billion) alignments as the best options because they are the most cost-effective and offer convenient connections to the recently-constructed Redondo Beach Transit Center. Furthermore, they will modernize the existing freight trackage on the Metro-owned right of way and incorporate new multi-use recreational paths, including new sidewalks in areas without sidewalks currently. Our advocates in the South Bay and throughout the C and K Lines support the staff recommendation for the ROW Hybrid Alternative as the most cost-effective and deliverable project that provides the most mobility benefits to the community.

The Hawthorne Elevated alignment ($2.96 billion) would not connect with the transit center, take longer to build, not upgrade the freight corridor, and would add time and uncertainty by requiring additional Caltrans approval and NEPA review to build along the median of Hawthorne Blvd and adjacent to the 405. It is nearly a billion dollars in extra cost for marginal to no additional benefit. The Metro ROW Trench ($2.84 billion) would still offer a direct connection to the Transit Center, but it offers no additional utility for riders over the ROW Elevated/At-Grade and ROW Hybrid options at a substantially increased cost and timeline. With the more expensive options, we are concerned that it will be difficult to fill the funding gap, since no funding source for the additional cost has been identified. Proceeding with the most difficult-to-fund options will only delay the

project, further increasing costs as construction gets more expensive. We encourage the Metro Board to choose an option that is likely to be built within a few years of the expected time frame.

We recognize that some South Bay residents object to all alignments on the Metro-owned right of way, citing the close proximity of light rail and freight trains to their homes. However, light rail safely operates near homes elsewhere in LA County, like the A Line through South Central LA, Pasadena, and Highland Park, as well as the E line through Cheviot Hills, Culver City, and Leimert Park. As for freight trains, the project will upgrade the freight tracks to ensure quieter and safer operations. Light rail and heavy rail operate in the same right of way and adjacent to residential neighborhoods through South LA (A Line) and in the San Gabriel Valley east of Irwindale (A Line). The Hawthorne Elevated alignment would not make needed upgrades to the freight track. Furthermore, the Hybrid Alternative makes the route fully grade-separated to maximize safety and smooth operations to avoid conflicts with cars, pedestrians, and cyclists. 66% of Draft EIR public comments were in support of the Metro ROW Elevated/At-Grade Alignment, with 19% supporting the Hawthorne Option. It would be unfair to ignore popular support in favor of a vocal minority.

In 2007, Metro ran into similar opposition when planning the Expo Line (now E Line) through Cheviot Hills. Residents had concerns about light rail trains running next to their homes on the Metro-owned right of way, and wanted a slower route on Venice and Sepulveda Boulevards which would have cost $500 million more (about $700 million today). Fortunately, the Exposition Construction Authority board chose the existing rail right of way as the preferred route in 2009. Years later, Metro trains are safely and quietly traveling along the corridor, transporting tens of thousands of riders to work, school, and various other important destinations from Santa Monica to downtown Los Angeles.

Despite the project's official name, we recognize that the South Bay light rail extension will extend the K Line rather than the C Line, per the Metro Board vote on the C and K Line operating plan in June 2023. The immediate benefits of extending the K Line will be: an easy ride from Torrance and Redondo Beach to LAX via the LAX/Metro Transit Center station (opening later this year); a connection to SoFi Stadium and the Kia Forum via the Inglewood Transit Connector (opening in 2028); connections to Leimert Park and Baldwin Hills Crenshaw Plaza; and a connection with the Metro E Line at Expo/Crenshaw. For South Bay residents, the K Line will be the easiest and cheapest way to make some of these trips since it avoids traffic on the 405 and will cost $1.75 to ride.

The benefits of the South Bay extension will be even greater when the K Line is extended north to connect with the Metro D Line on Wilshire and the Metro B Line in Hollywood as part of the Metro K Line Northern Extension. These connections would make the K Line one of the highest-ridership light rail lines in the United States. Even with the Northern Extension years away, now is the opportunity for the South Bay to ensure they will have access to the benefits of that project.

It is important to note that the reach of the C/K Line in the South Bay must be further increased by expanding bus services that feed the line. Modest improvements to municipal bus operations are planned for the coming years, but increases to service frequencies and new lines on Torrance Transit, Beach Cities Transit, GTrans, Lawndale Beat, and Metro local buses are

needed to fully realize the benefits of the light rail extension. The Hybrid Alternative will connect directly to the multimodal Redondo Beach Transit Center to connect to bus lines on these services. The South Bay can be considered a “transit desert” because of its poor transit service compared to other high-resource areas in LA County. But this can be remediated: The C/K Line Extension along with a grid of frequent bus routes and protected bike routes could make transit a viable and attractive option for both South Bay residents and people who commute into the South Bay for work, and reduce car traffic and gridlock in the region.

The South Bay has an opportunity to build something that can change the lives of its residents and workforce. When considering the Redondo Beach and Torrance regional transit centers along with the C Line Extension to Torrance, the South Bay is getting over a billion dollars from Measure R/M sales taxes and state grants. It is critical that these funds are used effectively to meet the objective of improving public transit, and light rail on the Metro-owned right of way is the best option to do this. We ask the Metro Board to select the Hybrid Alternative for the Locally Preferred Alternative and to advance the project. Thank you for all you are doing to advance better public transit in the South Bay and LA County.

[redacted]

[redacted]

May 14, 2024

The Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Chair Bass:

I am writing to express my support of the proposed Metro C Line Extension to Torrance, known as Alternative 2e, which will utilize an elevated train route along Hawthorne Boulevard in Lawndale. This route offers significant advantages that will revitalize Lawndale and support the surrounding communities of Redondo Beach and Torrance.

Elevating the light rail on Hawthorne Boulevard will enhance local businesses without sacrificing parking, benefiting the entire shopping corridor. A stop at the South Bay Galleria on the Hawthorne Elevated route will support upcoming commercial and residential developments, fostering economic growth.

This alignment is expected to increase Metro ridership by better serving commuters from Lawndale, Redondo Beach, and Torrance, especially with a stop at the Galleria. The wide center median on Hawthorne Boulevard, originally designed for rail, makes it ideal for elevated tracks with minimal disruption.

This elevated route will avoid disruptions to residents, protecting property values and green spaces, while ensuring no adverse effects from noise or vibrations. Elevating the train route enhances safety by avoiding schools, parks, and hazardous material freight corridors, mitigating the risk of accidents and spills. The Hawthorne Elevated plan allows for more green spaces and recreational paths, preserving the community's largest green belt and avoiding the destruction of over 220 mature trees. Seamless integration with existing bus services at Artesia and Hawthorne will ensure efficient and convenient transportation for commuters.

Choosing the Hawthorne Elevated route is a forward-thinking solution that supports commercial growth and serves densely populated areas to increase ridership. I urge the LA Metro Board to reconsider and adopt Alternative 2e as the most beneficial choice for our community.

Thank you for your attention to this matter.

[redacted]

[redacted]

Dear Metro Board of Directors,

Dynamic Psychotherapy Center Inc. is writing to express our strong support for the **Hawthorne Blvd. option** for the Metro C-Line Extension to Torrance. As a local business in Torrance located on Hawthorne Blvd., we believe that this option offers the best for our community and our business.

The Hawthorne Blvd. option provides several key benefits for our business and the community as a whole. First and foremost, it will improve accessibility and connectivity for our customers and employees. With a light rail running down Hawthorne Blvd, our business will be more accessible to public transportation users, reducing traffic congestion and improving overall mobility in the area.

Additionally, the Hawthorne Blvd. option is the most environmentally friendly choice. By encouraging the use of public transportation, it will help reduce carbon emissions and promote sustainability in our community. This aligns with our own commitment to environmental stewardship and sustainability.

In conclusion, we believe that the Hawthorne Blvd option is the best choice for our community, our business, and the environment. We urge you to consider this option carefully and support its implementation for the benefit of all stakeholders involved.

Thank you for your attention to this matter.

[redacted]

May 2024 RBM Public Comments – Item 30

From: [redacted]
Sent: Saturday, April 20, 2024 6:07 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Support for LPA

I am writing to express profound support for the LPA option (ROW hybride) for the extension of rail into the south bay. So important for us to bring a cost efficient rail solution to this part of the city.

From: [redacted]
Sent: Saturday, April 20, 2024 1:16 PM
To: GreenlineExtension; Board Clerk
Subject: METRO'S C LINE (GREEN) EXTENSION TO TORRANCE

To whom it may concern.
For the record: A concerned resident of Torrance who is in the 6% of choosing the no build op on but if we must have a train Hawthorne Blvd is our preferred op on. I believe if you would conduct a new well adver sed poll you would find that many ci zens oppose this train. Family lives on Cota Ave one half block from Dominguez street where a path is being considered into old Torrance. Please we beg you to keep the crime from our neighborhood and homes. The end of line for this train does not belong in a residen al neighborhood.

[redacted]

From: [redacted]
Sent: Monday, April 22, 2024 1:08 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; Mayor Robert Pullen-Miles <rpmlawndale@aol.com>
Subject: METRO: You are biased and need oversight immediately!

Please don't accept Metro staff's recommendation based on the misleading information in their draft EIR. Our community was NOT adequately counted in surveys and therefore had no voice in this terrible option! The retired engineers in our community and other folks who have come down to the ROW have done their research and debunked their lies.

METRO staff and Torrance talking points are being quickly eroded as the ROW project is updated and revamped again and again. Because it was a bad idea to begin with.

This project will NOT be cheaper or faster than Hawthorne Boulevard! The price tag has already increased with the digging below at 170th and 162nd. Well, just wait until you encounter the forgotten pipes under the ground, and buttressing the bern above El Nido Park! And don't think that there won't be considerable delays with litigation. We are already planning!

Members of our community have measured, researched and used our various networks to prove that the draft DEIR is biased, misleading and flat-out incorrect in many places. There simply is no EQUITABLE version of the C-line extension along the ROW!

The Hawthorne Blvd option would avoid impacting the more than 1600 homes within one small block on either side of this project, including:

- **291 Senior homes (including Breakwater Village senior housing)**
- **915 Lawndale homes (many of which are "2 on-a-lots" with multi-generational family units and front doors that FACE the ROW on CONDON!**

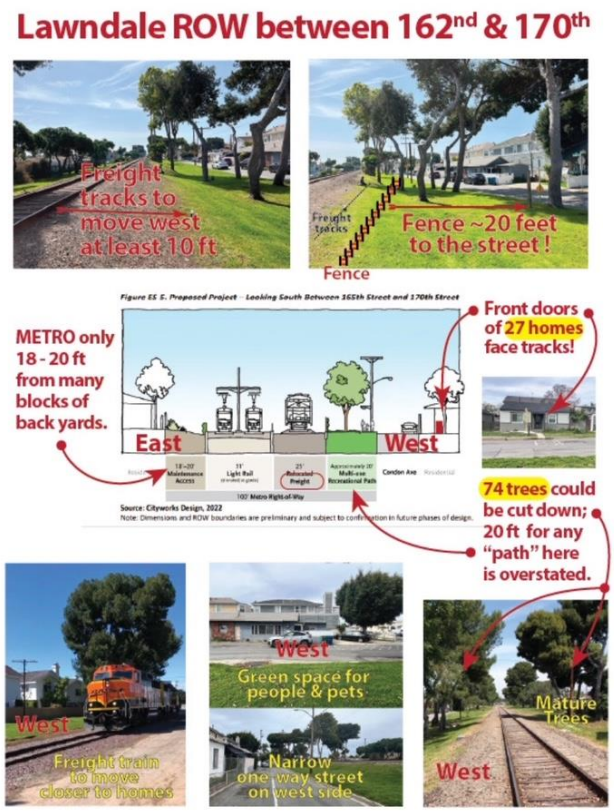
Lawndale is woefully lacking in green space and is a [majority-minority community]() that is 65% Hispanic and low income.

With this in mind, I have questions:

Does METRO value this C-line ROW option more than community safety and well-being? I thought that METRO's foundational values include equity? What do our local politician who represent us have to say?

Do they want to repeat the atrocities of the 1970's Blue line that had huge negative impacts on the Watts & Vernon communities? And what makes this so sad is that at least this project has a clearly viable alternative along Hawthorne Blvd, only a few blocks away, and still in our neighborhood.

Hawthorne Blvd is a ALREADY a very busy 8-lane thoroughfare with a large central area island. The Southbay Galleria has plans for revitalizing. Hawthorne Blvd is within a primarily business area, so choosing it over the ROW would also preserve the green space and trees in Lawndale's already park-poor neighborhood.



Although you do not see most of our faces, many of us in Lawndale are either METRO advocates or already rely on public transportation. My good friend, fellow Lawndalian, and retired Compton College faculty colleague is even a METRO ambassador, and she is embarrassed at how poorly this has been handled.

Lawndale simply doesn't have the clout and resources to fight, and it seems Metro has been predestined to plow two more train tracks down a narrow ally between homes in an already densely-packed and marginalized community. It is disgraceful and unethical, and if any implementation of the ROW option is chosen, we will make sure that no one forgets!

As an El Camino College employee, I have friends and colleagues all over Torrance, Redondo Beach, Lawndale, and Inglewood. The differences in the information we all get, as well as WHEN and HOW we get it, and how Metro engages with us is stark.

Metro claims that the ROW is the locally preferred option. We've been told that this is based largely on a survey that no one I know in Lawndale received! Apparently it was a Torrance transit survey?

PROPOSED PROJECT:

Light Rail on Metro Right-of-Way Elevated/At-Grade

Torrance City Council approved route

Would follow the existing Metro Right-of-Way and would include a combination of elevated and at-grade segments between Redondo Beach and the Mary K. Giordano Regional Transit Center in Torrance.

- Using the existing rail Right-of-Way is the less expensive option
- Utilizes existing railroad Right-of-Way tracks providing the most cost-effective and efficient route to the future Mary K. Giordano Regional Transit Center in Torrance
- Will not encroach on the 405 Freeway
- Avoids project delays
- Avoids traffic and parking impacts on Hawthorne Blvd. in Torrance
- Avoids impacts on Torrance businesses and residents near Hawthorne Blvd

For the purposes of CEQA, Metro must define one of the three alignments as the Proposed Project in the Draft EIR. This term does not convey any preference or recommendation.

TRENCH OPTION:

Light Rail on Metro's Rail Right-of-Way/Trench

The Trench Option follows the existing Metro Right-of-Way between the Redondo Beach Station and 190th Street, and would include a combination of trench and at-grade segments.

- Could cause project delays
- Would require major construction to create below-grade trenches
- Will not encroach on the 405 Freeway
- Avoids impacts on Torrance businesses and residents near Hawthorne Blvd.
- Projected cost is higher than at-grade option

HAWTHORNE OPTION:

Not on Rail Right-of-Way and Runs Down Hawthorne Blvd.

The Hawthorne Blvd. option is an elevated train with overhead rail structures along the center of Hawthorne Boulevard extending from the I-405 Freeway south to 190th Street where it would re-enter the railroad Right-of-Way.

- Inconsistent with voter-approved funding initiatives
- Could require an additional $1 billion dollars to complete
- Could cause significant impacts to local businesses and the economy, including loss of parking, impacting businesses along Hawthorne Blvd.
- Creates accessibility issues and could add 1/2 mile or 10-minute plus walk to the Redondo Beach Transit Center
- May require encroachment of the 405 freeway
- Potential impacts for noise and vibrations during construction

To view the Draft of the Environmental Impact Report (EIR) and find upcoming LA Metro meetings where you can provide feedback on the EIR visit, metro.net/clineext

LA Metro will be taking comments on the Draft EIR until March 27, 2023.

TORRANCE TRANSIT

Share Your Thoughts on Extending Light Rail to Torrance!

As LA Metro evaluates the future of transit in the South Bay, share your thoughts on a future light rail route. Please complete the attached survey and mail it back, or take it online at tinyurl.com/CLineExt or by scanning the QR code.

As a City of Torrance resident, I would like to share my opinion on what light rail route I would like in the South Bay. *(Check one or more boxes)*

☐ Proposed Project: Metro Right-of-Way Elevated/At-Grade ☐ Trench Option ☐ Hawthorne Option

Additional Comments on the Draft Environmental Impact Report

Name:

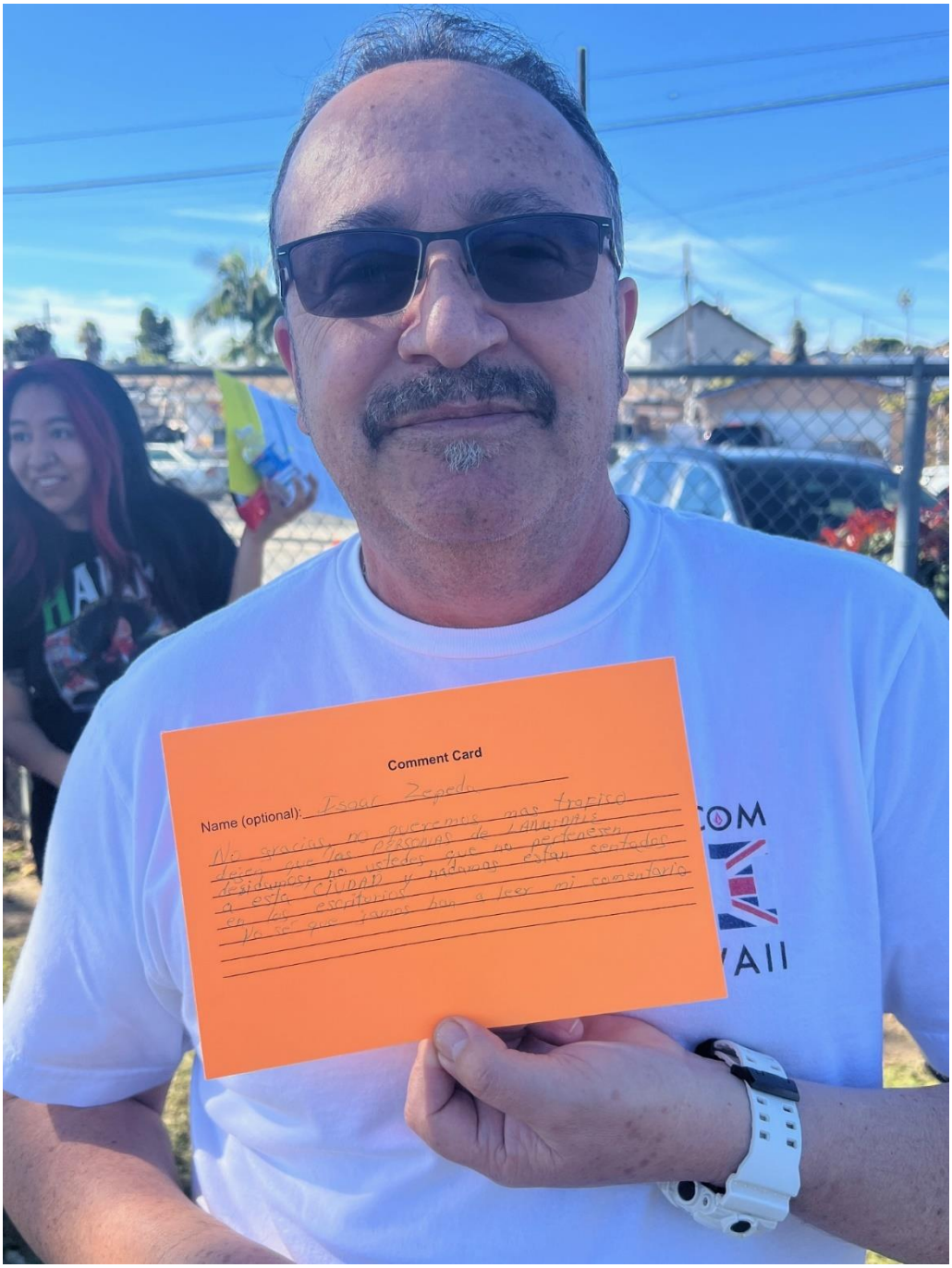
Address:

Phone:

Email:

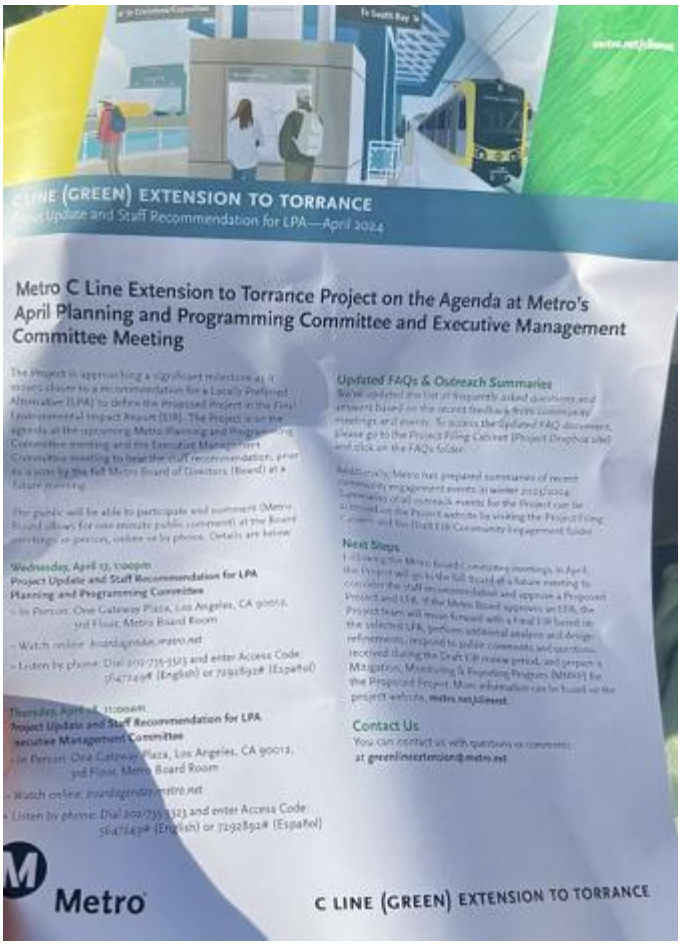
As a career educator, I must point out the obvious: this "survey" are biased and are full of leading language that ensures that the ROW is chosen. It contains textbook examples of both [AREA BIAS and SAMPLE BIAS](#).

Not only is the ROW the wrong choice, but it would be disastrous for the more than 1624 homes along the ROW. Many of them have not been given updated information about this project or important dates in their own languages!



In contrast… households in Torrance and other Southbay cities have had a VERY different experience. My Torrance colleague received this flyer from METRO (below) just today at her home:
Why did a I not get one of these?

The ROW is WRONG!



C LINE (GREEN) EXTENSION TO TORRANCE

Project Update and Staff Recommendation for LPA—April 2024

Metro C Line Extension to Torrance Project on the Agenda at Metro's April Planning and Programming Committee and Executive Management Committee Meeting

The Project is approaching a significant milestone as it moves closer to a recommendation for a Locally Preferred Alternative (LPA) to define the Proposed Project in the Final Environmental Impact Report (EIR). The Project is on the agenda at the upcoming Metro Planning and Programming Committee meeting and the Executive Management Committee meeting to hear the staff recommendation, prior to a vote by the full Metro Board of Directors (Board) at a future meeting.

The public will be able to participate and comment (Metro Board allows for one minute public comment) at the Board meetings in-person, online or by phone. Details are below:

Wednesday, April 17, 1:00pm
Project Update and Staff Recommendation for LPA
Planning and Programming Committee
- In Person: One Gateway Plaza, Los Angeles, CA 90012, 3rd Floor, Metro Board Room
- Watch online: boardagenda.metro.net
- Listen by phone: Dial 202-735-3323 and enter Access Code: 5647249# (English) or 7292892# (Español)

Thursday, April 18, 11:00AM
Project Update and Staff Recommendation for LPA
Executive Management Committee
- In Person: One Gateway Plaza, Los Angeles, CA 90012, 3rd Floor, Metro Board Room
- Watch online: boardagenda.metro.net
- Listen by phone: Dial 202-735-3323 and enter Access Code: 5647249# (English) or 7292892# (Español)

Updated FAQs & Outreach Summaries

We've updated the list of frequently asked questions and answers based on the recent feedback from community meetings and events. To access the Updated FAQ document, please go to the Project Filing Cabinet (Project Dropbox site) and click on the FAQs folder.

Additionally, Metro has prepared summaries of recent community engagement events. In winter 2023/2024, summaries of all outreach events for the Project can be accessed on the Project website by visiting the Project Filing Cabinet and the Draft EIR Community Engagement folder.

Next Steps

Following the Metro Board Committee meetings in April, the Project will go to the full Board at a future meeting to consider the staff recommendation and approve a Proposed Project and LPA. If the Metro Board approves an LPA, the Project team will move forward with a Final EIR based on the selected LPA, perform additional analysis and design refinements, respond to public comments and questions received during the Draft EIR review period, and prepare a Mitigation, Monitoring & Reporting Program (MMRP) for the Proposed Project. More information can be found on the project website, metro.net/clinext.

Contact Us

You can contact us with questions or comments at greenlineextension@metro.net

Metro

C LINE (GREEN) EXTENSION TO TORRANCE

DO THE RIGHT THING: Run the extension down Hawthorne Blvd.

———///———

From: [redacted]
Sent: Monday, April 22, 2024 1:57 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Jbutts@cityofinglewood.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Cc: Amanda Kurth <amandakurth87@gmail.com>; Tom Kurth <tkurth711@icloud.com>; Holly Osborne <nredschool@yahoo.com>; Niki MITCHELL <niki77@verizon.net>; Bill Hall <bhallrb@aol.com>; cc: Jr. Zein Obagi <zo@redondo.org>; Candace Nafissi <candacekallen@gmail.com>; Chelsea Schreiber <hermosachelsea@gmail.com>; Dierking, Mark <DierkingM@metro.net>; Doug Boswell <dougboswell@gmail.com>; Jeep <jeepsuds@gmail.com>; Kimberley Olson <kimberley10@sbcglobal.net>; Nils.Nehrenheim@redondo.org; sobaypool@verison.net
Subject: SAFETY OF 1,000's of lives SHOULD BE METRO'S CONCERN. REDONDO BEACH WANTS HAWTHORNE BLVD ALIGNMENT

Janette Kurth, Property owner next to the ROW in District 3

My family has lived at the end of a quiet cul de sac of Fisk Court in RB next to the ROW for over 45 years. The existing Freight tracks are elevated over 20 feet above our property.

METRO'S PLAN TO REBUILD THE EXISTING FREIGHT LINE 12-15 feet closer to our property lines along the ROW *to accommodate the two light rail lines on the east side of the tracks* is UNSAFE.

THE LIKELIHOOD OF A DERAILMENT of the BNSF Freight train hauling up to 57 tankers each filled with 31,000 gallons of Pressurized Liquefied Gas along the 20 foot elevation, just feet from our property lines without any supporting wall is a disaster in the making. This was confirmed with Metro's Chief Engineer TYLER BONSTEAD

IF these tankers were to derail on top of our properties no one would survive for blocks. Approximately 30 years ago the tracks were reinforced with added tons of soil to create a berm enhancement on the west side where the tracks curved. So obviously the tracks were unstable back then and they were concerned with possible derailment.

IT HAS ALREADY HAPPENED **On JANUARY 12th 2017 THIS VERY TRAIN DERAILED IN EL SEGUNDO after extensive rain The train was coming from the nearby Chevron oil refinery, The tracks were at grade and the cars were carrying liquefied natural gas. Several Tankers derailed in the area of Chapman Way and Douglas Street. El Segundo**

NO WHERE ALONG THE C LINE HAS METRO RUN THEIR ELEVATED TRACKS THROUGH A RESIDENTIAL AREA. IT HAS ONLY GONE THROUGH COMMERCIAL AND INDUSTRIAL AREAS.

HAWTHORNE ELEVATED IS THE OBVIOUS CHOICE - ONLY 2 BLOCKS AWAY PLEASE STOP THIS SHORT SIGHTED AND ILL CONCEIVED DECISION AND BUILD THE GREEN LINE ELEVATED DOWN THE CENTER GREEN SPACE OF THE 8 LANE HAWTHORNE BOULEVARD - THE ORIGINAL RED CAR LINE. IT IS SAFE, IT IS ELEVATED THROUGHOUT THE ENTIRE ALIGNMENT, IT COSTS MORE BUT IT WILL BE THERE FOR 100+ YEARS. IT WILL BE USED BY THE PUBLIC and ridership will be increased.

PLEASE DON'T DESTROY OUR QUALITY OF LIFE 8 years of construction. Clean Air and Noise Pollution, Health risks from operations from 4 am to 12 midnight, maintenance in the remaining 4 hours with 200+ trains EVERYDAY Lack of Quality of sleep for mental health, Chronic stress and anxiety, high blood pressure. Exposing 1762 families and 191 Seniors to this nightmare
https://www.youtube.com/watch?v=uhjtX9fvY2I

From: [redacted]
Sent: Monday, April 22, 2024 4:29 PM
To: anajarian@glendaleca.gov; idupontw@aol.com; fourthdistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; hollyjmitchell@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; paul.krekorian@lacity.org; thirddistrict@bos.lacounty.gov; info@timsandoval.com; tina.backstrom@lacity.org; randall.winston@lacity.org; GreenlineExtension <GreenlineExtension@metro.net>; kidada.malloy@lacity.org; Board Clerk <BoardClerk@metro.net>
Subject: Oil/Gas Freight Transport and Shared ROW: Safety and National Security

Hello Everyone,

I want to express concerns about the ROW alignment and it's impact on national security. I am an engineer and part of my job is knowing what the worst case scenario could be. I work to prevent the assessed scenarios from happening on a project. I do not want to state these in a public meeting for obvious reasons.

The alignment on metro ROW is a security risk. You would be altering the status quo of hazardous material transport thus altering the security needed.

https://www.phmsa.dot.gov/sites/phmsa.dot.gov/files/docs/Enhanced%20Security%20Brochure.pdfhttps://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/docs/Nine_Classes_of_Hazardous_Materials-4-2013_508CLN.pdf

Background considerations:

Frequency of co-occurance of freight and passenger rail along ROW. 10-15 passenger trains an hour during peak and 2 freight transport a day. Density of surrounding population during co-occurrences such as Lawndale's densely populated neighborhood.

Scenario 1: Freight and passenger co-occurrence both at same grade. Concerns of derailment into passenger train. Concerns of proximity of overhead LRT lines and overspillage or leaks on freight oil tank cars. East Palestine derailment was caused by one rail car axle or brakes sparking. How often do overhead LRT line spark? Please study the safe distance between LRT and hazmat flammable freight.

Scenario 2: Freight at-grade and elevated passenger rail along entire length. Concerns of freight derailment into LRT pillars. Please study the effectiveness of pillars to withstand freight collision especially along curves.

Scenario 3: Freight at-grade and trenched passenger rail at vehicle crossings. Concerns about freight derailment due to vehicle collision. Concerns about co-occurance of LRT under street and freight at-grade. This could lead to the freight train landing on top of LRT passenger trains.

Scenario 3.5: Given the global political climate being volatile at the moment. I want to point out that intentional acts to create scenario 3 would be very inexpensive. This vulnerability has the potential of making Lawndale a target. And it is really simple to see on google earth where the freight comes from to deduce that it carries fuel combined with LA metro recently published video about the green line plan. It wouldn't take much for an adversarial country to put it together.

LA Metro has the opportunity to show to the world how to do things right. Or you can become a headline of another tragedy.

Be careful. Y'all are opening a can of worms that I don't think y'all are prepared for.

Please also read the following papers on safety and liability on shared freight ROWs prepared for US DOT and Congress.

Shared-Use of Railroad Rights-of-way report to congress Liability

Shared Rail Corridor Adjacent Track Accident Risk Analysis for US DOT Part 1

Shared Rail Corridor Part II

I recognize this is about HSR and not LRT. The research has not caught up to this yet. LRT has its own risks along with many similar risks as HSR

Hazards Associated with HSR Operation Adjacent to Conventional Tracks - Presentation

Hazards Associated with HSR Operations Adjacent to Conventional Tracks - Enhanced Literature Review Part I: Summary Report

Hazards Associated with HSR Operations Adjacent to Conventional Tracks – Enhanced Literature Review Part II: Best Practices

Hazards Associated with HSR Operations Adjacent to Conventional Tracks – Enhanced Literature Review Part III: Literature Review

The Hawthorne alignment mitigates a significant amount of risk, but the project as a whole needs additional considerations for scenarios 1 & 2.

Thank you,

[redacted]

[redacted]

I welcome calls and emails to discuss further.

From: [redacted]
Sent: Wednesday, April 24, 2024 2:33 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: HAWTHORNE ELEVATED is the PREFERRED OPTION of the 3 cities of HAWTHORNE, LAWNDALE and REDONDO BEACH

THE CITIES OF HAWTHORNE, REDONDO BEACH AND LAWNDALE RESIDENTS are not against the expansion of mass transit. SAFETY IS OUR CONCERN. DERAILMENT WILL DESTROY OUR LIVES, PROPERTY, OUR COMMUNITIES, AND METRO WILL BE LIABLE.

"OUR PREFERRED OPTION" IS THE HAWTHORNE BOULEVARD-GREEN LINE EXTENSION ELEVATED DOWN THE CENTER MEDIAN SPACE. IT IS CLEARLY THE OBVIOUS CHOICE. Leave the ROW as is.

Hawthorne Boulevard's wide, eight lane structure dates back to its time as a Red Car line from 1912.
The center median strip is the perfect space to construct an elevated metro light rail. Traffic would not be impeded at Artesia or Manhattan Beach Blvds. The 120 foot segments can span all the cross streets along the alignment. AND IT WOULD BE SAFE.

IT IS THE SAFEST ROUTE FOR PASSENGERS and DOES NOT DESTROY THE QUALITY OF LIFE for HAWTHORNE, REDONDO BEACH AND LAWNDALE RESIDENTS.
IT WOULD REVITALIZE THE BUSINESS DISTRICT along Hawthorne Blvd.

A Stop at Artesia and Hawthorne would serve the NEW 50-room Hotel and 300 RESIDENTIAL apartments (including up to 30 affordable units), and an additional 217,000 square feet of retail space - up to 175,000 square feet of which could be used for offices to be built at the Galleria Mall. RIDERSHIP WOULD INCREASE.

I looked at google maps Satellite View of the Green line and nowhere has the elevated tracks passed through a residential neighborhood. It passes through nothing but industrial and commercial districts and then merges with the 105 freeway and goes down the center of the freeway.

Why then is Metro being so cheap, Complaining that Elevating the extension down Hawthorne Blvd, a Commercial District, is more expensive. COST has NOT been a concern throughout the entire alignment so far and there are taxes being collected ongoing for this extension.

INSTEAD Metro is willing to destroy the quality of life of over 1100 Lawndale and Redondo Homes to 24 hours of noise, vibration with over 200 trains a day running just feet from our property lines. Maintenance being performed between Midnight and 4.00 am. OH YES YOU DIDN'T MENTION THAT POINT IN THE DIR.

Compressing the BNSF freight line, hauling up to 57 tankers with 31,000 gallons of liquefied compressed gas right next to two light rail lines through a too narrow alignment only feet from several underground gas pipelines and our property lines is UNSAFE. A minimum of 100 feet is needed and there are numerous stretches along the ROW that do not meet these minimums. There are unstable areas with sinkholes. Metro lies in the DEIR that no homes will be annexed. PEOPLE ARE GOING TO LOSE THEIR HOMES and that was confirmed during the community walks in Lawndale some months ago.

Sincerely, [redacted].

From: [redacted]
Sent: Wednesday, April 24, 2024 3:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: 4/25/25 Non Agenda Item

Hello Metro Board,

My name is Monika Olmos and I
am a resident of REDONDO BEACH. I'm speaking in strong support of the C Line Extension to Redondo Beach and AGAINST that of the recommendation for the Hybrid Alternative! I'm for the Locally Preferred Hawthorne Alternative ELEVATED option . I am asking that the Committee reject the hybrid recommendation and further investigate this project.

On a recent 2023 Poll- done by Market Research, of the South Bay communities, Lawndale , Torr and Redondo Beach,

"67% are in favor supports C-line extension". Yes, we the majority of South Bay support the C-line extension! BUT what this survey does NOT represent, is the preference of the different routes. The Row options run commuter trains next to freight trains, carrying potential hazardous material, This is a disaster waiting to happen, in residential areas!
Therefore, the safer option route is the Hawthorne Elevated.

I'd like to quote Michael Josephson,

" Character is not only doing the right thing when no one is looking, it's doing the right thing when everyone is looking. It's being willing to do the right thing even when it cost more than you want to pay", by Michael Josephson.

Thank you
[redacted]

Sent from my iPhone

Dear Honorable Directors,

Please consider! Hawthorne elevated is a much better choice for the economy and the safety of all.

1. **REVITALIZE LAWNDALE**
   Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be <u>beneficial to Redondo Beach and Torrance commerce</u>
2. **BOOST ECONOMY**
   Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.
3. **INCREASED RIDERSHIP**
   Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses
4. **DESIGNED FOR RAIL**
   Hawthorne Elevated will be raise with pillars that run down a wide center median which was designed for and previously contained a commuter railway track (the Pacific Electric Red Cars)
5. **PRO-RESIDENT**
   Hawthorne Elevated will NOT DISRUPT RESIDENTS- no vibration damaging foundations, no noise pollution

disrupting lives, no plummeting home values, no visual impacts and it will preserve our green space

6. **SAFETY**
   Hawthorne elevated is safer as 200-300 trains p/day would NOT be running past schools and parks where children play, it will NOT cross streets where children walk home from school, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines - NOR would it allow criminals to peer into our homes or watch our children as they ride by (unlike Alternative 1 which would allow all of that to happen!)
7. **ENVIRONMENT**
   Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW (the other plan adds 2 additional train tracks to the existing freight track; 3 train tracks would severely limit the use of the ROW as a community green belt!)
8. **CONNECTIVITY**
   Since buses already stop at Artesia and Hawthorne, contrary to talking points used, connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

For all of these reasons we STRONGLY URGE the Metro Board to choose ALTERNATIVE 2e (HAWTHORNE BLVD) as the only pro-resident, pro-safety, and pro-business choice!

Please have a heart!!!

❤️[redacted] with love from my iPhone ❤️

From: [redacted]
Sent: Thursday, April 25, 2024 12:13 AM
To: anajarian@glendaleca.gov; Board Clerk <BoardClerk@metro.net>; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; hollyjmitchell@bos.lacounty.gov; idupontw@aol.com; info@timsandoval.com; kidada.malloy@lacity.org; paul.krekorian@lacity.org; randall.winston@lacity.org; thirddistrict@bos.lacounty.gov; tina.backstrom@lacity.org
Subject: Easier to reduce permit times vs Construction time

Hello,

I wanted to mention - it is likely going to be easier to speed up permitting versus speeding up construction.

You can be put on a priority list for permits... construction can only speed up so much.

Hybrid ROW has 15 more months in construction. Using Olympics 28 by 28 tactics to speed things up with CalTrans likely will reduce timeline even more.

The ROW options have more moving parts with more complex stakeholders and pipelines etc so more areas where things can fail or slow things down.

Pick Hawthorne please.

Thank you,

[redacted]

From: [redacted]
Sent: Saturday, April 27, 2024 1:45 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: No To ROW - community member comment

Hello,

I have lived in the neighborhood for many years and the first community outreach I received was on April 17th…. Ireceived your flyer on my door the same day the committee meeting was scheduled at noon…seems like little to no notice for the community that has been given an opportunity for input. I checked out the website on the next steps section and watched your video of the draft EIR. In the video the project manager was very proud to note the extensive community outreach that was conducted. I am a home owner that lives 4 houses away from the ROW metro proposed location and this flyer is the first ever “outreach” I’ve received from metro. The local community is obviously very opposed to this proposed metro location on the ROW. If you would take time to drive through the community you would see hundreds of signs opposing this metro location. Yet your videos statistics said the community is enthusiastic about the proposed ROW location… outreach data does not accuracy represent the community and this location must be reconsidered. It makes sense to build the metro line along the commercial area of Hawthorne bolavard where there are more job opportunities for the people that are using the metro.

The Redondo community does not want the metro on ROW it will ruin our community. Please adjust your data and outreach accordingly to accurately represent the communities desires.

a very concerned and unheard homeowner,

From: [redacted]
Sent: Sunday, April 28, 2024 9:13 PM
To: Councilmember.Yaroslavsky@lacity.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; anajarian@glendaleca.gov; Board Clerk <BoardClerk@metro.net>; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; info@timsandoval.com; jbutts@cityofinglewood.org; jdupontw@aol.com; mayor.helpdesk@lacity.org; paul.Krekorian@lacity.org
Subject: Gravel Path??? Green line

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

Why does the recent video show the multi-use path as a dirt or gravel path?

If not, What will it be made out of?

Also, how wide will it be to accommodate multi-use?

Surely y'all aren't going to try to put in a bike & pedestrian path using dirt and gravel? Right?

Thank you,

[redacted]

From: [redacted]
Sent: Monday, April 29, 2024 7:52 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: FOR HAWTHORNE BLVD ALIGNMENT

Hello Metro, decision-makers,

The Lawndale/North Redondo freight train right away was **NEVER the locally preferred option for the C- line extension**. **And I have yet to find any Lawndale neighbor who was surveyed for their locally preferred alternative!**

Out of full transparency, will Metro provide data on who and how many advocated for the ROW (based on biased and leading information) versus Hawthorne Boulevard? My friends in Torrance say they filled out something that was very confusing- **conflating general support for Metro C-line extension to specifically putting a light rail down the row!**

Metro staff likely knew this, but it appeared to be the cheapest and easiest route to simply destroy a small neighborhoods, green space and quality of life.

https://www.instagram.com/reel/C6E9F7Yy_ZA/?igsh=MzRlODBiNWFlZA==

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL OUR MATURE TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past

schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines And **literal front doors of homes**!

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also **serve any offices, hotels, or apartment units on Hawthorne Blvd** that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you,

[redacted]

From: [redacted]
Sent: Monday, April 29, 2024 9:19 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: Www.Change.org/say-no-to-row

Metro Board of Directors,

https://www.instagram.com/reel/C5lpMByvuMd/?igsh=MzRlODBiNWFlZA==http://Www.Change.org/say-no-to-row

Too bad I was not asked—**nor anyone I've talked to in Lawndale was asked**—what their locally preferred alternative was...

In **2017**, a neighbor put out an informal online survey that garnered more than **1000 local signatures against the ROW**. We have put out an updated petition that collected more than **300 local signatures** (noting cities and e-mails) in less than a week!

Www.Change.org/say-no-to-row

Will Metro be transparent and share the names, cities, and email addresses of people that they claimed prefer the ROW? I saw a Torrance "survey" and it was full of misdirection and misinformation.

The communities most impacted support the Hawthorne alignment of the Green/C-Line Extension to Torrance.

PLEASE LISTEN TO US!

[redacted]

From: [redacted]
Sent: Tuesday, April 30, 2024 11:08 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Re: Metro C-Line (Green) Extension to Torrance

As a resident of Redondo Beach, I would like to express my support for the proposed hybrid option. I believe this combines cost-effectiveness with adequate protections for local residents. I look forward to the completion of the project so I can take the metro from (almost) my doorstep!

Best Regards,

[redacted]

From: [redacted]
Sent: Tuesday, April 30, 2024 11:36 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

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7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident

From: [redacted]
Sent: Tuesday, April 30, 2024 11:37 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

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3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

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Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident

From: [redacted]
Sent: Wednesday, May 1, 2024 2:23 AM
To: Councilmember.Yaroslavsky@lacity.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; anajarian@glendaleca.gov; Board Clerk <BoardClerk@metro.net>; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; info@timsandoval.com; jbutts@cityofinglewood.org; jdupontw@aol.com; mayor.helpdesk@lacity.org; paul.Krekorian@lacity.org
Subject: FRA OVERSIGHT AND WIDTH: METRO GREEN/C-LINE EXTENSION TO TORRANCE

Metro Board of Directors,

The DEIR does not include oversight by FRA due to hazmat transport by freight on a shared right of way with metro rail.

I previously submitted FRA slides on the matter about using shared corridors.

I would also like to share the report from LA metro from 2006 analyzing this extension stating:

"Because all transit options operate on a right-of-way having tracks connected to a national rail system, federal oversight of the Harbor Subdivision transit options would rest with the Federal Railroad Administration."

https://libraryarchives.metro.net/dpgtl/eirs/2006_HarborSubTransitAnalysis.pdf

In the same report, it is stated the needed widths of tracks to accomodate metro rail. The smallest possible in the area with current laws is 85ft. This is not including pipelines! Meaning the area is not wide enough to accomodate everything.

Thank you,

[redacted]

FOR HAWTHORNE BLVD ALIGNMENT

From: [redacted]
Sent: Wednesday, May 1, 2024 7:47 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

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Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident Lisa 🦋

From: [redacted]
Sent: Wednesday, May 1, 2024 7:44 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Mayor Pullen-Miles <rpmlawndale@aol.com>
Subject: May 23rd meeting

To Metro Staff:

It seems abundantly clear to all of us in Lawndale that you never really meant to have any meaningful conversation or engagement with our community. You simply own the ROW and want to use it. Your plan all along was to bulldoze the ROW and ram 3 trains dosn the middle of a narrow path, destroying our community, and you just don't care!

You have a viable option just three blocks away and you chose not to use it. We were given little or no information- on purpose. When the information comes, it was too late and not in our languages. Like most Lawndale residents, I never got to officially register my support for the Hawthorne alignment of the Green/C-Line Extension to Torrance before the draft environmental report. **And when we went to check the drawings and statements against what is actually on the ROW, we saw that it was largely inaccurate.**

There was an informal online petition in 2018 that received over 1000 signatures. I've restarted one just a week ago and it has almost 500 signatures against the ROW option!

Www.Change.org/say-no-you-row

So please explain: How are you saying the ROW is the "locally preferred option" unless you are using misleading questions and prefacing your questions with debunked "facts?" Preferred by whom?!

[redacted]

From: [redacted]
Sent: Wednesday, May 1, 2024 8:36 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Mayor Pullen-Miles <rpmlawndale@aol.com>
Subject: May 23rd meeting

To Metro Staff:

Here is the petition link (I miss-typed it before)

Nearly 500 signatures in less than a week!

Sign the Petition

change.org

[redacted]

From: [redacted]
Sent: Thursday, May 2, 2024 4:25 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

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2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize

the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you,

A Concerned Resident

From: [redacted]
Sent: Thursday, May 2, 2024 7:10 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro meeting, May 23. 2024, General Public comments, C-line recommendations/against

I am a resident of Breakwater Village, a 55 plus condominium community in Redondo Beach. It is located directly adjacent to the ROW. There are 191 units here.

In the South Bay we need the Metro for transportation. I plead with you to approve of the Hawthorne elevated route.

We are accustomed to the freight train going by twice a day but with the Metro adding two more rails in a very narrow area, close to Breakwater, our peace and tranquility will be lost. Our lives will be changed forever. Consider that the added vibrations and noise of the Metro trains will rattle our nerves.

There are 1,600 plus residents that live within close proximity of the ROW and will be adversely affected.

Once again, I urge you to select the Hawthorne elevated route.

[redacted]

From: [redacted]
Sent: Saturday, May 4, 2024 7:07 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

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7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident [redacted]

From: [redacted]
Sent: Sunday, May 5, 2024 10:03 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Mayor Pullen-Miles <rpmlawndale@aol.com>; assemblymember.mckinnor@assembly.ca.gov
Subject: METRO GREEN/C-LINE: USE HAWTHORNE ALIGNMENT

The ROW is NOT the locally approved alternative!

Chelsea Schreiber on Instagram: "Reposted from my neighbor… The trees that were marked with red tape over the weekend indicate the trees that Metro will be eliminating if the Metro Board of Directors votes to use this route for the Metro C-Line extension. The ✕'s were not put up by Metro. They were put up to raise awareness for what Metro would be doing if they pick this route. Please if you walk the ROW and see any of the papers or red tape on the ground, please pick it up and throw it away. We do NOT want to litter our beautiful space. If you see problematic areas along the ROW, please send me a message and it will be cleaned up ASAP. Please, please, please, click the link in our profile and sign the petition to help us prove to the Metro Board that our neighborhood does NOT want this to happen! We also need people to join us on May 23 at the Metro Board of Directors meeting when they will be voting on which route they will pick for the project. We want them to build it raised U

Watch and share reels with friends

From: [redacted]
Sent: Monday, May 6, 2024 12:09 PM
To: Board Clerk <BoardClerk@metro.net>; anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; GreenlineExtension <GreenlineExtension@metro.net>
Cc: Mayor Pullen-Miles <rpmlawndale@aol.com>; Assemblymember.McKinnor@outreach.assembly.ca.gov
Subject: "Hybrid" ROW is not an acceptable compromise! METRO GREEN/C-LINE EXTENSION belongs on HAWTHORNE!

16 injured after USC bus collides with Metro train in Los Angeles

ktla.com

METRO should be building ALL future extensions ELEVATED and **away from residential spaces as much as possible**. The trains should also be VISIBLE and the stops should have interesting destinations to increase potential ridership. And, NO, a parking lot/bus depot is not a destination!

All more reasons why HYBRID ROW IS NOT GOOD ENOUGH for the C-line extension! Burrowing under the ground at the major intersections is not enough of a compromise when **children and pets walk along the ROW all day**! Don't destroy green space and trees! Build on Hawthorne, as the cities of Hawthorne, Lawndale, and Redondo Beach have asked!!

If Metro doesn’t currently have the money to extend the C-line equitably and with a vision for the future, then please **use the funds for an awesome Inglewood people-mover to the venues where people are already desperate for options**!

From: [redacted]
Sent: Monday, May 6, 2024 3:20 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; lawndalegnomeking@gmail.com
Cc: RightOfSay/RBQoL <info@rightofsay.com>; Justin Pash <j3pash@gmail.com>
Subject: Advocating for the Selection of Hawthorne Boulevard for the Metro C-Line Extension

Dear Members of the LA Metro Board,

I am writing to you today as a concerned resident of our vibrant community, in regard to the upcoming decision on the proposed routes for the Metro C-Line Extension. Understanding that this is a historic decision that will impact our community for generations, I strongly urge the Board to consider the long-term benefits and impacts of each proposed route, particularly advocating for the selection of Hawthorne Boulevard through commercial areas instead of the residential route.

Impact on Residential Communities: The use of existing right-of-way land that cuts through residential areas poses significant challenges and disruptions to the lives of countless residents. Similar projects have shown that such routes can lead to increased noise pollution, disruption of daily life, decreased property values, and potential displacement of families. A prime example to consider is the impact observed during the expansion of the Metro Gold Line in East Los Angeles, where residents experienced considerable disruptions during and after construction.

Successful Urban Rail Implementations: Globally, many cities have successfully implemented urban rail projects with minimal disruption by choosing routes through commercial or less densely populated areas. For instance:

- **Berlin, Germany:** The U55 U-Bahn line was constructed mainly under non-residential areas, which minimized its impact on the daily lives of residents and was crucial for maintaining public support throughout the project.
- **Portland, Oregon:** The MAX Light Rail lines were routed along major commercial thoroughfares, which not only reduced residential impact but also stimulated economic growth by improving access to businesses.

Advantages of Hawthorne Boulevard Route: Choosing Hawthorne Boulevard for the Metro C-Line Extension offers numerous benefits:

1. **Reduced Residential Impact:** Routing the extension through commercial zones significantly lessens the direct impact on residential communities in terms of noise, congestion, and general disruption.
2. **Economic Benefits:** By integrating the rail line with commercial areas, there is an increased opportunity to boost local business activities, improve property values, and enhance the overall economic landscape.
3. **Accessibility and Usage:** A route through Hawthorne Boulevard enhances accessibility to the rail system, potentially increasing ridership from both local residents and commuters who work in the area.

Conclusion: This decision is indeed historical and its implications will reverberate through our community for decades. Therefore, it is imperative to prioritize routes that promote sustainable urban growth without sacrificing the quality of life for our residents. I trust that the LA Metro Board will make a decision that respects the well-being of its citizens and aligns with the broader goals of urban development and environmental sustainability.

Thank you for considering this appeal. I, along with many other community members, am hopeful that our voices will guide the Metro Board to a decision that protects residential interests and promotes commercial growth and accessibility.

Sincerely,

[redacted]

From: [redacted]
Sent: Monday, May 6, 2024 9:36 PM
To: Councilmember.Yaroslavsky@lacity.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; anajarian@glendaleca.gov; Board Clerk <BoardClerk@metro.net>; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; info@timsandoval.com; jbutts@cityofinglewood.org; jdupontw@aol.com; mayor.helpdesk@lacity.org; paul.Krekorian@lacity.org
Subject: Paper on Light Rail and Utility Relocation: Lessons Learned

Hello Board of Directors,

I have some lessons learned that you all will find of interest. This specifically covers light rail and utility relocation. It provides suggestions and lessons learned. When I previously asked about pipeline locations, I was sent an email from the green line team email stating that is not completed at this time. This is a mistake per the paper at this link:

https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-03/Utility-Relocation-Challenges-and-Proposed-Solutions.pdf

Some noteworthy points:

- Not including utilities in sooner can lead to major issues as seen in other projects. There seems to be the assumption for this project that all of the utilities can fit with waivers. This has not been the case for other projects and has cost other projects millions and years.

"Perhaps the biggest utility relocation problem experienced by the Project Sponsor was the result of the Project Sponsor's assumption that they could get waivers for some of the clearance requirements. The Project Sponsor's basis of design at the outset was to minimize the right-of-way needed for the project. As a result, there were locations where the required minimum utility clearances could not be met within the right of way. As the Project Sponsor started seeking construction permits for these designs, the utility departments refused to grant the variances/waivers needed by the Project Sponsor to relocate the utilities within the acquired right-of-way. The refusal resulted in the Project Sponsor having to redesign without the need for variances. The time to complete a redesign led to the Project Sponsor's decision to cancel its $400M contract for the City Center utility relocations. This misperception between the Project Sponsor and the Project Sponsor's utility departments caused an approximate three-year delay to the project, which placed the City Center utility relocation work on the critical path."

- Not having a solid plan for relocation can also impact cost and timeline.

"The utility as-built drawings, provided by the City Project Sponsor to the Project Sponsor, were not accurate or up-to-date. This resulted in design changes and claims for differing site conditions. As a consequence of the inaccuracy of the Project Sponsor's as-built drawings, the Project Sponsor underestimated the scope, schedule, and costs for utility relocations during the Project Development and the Engineering Design phases. Due to early "budget concerns," the Sponsor chose to do minimal advance potholing during the design phase to verify the location of the utilities, did not clearly define the scope of the utility relocations, and did not establish the means to expedite the utility relocation work. These actions, early in the project, resulted in higher costs by the end of the project. In addition, the potholing by the contractor was not used to inform the mitigation of potential utility conflicts (per the contract specifications). The utility relocations required redesign by the Project Sponsor and approvals by the Project Sponsor that resulted in contractor claims for delays and additional costs for utility impacts."

- Stray currents produced by LRT have potential to impact the integrity of the steel pipelines along the row.

"In addition to loading issues from rail projects, electrified rail projects bring a stray-current risk. Most, if not all heavy rail, light rail, and streetcar ownership agencies monitor stray currents from their operations. Stray currents, if left without engineered mitigations in the form of stray current dampening systems, can set up corrosion "cells" within the ground that "rust out" the steel and iron of buried utilities, and even the steel reinforcement in nearby concrete structures."

The Hybrid design has too many risks to select it at this time. The pipelines and freight need analyzed for basic feasibility before it could possibly be chosen.

Hawthorne is much more fleshed out and mitigates much of the timeline and costs risks seem with the Hybrid alignment.

Thank you,

[redacted]

From: [redacted]
Sent: Tuesday, May 7, 2024 7:07 AM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: The collective bad-will from choosing the Hybrid ROW is not worth it.

Metro Board,

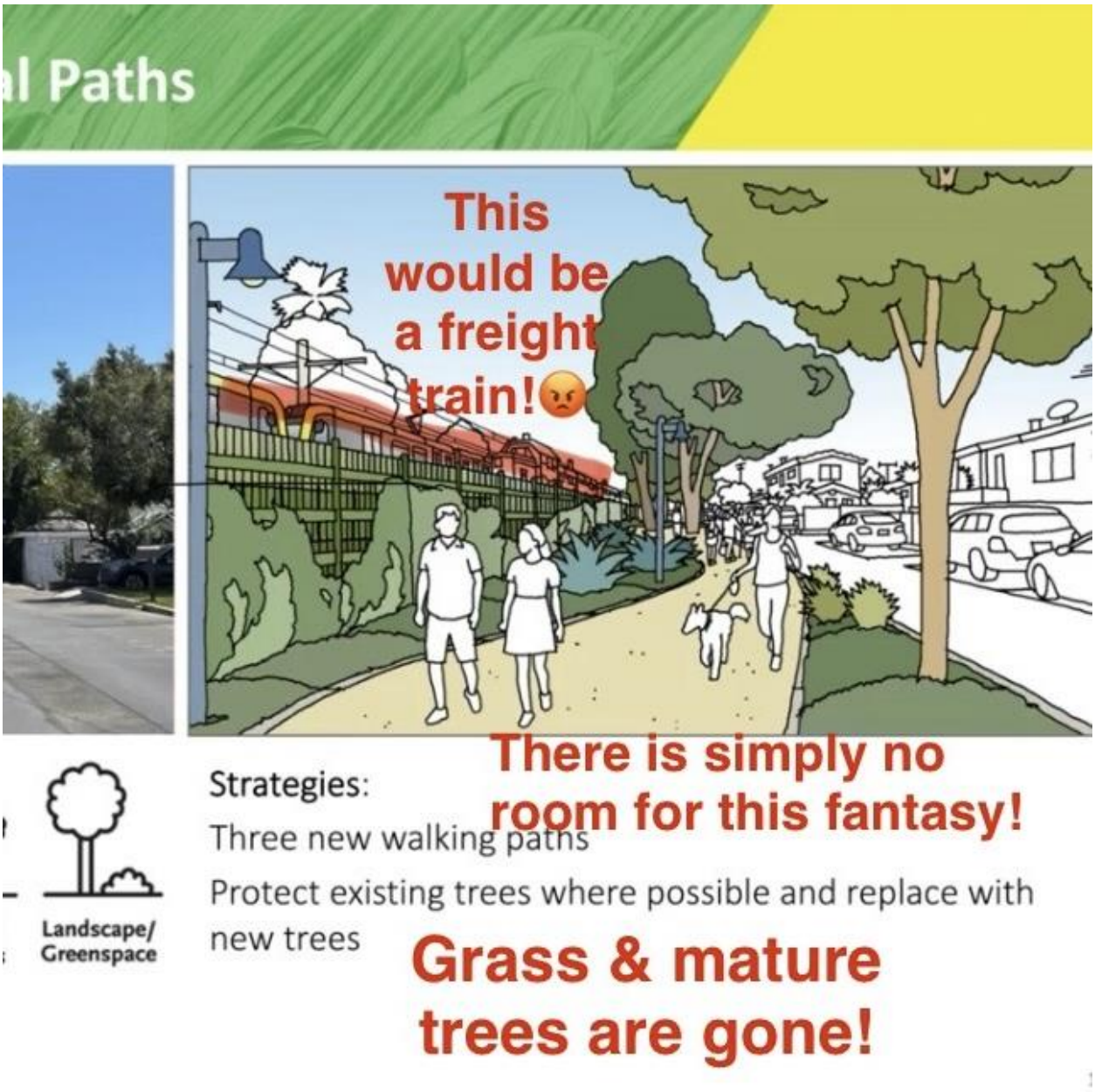
WE ARE NOT NIMBYS! (Hawthorne Blvd is my backyard, too!) Put the C-line extension on HAWTHORNE BLVD!

I RIDE METRO RAIL/BUS at least once a week, especially the J line. I want Metro to do this right. And not hurt Lawndale families.

The most affected families were essentially ignored when determining the locally preferred option. The engagement came far too late in your decision process. The few voices that seemed to matter to you were from folks who were the least affected, don't ride metro, and were only concerned about saving tax money.

Because how else can you explain why the cities of Lawndale, Hawthorne, and Redondo Beach have ALL collectively come together to support an option that you have not chosen?

Just wait until you have the money to finish this project PROPERLY, ETHICALLY and with a clearer vision for what is truly best for the future of Metro and the ENTIRE COMMUNITY!



Sent from the all new AOL app for iOS

From: [redacted]
Sent: Tuesday, May 7, 2024 1:20 PM
To: Board Clerk <BoardClerk@metro.net>; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; executiveoffice@bos.lacounty.gov
Subject: Public Comment - Greenline Extension

Please use the elevated Hawthorne Blvd alternative. We locals are so, so concerned about the increasing level of murders and violent crime on Metro. It will be easier to police in purely commercial areas.

The article below clearly shows the increase in Metro violence in recent years. Metro through neighborhoods poses an unacceptable risk.

Trespasser Fatally Shot After Stabbing Metro Security Guard: Authorities

The violent rush-hour incident comes after Metro declared a state of emergency amid violence plaguing the transit system.

Chris Lindahl,Patch Staff

Posted Tue, May 7, 2024 at 12:25 pm PT|Updated Tue, May 7, 2024 at 12:49 pm PT

Officers and paramedics were dispatched to the Vermont/Sunset B Line station at around 9:10 a.m., according to the Los Angeles Police Department and Los Angeles Fire Department. (Chris Lindahl/Patch)

HOLLYWOOD, CA — A man accused of stabbing a security guard at a Metro station in Hollywood died after he was shot by a guard at the subway stop Tuesday morning, according to authorities.

Officers and paramedics were dispatched to the Vermont/Sunset B Line station at around 9:10 a.m., according to the Los Angeles Police Department and Los Angeles Fire Department.

The incident began when a Metro security guard encountered a trespasser in a non-public area of the station during a routine sweep of the facility, Metro said in a statement.

"This resulted in an altercation where contract security guards first utilized pepper spray and then after the trespasser stabbed one of the contract security guards in the leg, a contract security guard fired a weapon in self-defense," reads the statement.

"The trespasser did not survive his injuries," the statement continues.

Find out what's happening in Hollywoodwith free, real-time updates from Patch.
Subscribe

The guard was transported to a local hospital in stable condition. It's unclear if the guard who shot the man was the same one who had been stabbed.

The trespasser was found about a block away at De Longpre and Vermont avenues. The man, who was in his 40s, was found unconscious and not breathing, KTLA reported.
The stabbing and shooting is the latest in a string of violent incidents that have plagued Metro recently.

From: [redacted]
Sent: Tuesday, May 7, 2024 6:52 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: TEST

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize

the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

8. Encroachment on 170th in lawndale. I would personally be affected with the noise and the distance between the trains and my bedroom window. Less then 20 feet away from me.

Please choose the Hawthorne alignment for the safety of residents and save the trees!

From: [redacted]
Sent: Wednesday, May 8, 2024 2:36 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Cc: Mayor Pullen-Miles <rpmlawndale@aol.com>; HollyJMitchell@bos.lacounty.gov; assemblymember.mckinnor@assembly.ca.gov
Subject: The ROW is NOT the C-line extension locally preferred" alternative!

Why is the Metro board pretending that ramming two METRO trains alongside an existing FREIGHT train, while destroying trees and precious green space—squeezed between **blocks and blocks of disadvantaged family homes**—was EVER anyone's "locally preferred" alternative?! **Preferred by WHOM?!**

Is Metro simply choosing to ignore the City Councils of Lawndale, Redondo Beach, and Hawthorne, who have all officially rejected the ROW alternative? These cities are the most affected populations and are more likely to be riding Metro!

Listen to the Mayor of Lawndale:

Video May 08 2024, 12 59 40 PM.mov

dropbox.com

The BNSF freight train would be moved closer to homes, (**EVEN FRONT DOORS!!**) and the digging of a tunnel at 170th and 182nd will cause vibration and earth movement that could damage homes and destroy foundations!

SO….For transparency, who exactly were these people who "preferred" the ROW? Where do they live, when were they "asked", and how many of them are there? Because we have collected nearly 1000 signatures (in just over two weeks!) of neighbors who oppose the Hybrid ROW option. And now, the **students at El Camino College and the Environmental Charter High School are realizing what is going on and are rising in opposition!**

I run into neighbors all the time who are shocked and angry when I tell them about Metro's plans. **The "engagement" that most Lawndalians recall was when Holly Mitchell came out – and that was only a few months ago!** Even that was only in response to local activists **begging for YEARS for someone to engage us!**

It is difficult to adequately discuss what is happening with some of my neighbors who speak Spanish, Farsi and other languages!

Please build future Metro service the right way, not the cheap and disrespectful way! Extend the C-line responsibly-just 3 blocks away, on Hawthorne Blvd. Take the time to think outside of the box to find ways to mitigate any perceived obstacles!

We are confident that METRO can complete this next project ethically and responsibly, while respecting all affected communities!

[redacted]

From: [redacted]
Sent: Wednesday, May 8, 2024 8:39 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

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Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident

From: [redacted]
Sent: Thursday, May 9, 2024 11:25 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: boardclerk@metro.net

I think this new extension plan is well thought of and planned.

LOVE THIS.

From: [redacted]
Sent: Thursday, May 9, 2024 11:38 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR C-line Extension ELEVATED HAWTHORNE ROUTE

Hello to Board Members,

My name is Monika Olmos and I
am a resident of REDONDO BEACH. I'm speaking in strong support of the C Line Extension to Redondo Beach and AGAINST that of the recommendation for the Hybrid Alternative! I'm for the Locally Preferred Hawthorne Alternative ELEVATED option . I am asking that the Committee reject the hybrid recommendation and further investigate this project.
On a recent 2023 Poll- done by Market Research, of the South Bay communities, Lawndale , Torr and Redondo Beach,
"67% are in favor supports C-line extension". Yes, we the majority of South Bay support the C-line extension! BUT what this survey does NOT represent, is the preference of the different routes. The Row options run commuter trains next to freight trains, carrying potential hazardous material, This is a disaster waiting to happen, in residential areas!
Therefore, the safer option route is the Hawthorne Elevated.

I'd like to quote Michael Josephson,

" Character is not only doing the right thing when no one is looking, it's doing the right thing when everyone is looking. It's being willing to do the right thing even when it cost more than you want to pay", by Michael Josephson.

Thank you
[redacted]

From: [redacted]
Sent: Friday, May 10, 2024 1:26 AM
To: Holly J. Mitchell <hollyjmitchell@bos.lacounty.gov>
Cc: Jessalyn Waldron <jwaldron@bos.lacounty.gov>; Karishma Shamdasani <kshamdasani@bos.lacounty.gov>; anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; FourthDistrict@bos.lacounty.gov; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; jbutts@cityofinglewood.org; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org; Board Clerk <BoardClerk@metro.net>; Jr. Zein Obagi <zo@redondo.org>; James Light <james.light@redondo.org>
Subject: Comments On C-Line Hybrid 4/25 General Public

Dear Honorable Director Mitchell and Honorable Board of Directors,

This is Niki Negrete-Mitchell, Redondo ROW stakeholder. Since we are coming down to the wire and one minute is hardly long enough to convey such complex issues, I feel it important to send you my exact comments from 4/25 full BOD meeting in writing for your use. Please keep this in mind for your upcoming decision making process. They are quite abbreviated to squeeze in under 60 seconds so hopefully my upcoming submissions will add up to more clarity. You will find them below my signature.

Thank you so much for the opportunity and for your consideration.

[redacted]

GENERAL PUBLIC 4/25
C-line recommendation initial response
• Trenching at 170th and 182nd ONLY mitigates EMERGENCY RESPONSE
• a quiet zone won't mitigate the REAL ISSUES, a horn twice a day is negligible,
• Trench CONSTRUCTION creates even more impacts!
• Earth pounding SHORING next to homes and cemetery's mausoleum on UNSTABLE SOIL (BNSF shoring manual states "Installation of shoring by vibratory or impact hammers has the potential to cause dynamically induced subsidence of existing structures…"
• 8 years construction with unmitigable UNLIVABLE AIR QUALITY

• DISHONEST presentation of sound walls, they've confirmed infinitely NO WALLS ON THE WEST SIDE OF THE ROW,
• HEAVY LPG freight commingled with humans
• Hybrid construction takes 15 MONTHS LONGER than Hawthorne elevated*(see below). so NOT faster, cheaper is just insulting,
THREE CITIES prefer Hawthorne Bl, Hawthorne, Lawndale and Redondo Beach.

* questions for project timeline chart posted below:

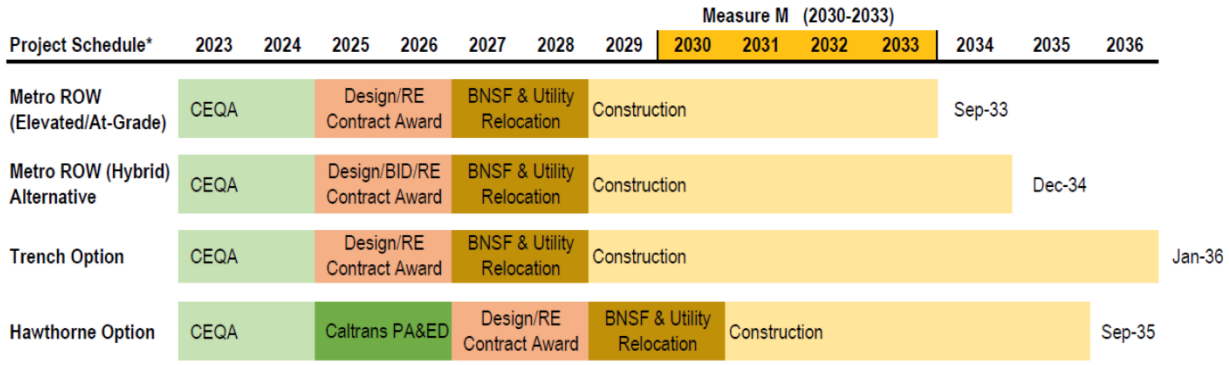
1) Why would they need the same amount of time to relocate BNSF for Hawthorne Blvd as it would for the ROW where freight runs the entire 4.5 mile length vs no freight on Hawthorne?

Shouldn't replacing an electrical tower take a shorter amount of time than digging up, replacing, encasing and strategically relocating a couple of miles miles worth of 7 or more high pressure gas pipes? That BNSF/Utility Relocation time block seems like an over estimate and may be misleading.

2) See where they break ground for the ROW Hybrid and where they do so Hawthorne. Look at the length of time for construction.

I would conclude that equals 15 months or likely LESS time with impacts from construction for Hawthorne Bl.

8 years of construction for Hybrid (feet behind bedroom windows) vs about 6 years for Hawthorne, but consider that BNSF relocation time block might be and probably should be shorter for Hawthorne. The completion date could be roughly the same in that case. That is much less time for construction impacts to the area which is better for everyone to include preservation of residential infrastructure, quality of life for communities, economic growth in the commerce sector, better possibilities for future housing and easier access for the public. Significantly higher ridership is expected in this case. Win/win.



Source: Metro, STV, and Jacobs

From: [redacted]
Sent: Friday, May 10, 2024 6:29 PM
To: NoReply <NOREPLY@metro.net>; Board Clerk <BoardClerk@metro.net>
Subject: Re: South Bay Area Project Updates

Public Comment - Metro Board

Wow - the FIX IS IN to choose only the Hybrid Option for the Greenline extension. There's no other way to read "The full Board of Directors will vote on May 23, 2024, to select the LPA, defining the Proposed Project for the Final Environmental Impact Report (EIR)"

I'm disgusted..

On Fri, May 10, 2024 at 4:19 PM Metro Community Relations <noreply@metro.net> wrote:

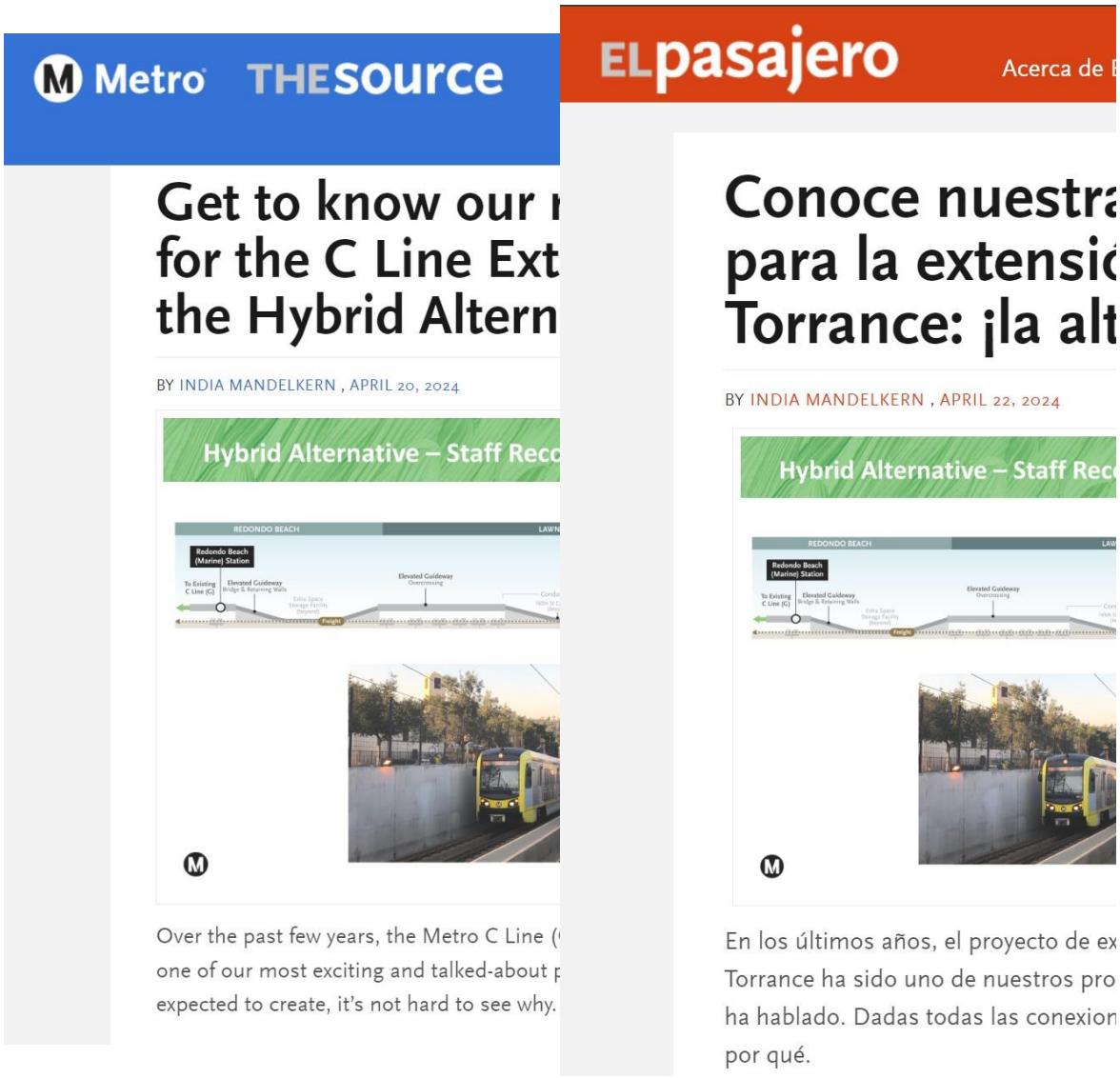
South Bay Area Project Updates

Metro C Line Extension

The Metro C Line Extension would operate as part of the Metro K Line and provide a direct ride between Torrance and the Metro E Line, connecting to the C Line and two new regional bus centers in Redondo Beach and Torrance.In April, staff recommended a Locally Preferred Alternative (LPA) for the Metro C Line Extension to Metro committees. The full Board of Directors will vote on May 23, 2024, to select the LPA, defining the Proposed Project for the Final Environmental Impact Report (EIR).

To learn more about the Hybrid Alternative studied in the Draft EIR, please read our posts in

The Source and El Pasajero.



Long Beach-East Los Angeles Corridor Mobility Investment Plan

Metro launched the Investment Plan process in Fall 2021 in response to community members and stakeholders who demanded a different vision for mobility in their communities that embraces equity and sustainability, with goals that foster a healthier lifestyle, economic vitality, social equity, environmental stewardship, and access to opportunity for all. | Information Hub

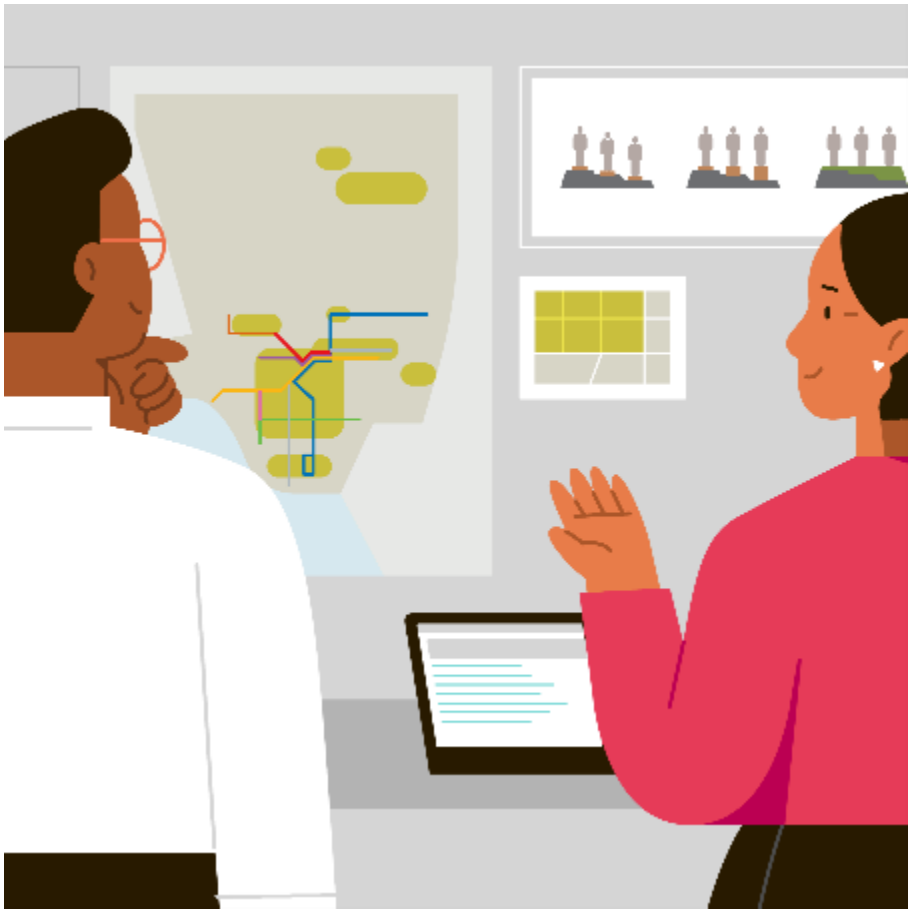
Current Update: On April 25th, the Metro Board of Directors voted unanimously to adopt the Long Beach-East LA Corridor Mobility Investment Plan, which invests $1.8 billion into local communities. In discussing the Plan, the Metro Board shared that the Investment Plan is a

significant step in building trust between Metro and the communities throughout the LB-ELA Corridor. While the adoption of the Investment Plan is not a stopping point, there is important work left to be done. Thirty members of the public also provided comments, many in support of the Plan, with others pushing for continued change. Please visit www.lb-ela-cmip.com to read the full Investment Plan available in English and Spanish.

Join The Facebook Group

The project Facebook pages have been closed out and replaced with Facebook Groups for each of the Los Angeles Regions in the county. Join the conversation on the South Bay Facebook Group by visiting https://www.facebook.com/groups/metrosouthbay .

Agency Updates



Metro seeks to Partner with two Community-Based Organizations (CBOs) to support an Equity Data Toolkit focused on Environmental Justice and Land Use. We seek CBOs with experience and expertise in research, environmental justice, equity assessments, and related topics. CBO partners will collaborate on developing the Toolkit, advise on stakeholder engagement, and review and give input on toolkit materials, such as

user guides, memos, and staff training materials. Up to two CBOs will be chosen and compensated for assisting with this project between May 2024 and June 2025. Interested organizations can join Metro's CBO Database, navigate to the "Opportunity Center" page, and indicate interest in the *Equity Data Toolkit – Environmental Justice and Land Use Module* project before May 24, 2024. More information

Ride for Free on Bike Day

Mark your calendar for Bike Day: Thursday, May 16. Get ready to celebrate with FREE rides on Metro buses, trains, Bike Share and Micro. Bike riders can also track their trips on the ridematch.info commute calendar and be entered into a drawing to win a commuter bicycle or e-bike! Visit metro.net/bikemonth for more details.

Metro Budget Update

We're holding a public hearing on Wednesday, May 15, at 3:00 p.m. to gather input on the proposed budget for Fiscal Year 2025. The meeting will be in-person in the Board Room on the third floor of Metro headquarters adjacent to Union Station. The hearing will also be live-streamed; a link will appear at this site when the hearing begins.

MetroConnect: Small Business Program
Are you a small business looking to grow? Consider participating in any of Metro's Small Business Primes Workshops. Visit the project website to review the calendar of upcoming events and solicitations, register as a vendor, and become certified as a Metro Disadvantaged or Small Business Enterprise. Full Details

Other South Bay Area Metro Projects

Airport Metro Connector | Recent Presentation (December 2023 - PDF, Recording)
I-105 Express Lanes Project
I-405 between Wilmington and Main
Rail To Rail Active Transportation Corridor Project (Segment A) | Active Notices | Recent Presentation (April 2024 - PDF, Recording)
Vermont Transit Corridor
Help envision the future of Vermont Av - Join Metro's Design Workshop Sessions!

- Tuesday, May 21 - 6pm; First AME Church Renaissance Center | RSVP
- Thursday, May 23 - 6pm; Weingart YMCA Wellness & Aquatic Center | RSVP
- Tuesday, May 28 - 10 am; Irmas Youth Center | RSVP
- Friday, May 31 - Los Angeles County Department of Mental Heal Administration Building | RSVP
- Saturday, June 1 - Masjid Omar ibn Al-Khattab | RSVP
- Thursday, June 6 - Los Angeles City College - Student Union, Room | RSVP

Metro

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This email was sent to menelson@gmail.com

Policy.
View this email online.

From: [redacted]
Sent: Friday, May 10, 2024 6:42 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension - Track to Pipeline Distances and 1000 Tanker Trucks per Day – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

The Hawthorne Elevated Option avoids having to deal with all the petroleum pipelines and relocating the Main Freight Track, within the narrow spaces of the ROW.

> For reference: The presence of the underground petroleum pipelines on the ROW is documented in Attachment A, a link to which was provided with recent meeting agendas: "Constructability: Complexity Relocation Complexity – ROW: Underground Petroleum Pipelines." For the Hawthorne Option, the attachment does not list that, although it does list "Underground storm main & overhead high voltage transmission lines."

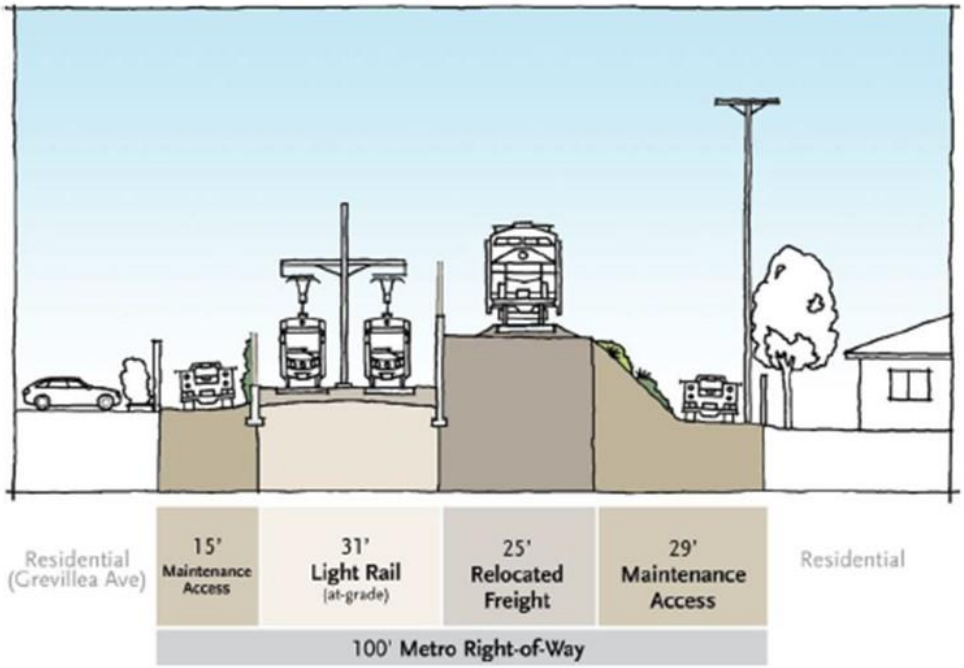
As I said in a previous email, I had asked several questions regarding petroleum pipelines during the Metro Lawndale neighborhood walk that had I participated in on December 16, 2023. I was given some vague answers about relocating the pipelines. I got the impression they were talking about putting them deeper and encasing them. **This email takes a close look at the petroleum pipelines near Hawthorne Blvd.**

Slide 1 and Slide 2: The Proposed LRT location for the "186th Street to Hawthorne Blvd." 100-foot-wide portion of the ROW, shown in *Figure 2.3-7 Proposed Project – Looking South Between 186th Street and Hawthorne Boulevard* on page 2-11 of chapter 2. Project Description, and "Appendix 2-A: Select Advanced Conceptual Engineering Drawings" on file page 90, are attached as Slide 1 and Slide 2.

CLGET DEIR 2 Project Description.pdf

2. Project Description – Page 2-11

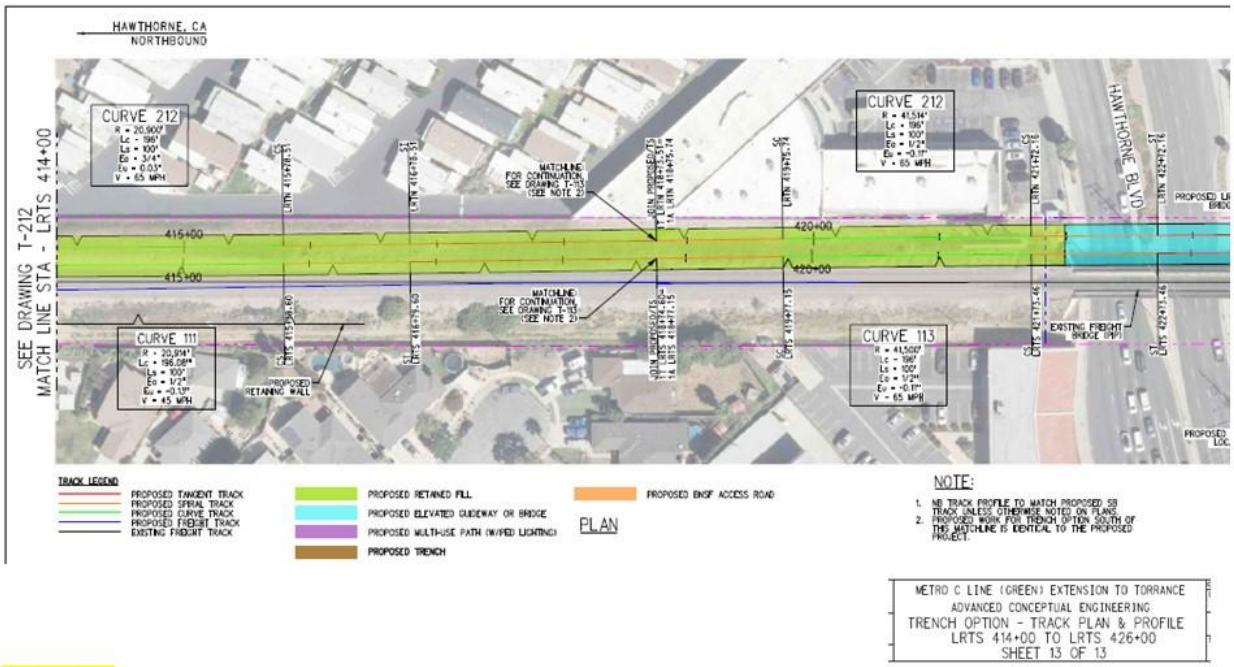
Figure 2.3-7. Proposed Project – Looking South Between 186th Street and Hawthorne Boulevard



Source: Cityworks Design, 2022
Dimensions and ROW boundaries are preliminary and subject to confirmation in future phases of design.

S1

Appendix 2-A: Select Advanced Conceptual Engineering Drawings
PDF file page 90



S2

Slide 3: The January 2023 DEIR says this about petroleum pipelines. "Several oil and gas pipelines run within the Metro ROW including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines." (DEIR, chapter 3.9 Hazardous Materials, section 3.9-3.1.6 Petroleum Hydrocarbons, Page 3.9-16.) This is attached as Slide 3.

My wife and I walked over to Hawthorne Blvd. and took some pictures on April 16, 2024 by the railroad bridge. These pictures are attached as Slides 4, 5, 6, 7 and 8. The magenta arrows, circles and text, and yellow text annotations highlight the petroleum warning signs and markers.

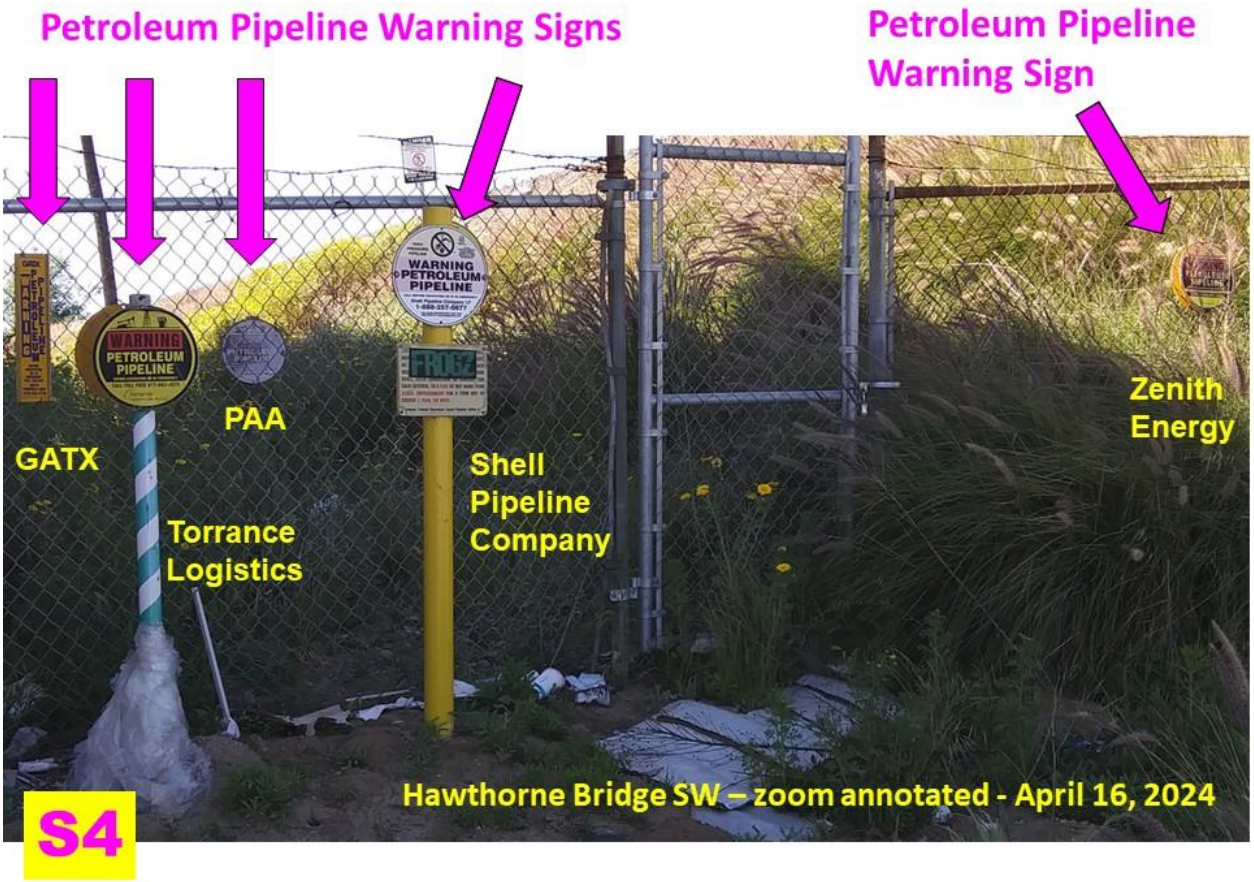
3.9-3.1.6 Petroleum Hydrocarbons

The term petroleum hydrocarbons is a general designation for a variety of compounds of various uses, origins, and hazardous characteristics. Types of petroleum hydrocarbons include gasoline and diesel (flammable fuels), crude oil, motor oil, waste oil, lubricating oil, hydraulic oil, hydrocarbon gases and others. Petroleum hydrocarbon mixtures, such as gasoline, can also contain other chemicals (such as benzene) that pose environmental concerns. Health effects associated with swallowing or inhaling hydrocarbons include lung irritation, with coughing, choking, shortness of breath, neurologic problems, irregular heartbeats, rapid heart rate, or sudden death, particularly after exertion or stress. Of the major types of hydrocarbons noted above, gasoline and diesel would be associated with petroleum pipelines, underground (or aboveground) storage tanks and leaking tanks; motor oil, waste oil, and hydraulic oil would be associated with auto repair shops and similar facilities. Releases of these materials, which are typically point source locations, are typically straightforward to identify and remediate.

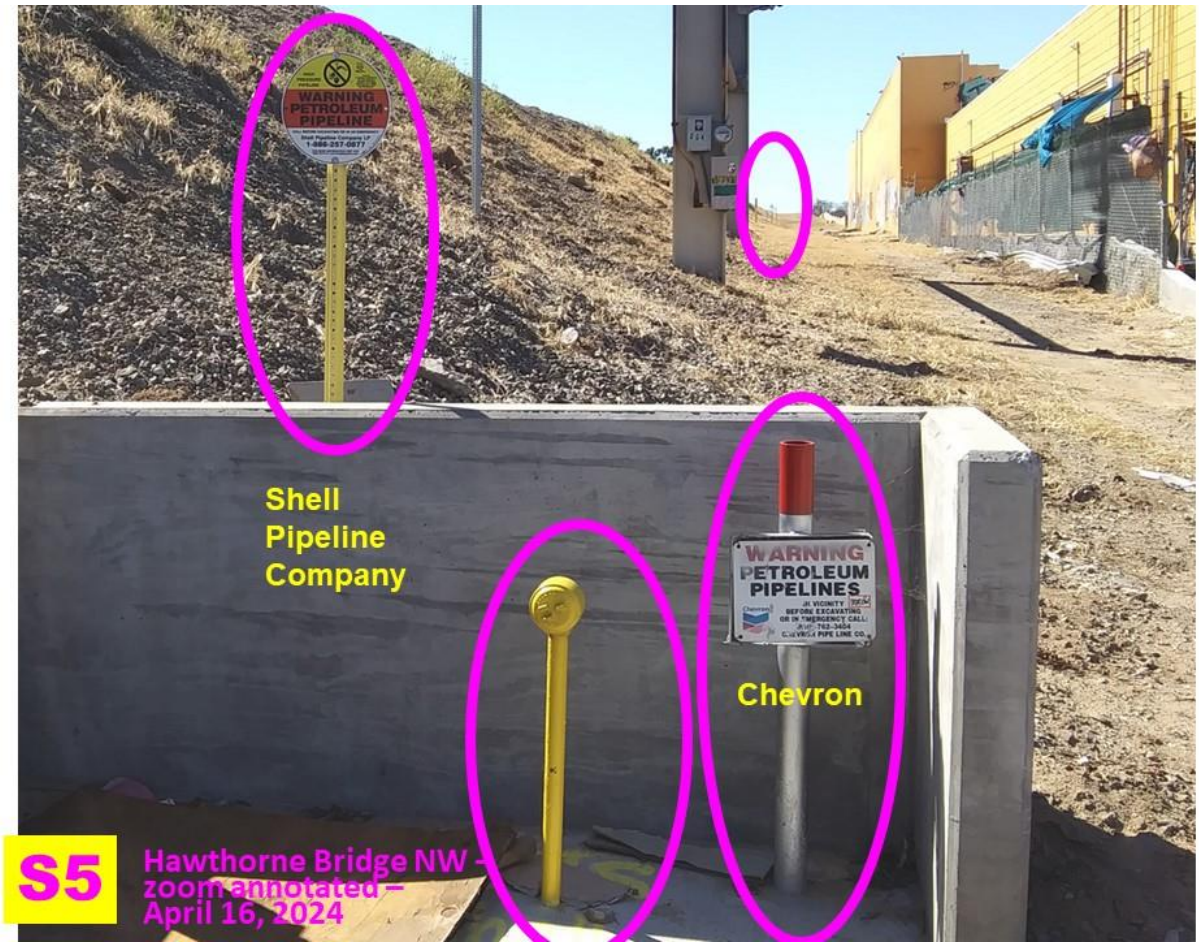
Several oil and gas pipelines run within the Metro ROW including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines. Due to various reasons, the subsurface utility lines could potentially leak and contaminate the subsurface. Therefore, it is possible to encounter hydrocarbon contamination during construction that can be a potential concern, particularly if swallowed or inhaled. As noted in PF-US-1 in Section 3.11, Utilities and Service Systems, prior to ground-disturbing activities, all oil and gas pipelines within the Project ROW would be identified and marked onsite in coordination with the well owners to avoid damaging the pipelines.

S3

Slide 4 was taken southwest of the bridge and is looking northwest. After thorough study of this picture and several other pictures I took, I believe these signs indicate that there are **5 pipelines** here on the south side of the ROW. I have added the names of the owners or operators in yellow on this picture. From left to right they are: GATX, Torrance Logistics, Plains All American (PAA), Shell Pipeline Company, and Zenith Energy.



Slide 5 was taken northwest of the bridge and is looking northwest. From left to right: Shell Pipeline Company and Chevron. **Slide 6** was also taken northwest of the bridge and is looking south and down at the sidewalk and the pipeline information markings. The shadow of the bridge can be seen. From top to bottom: Shell Pipeline Company, Chevron, and Crimson. (Though hard to identify in this picture, I have a clear picture of a Crimson sign southeast of the Grant bridge.)


WARNING
PETROLEUM
PIPELINE
Shell
Pipeline
Company
WARNING
PETROLEUM
PIPELINES
Chevron
S5
Hawthorne Bridge NW –
zoom annotated –
April 16, 2024

The next 2 attached slides were taken northwest of the bridge and look down at pipeline location information markings which seem to have been recently painted on the sidewalk. **Slide 7** looks south and zooms in on the markings, which are highlighted by the magenta circles and arrow annotations. **Slide 8** was taken about 15 feet to the south (on the other side of these markings) and looks north at these markings. (My shadow can be seen in the lower right.)

Hawthorne Bridge NW – zoom annotated - "Chevron" and "Shell" - April 16, 2024

Crimson

Chevron

Shell

S8

Hawthorne Bridge NW – from other side - April 16, 2024

The sidewalk information markings show the Chevron 20-inch pipeline, which is mentioned in the DEIR. (See slide 3.) Markings for a Shell 8-inch pipeline and another marking, which I believe to be for the Crimson pipeline, are also visible on Slides 6, 7 and 8.

The January 2023 DEIR also says this about petroleum pipelines. “There are numerous privately-owned oil pipelines located within the RSA. Owners of the oil pipelines are Crimson Pipeline, Chevron, Shell, and Plains All American.” (DEIR, chapter 3.11 3.11-3.6 Natural Gas and Oil Facilities, Page 3.11-18.) This is attached as **Slide 9**.

Commission [CEC], 2022a). According to CEC data, SCE customers consumed approximately 83,533 million kilowatt hours of electricity in 2020 (CEC, 2022b).

According to Metro's 2019 Energy and Resources Report, Metro is on track to meet its goals for 33% renewable energy consumption by 2020. In 2018, 31% of Metro's electricity came from renewable resources. Metro's current energy reduction plans include targets to reduce facility electricity consumption by 17% from the 2030 Business as Usual Scenario and increase annual on-site renewable energy generation by 7.5 megawatts (Metro, 2022b).

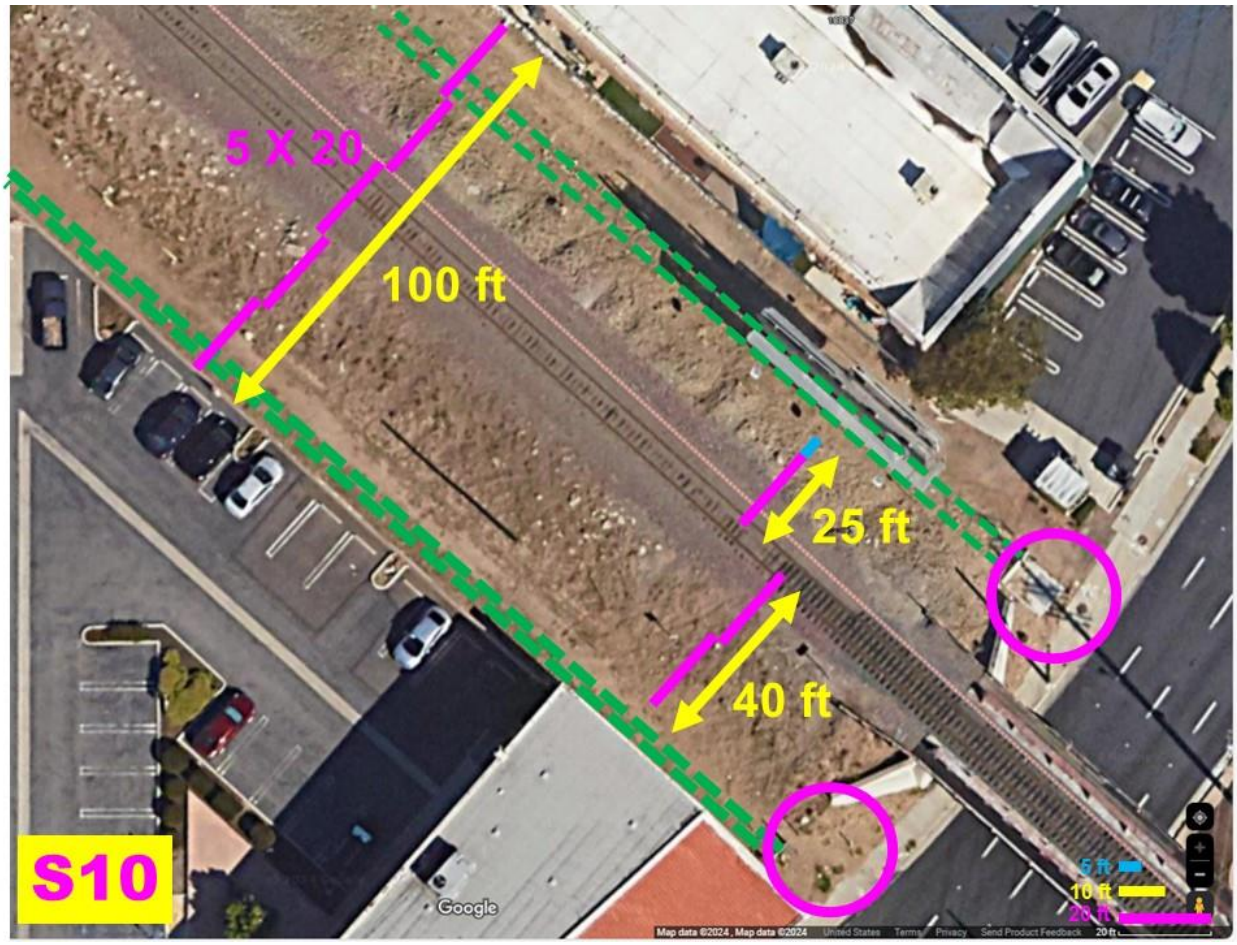
3.11-3.6 Natural Gas and Oil Facilities

In 2020, SoCal Gas customers consumed approximately 5,231 million therms of natural gas energy according to the CEC database (CEC, 2022c). In 2018, vehicle fuel consumption represented 80% of Metro's energy footprint, including a mix of compressed natural gas (CNG) that powers its fleet (Metro, 2018). There are numerous privately-owned oil pipelines located within the RSA. Owners of the oil pipelines are Crimson Pipeline, Chevron, Shell, and Plains All American. There are no publicly owned oil pipeline utility infrastructures in the RSA.

S9

The Shell 10-inch pipeline that is mentioned in the DEIR (see Slide 3) must be the Shell pipeline that is on the south side of the track. I will assume the 8-inch ExxonMobil jet fuel pipeline (also see Slide 3) must be one of the other lines and that it is perhaps operated by another company on their behalf.

The attached **Slide 10** provides a Google Map look-down at the bridge. The two magenta circles show the locations where the pictures (Slides 4, 5, 6, 7 and 8) were taken and where the near-to-the-road petroleum warning signs are located. The ROW width of 100 feet is also shown. The green dashed lines give estimated pipeline runs, based on the locations of the warning signs and markers. Of the group of 5 pipelines on the south side, the closest (Zenith Energy) is maybe about 40 feet from the tracks. Of the group of 3 pipelines on the north side, the closest (Shell) is maybe about 25 to 30 feet from the tracks.



Slides 11, 12 and 13 provide some distance and clearance “requirements.”

Slide 11 gives some excerpts from page 2-4 of the BNSF Railway Utility Accommodation Policy, Part 2 Utilities Paralleling Railroad Property, C. Underground Installations, 5. Underground Utility Installations …, b. Pipelines. The following 2 subsections have been highlighted with magenta underlines. “i. <u>Any pipeline installation paralleling BNSF</u> property shall be within ten (10) feet of property line and a <u>minimum of forty (40) feet from track</u>.” (ii. If the pipeline is proposed to be located forty (40) feet or less from centerline of nearest track, the pipeline shall be encased in a steel pipe subject to approval from BNSF. <u>No pipe may be placed closer than twenty-five (25) feet from centerline of any track</u>. Pipe must be buried with a minimum cover of six (6) feet.”

UTILITY ACCOMMODATION POLICY

BNSF RAILWAY

Engineering Services
February 15, 2024

PART 2 - UTILITIES PARALLELING RAILROAD PROPERTY

C. Underground Installations

5. Underground utility installations should be located on top of the back slope at the outer limits of railroad property as follows:

b. Pipelines

i. Any pipeline installation paralleling BNSF property shall be within ten (10) feet of property line and a minimum of forty (40) feet from track.

ii. If the pipeline is proposed to be located forty (40) feet or less from centerline of nearest track, the pipeline shall be encased in a steel pipe subject to approval from BNSF. No pipe may be placed closer than twenty-five (25) feet from centerline of any track. Pipe must be buried with a minimum cover of six (6) feet. If less than minimum depth is necessary because of existing utilities, water table, ordinance or similar reasons, the line shall be rerouted.

S11

page 2-4

https://www.bnsf.com/bnsf-resources/pdf/about-bnsf/utility.pdf

Slide 12 gives some excerpts from page 9 of the BNSF Railway Company Guidelines for Industry Track Projects, section 2.10 Clearances. The following statement has been highlighted with magenta underlines. "All new tracks constructed will maintain a minimum distance of 25 feet for track centers from any main track, controlled siding or passing track."

Engineering Services
Track & System Design
2600 Lou Menk Drive, Fort Worth, TX 76131

July 2023

BNSF RAILWAY COMPANY

GUIDELINES FOR INDUSTRY TRACK PROJECTS

2. Standards for Industrial Trackage (Carload, or Non-Unit Facilities)

2.10 Clearances: BNSF will adhere to the "Clearance Requirements by State," BNSF Dwg. No. 2509, Sheet No. 2 (see Appendix, page A-44) for each state. If a state does not have its own clearances, the "BNSF Minimum Clearances Diagram," BNSF Dwg. No. 2509, Sheet No. 1 (see Appendix, page A-45) will apply. Side clearances for curves should have an additional 1-1/2" per degree of curvature. All effort should be made to provide adequate clearances. In the event clearances cannot be provided for as prescribed, warning signs will be installed and they must be illuminated at night (see Appendix, page A-46). Any clearances not meeting State or BNSF requirements must be reviewed and approved by BNSF Engineering.

All loading/unloading equipment that fouls the clearance envelope during operation must positively lock in a non-fouling position when not in use.

All new tracks constructed will maintain a minimum distance of 25 feet for track centers from any main track, controlled siding or passing track. New tracks adjacent to other tracks will maintain a minimum distance of 14 feet for track centers.

page 9

S12 https://www.bnsf.com/ship-with-bnsf/rail-development/pdf/indytrkstds.pdf

Slide 13 gives a screen snapshot from the Crimson Midstream website, which says: "Pipeline rights-of-way must be kept clear of any buildings, structures, excess vegetation or other encroachments that might restrict access to the pipeline." ("Pipeline Laws" https://www.crimsonmidstream.com/public-community)

Crimson Midstream, LLC

Report Pipeline emergencies 24/7 Call 1-866-351-7473

Who We Are | Shipper Information | Public/Community | Careers | Media | Contact

PIPELINE LAWS

Safety is everyone's responsibility. You can help keep your community secure by knowing where pipelines are located. It is also very important everyone in the community be able to recognize unauthorized activity or abnormal conditions.

It is against the law for any person to willfully and knowingly deface, damage, remove or destroy any pipeline sign or right-of-way marker.

If these signs are damaged, missing or otherwise unreadable, please report it to the nearest Crimson local office.

Pipeline rights-of-way must be kept clear of any buildings, structures, excess vegetation or other encroachments that might restrict access to the pipeline. Rights-of-way protect the public and the pipeline.

Even minor pipeline dents, scratches or chips are serious and may cause future leaks if they are not repaired.

S13

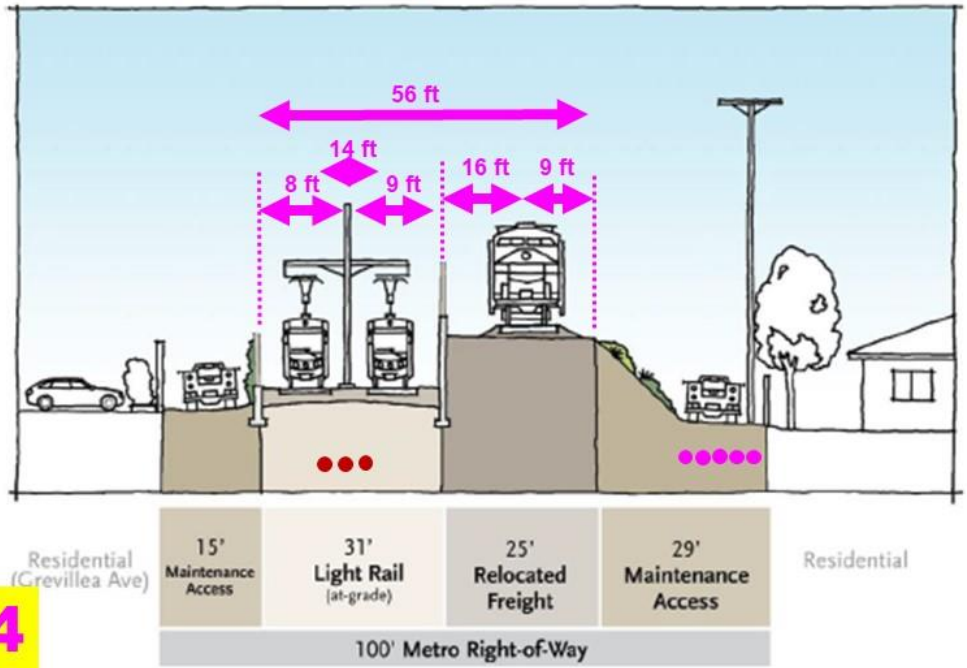
https://www.crimsonmidstream.com/public-community

Slide 14 provides a copy of Slide 1, which has been annotated in magenta and red to show some distances and the estimated location of existing pipelines. (Figure 2.3-7 Proposed Project – Looking South Between 186th Street and Hawthorne Boulevard on page 2-11 of chapter 2. Project Description)

2. Project Description – Page 2-11

Distances and estimated location of existing pipelines have been added.

Figure 2.3-7. Proposed Project – Looking South Between 186th Street and Hawthorne Boulevard



S14

Source: Cityworks Design, 2022
Dimensions and ROW boundaries are preliminary and subject to confirmation in future phases of design.

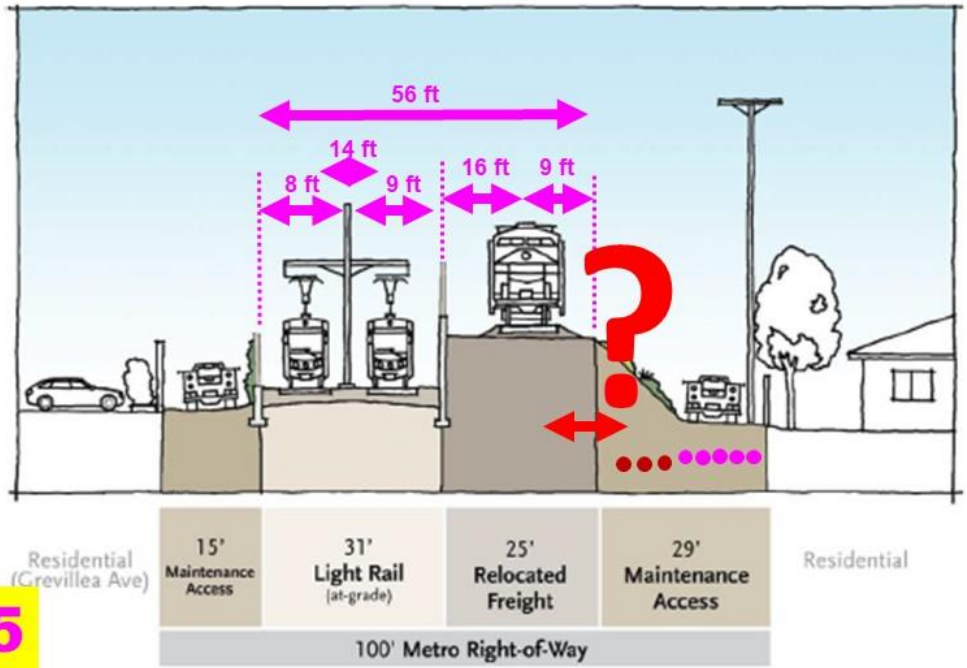
Here are some observations. The existing locations of the Main Freight Track and the 8 pipelines meet the BNSF 40-foot and 25-foot pipeline distance requirements listed on Slide 11. However, the proposed location of the Light Rail Tracks shown in slides 1, 2 and 14 conflicts with the Crimson Midstream clearance requirements given on Slide 13. Therefore, it would seem that the 3 pipelines on the north side of the Main Freight Track, the Chevron and Shell and Crimson pipelines, would have to be relocated.

Slide 15 shows the 3 pipelines moved to the south and placed next to the existing 5 pipelines, along with a big red question mark that highlights the first major concern.

2. Project Description – Page 2-11

Distances and estimated location of existing pipelines have been added.

Figure 2.3-7. Proposed Project – Looking South Between 186th Street and Hawthorne Boulevard



S15

Source: Cityworks Design, 2022
Dimensions and ROW boundaries are preliminary and subject to confirmation in future phases of design.

First major concern – Would this allow for at least 25 feet between the Main Freight Track and the relocated closest pipeline? Assuming the pipelines are placed next to each other horizontally, which is the way they currently appear to be situated, and if each pipeline requires 2 to 3 feet, depending on their diameters, then it would be a tight fit, if the Main Freight Track remained in its existing location. Whether any of the pipelines could be stacked on top of each other is way beyond the scope of my knowledge. But I will have to say, that if that could be done, then it sounds expensive. Relocating the Main Freight Track to the south would make the problem worse.

Second major concern – How many tanker trucks would be required for petroleum transport during the destruction/construction phases of the project? My rough calculations show, about <u>2,000 tanker trucks per day, worst case scenario</u> in which the Main Freight Track and all 8 pipelines are out of service. How much would this cost? Would METRO be covering the additional expense? Has this been accounted for?

Math Calculations

A tanker truck has a capacity of about 10,000 gallons. A railroad tank car has a capacity of about 30,000 gallons.

Replacing the train with trucks:

I started keeping a record of the trains that have been passing by, beginning in March 2023. I certainly don't have every train on my list. But I've seen many with over 40 tank cars, and even a few with around 50 tank cars. Conversely, I've also seen a few short trains. And once in a while, only a pair of engines and a single car go by. So as a rough average, I'll say 2 trains per day, 25 tank cars each. This gives a total of 50 tank cars per day, which means an equivalent of **150 tank trucks per day**. (50 cars X 30,000 gallons per car = 1,500,000 gallons. Dividing by 10,000 gallons per tank truck = 150.) (By the way, I think I did a similar calculation in an email sometime this past year.)

Replacing the pipelines with trucks will take a lot more trucks!

"Oil moves through pipelines at speeds of 3 to 8 miles per hour. Pipeline transport speed is dependent upon the diameter of the pipe, the pressure under which the oil is being transported, and other factors such as the topography of the terrain and the viscosity of the oil being transported." ("*How Pipelines Make the Oil Market Work – Their Networks, Operation and Regulation*" by Cheryl J. Trench, President, Allegro Energy Group, December 2001, page 12, https://www.iatp.org/sites/default/files/451_2_31375.pdf).

As a starting point, let's use a number near the low end of the range, which is 4 miles per hour.

One foot of an 8-inch pipe holds about 2.6 gallons. At 4 mph, 54,912 gallons pass by every hour (2.6 X 5280 X 4, or 4 miles worth). Then multiply by 24 to get 1,300,000 gallons per day.

One foot of a 10-inch pipe holds about 3.25 gallons. At 4 mph, 68,640 gallons pass by every hour (3.25 X 5280 X 4, or 4 miles worth). Then multiply by 24 to get 1,650,000 gallons per day.

One foot of a 20-inch pipe holds about 6.5 gallons. At 4 mph, 137,280 gallons pass by every hour (6.5 X 5280 X 4, or 4 miles worth). Then multiply by 24 to get 3,300,000 gallons per day.

The above 3 pipeline diameters are the only ones given in the DEIR. (See Slide 3.) The diameters for the other 5 pipelines are unknown to me at this time.

Minimum case: If only the 3 pipelines on the north side of the tracks are out of service, the Shell 8-inch, the Chevron 20-inch and the Crimson (let's make a guess and say it's 10-inch), then the total for these 3 pipelines would be 6,250,000 gallons. Add to this the 1,500,000 gallons of petroleum that is being shipped by train (see above), and we get 7,750,000 gallons. Dividing by 10,000 gallons per truck gives 750 trucks. So, 750 tanker trucks per day would be driving on the roads in order to keep the petroleum "flowing" to customers. It could easily be more, maybe a 1000.

Maximum case: If the 5 pipelines on the south side have to be out of service for some time, and I'm really guessing here, then let's add another 10,000,000 gallons. So, 7,750,000 gallons (minimum) plus 10,000,000 gallons gives 17,750,000 gallons. Dividing by 10,000 gallons per track gives 1775 trucks. So 1775 tanker trucks per day would be driving on the roads in order to keep the petroleum "flowing" to customers.

That's a lot of tanker trucks on the road each day. The next question would be: For how many days, weeks, months would this go on? A clever approach might be to put the next pipelines in place and then switch over. But depending on where the pipelines are coming from and going to, it might not be that simple. I only know what I can observe in the portion of the ROW that is in the vicinity, Manhattan Beach to Hawthorne Blvd.

As I've said before, putting the Light Rail Tracks through the ROW has many challenges. The Hawthorne Elevated Option is not easy either. But it avoids having to deal with all the petroleum pipelines and relocating the Main Freight Track, within the narrow spaces of the ROW.

From:

[redacted]

From: [redacted]
Sent: Saturday, May 11, 2024 12:59 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Saturday, May 11, 2024 9:07 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: No to the the Row in Lawndale

The "Row" option—a proposal to construct a mass transit system through our community's vital green space, perilously close to a petroleum line, and within a mere block of our children's schools—presents a plan that risks far more than it promises. This is not merely an infrastructural change; it's a direct challenge to the health, safety, and well-being of our community, particularly affecting our youngest and most vulnerable residents, many of whom belong to minority groups.

The value of green spaces in urban environments cannot be overstated—they are not just plots of land but the lungs of our city, providing clean air, a sanctuary for biodiversity, and a haven for mental and physical health. The introduction of mass transit within these precious spaces threatens to erode these benefits, displacing tranquility with the constant hum of transit, replacing clean air with dust and pollution, and substituting safety with hazards.

Moreover, the proximity to a petroleum line introduces unacceptable risks. In an era where environmental concerns are paramount, placing our community and its natural resources at such a risk is both irresponsible and short-sighted. And let’s not overlook the psychological and physical safety of our children—having to navigate construction zones or altered landscapes just to reach school each day is a burden no child should bear, particularly when the peace of a green walkway is stripped away.

Therefore, as we stand at this crossroads, we must choose the path that safeguards our community's health, preserves our children's safety, and protects our green spaces. We must advocate for responsible development that harmonizes with our environment and community needs. It's clear—the Row option is not the right path for us. Say no to the Row, for the future of our community and the generations to come.

2024 8:53 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

Please think about us.
FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

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4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

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7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Sunday, May 12, 2024 11:15 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: 5/15/24 General Comment

FOR C-line Extension ELEVATED HAWTHORNE ROUTE

Hello to Board Members,

My name is Monika Olmos and I
am a resident of REDONDO BEACH. I'm speaking in strong support of the C Line Extension to Redondo Beach and AGAINST that of the recommendation for the Hybrid Alternative! I'm for the Locally Preferred Hawthorne Alternative ELEVATED option . I am asking that the Committee reject the hybrid recommendation and further investigate this project.
On a recent 2023 Poll- done by Market Research, of the South Bay communities, Lawndale , Torr and Redondo Beach, "67% are in favor supports C-line extension". Yes, we the majority of South Bay support the C-line extension! BUT what this survey does NOT represent, is the preference of the different routes. The Row options run commuter trains next to freight trains, carrying potential hazardous material.
This is a disaster waiting to happen, in residential areas!
Therefore, the safer option route is the Hawthorne Elevated.

I'd like to quote Michael Josephson,

" Character is not only doing the right thing when no one is looking, it's doing the right thing when everyone is looking. It's being willing to do the right thing even when it cost more than you want to pay", by Michael Josephson.

Thank you
[redacted]

From: [redacted]
Sent: Tuesday, May 14, 2024 2:51 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: ackman <ackman@gtf.org>
Subject: Comment regarding Metro C Line Extension to Torrance

Subject: Support for LPA Option - Metro C Line Extension Project

Dear Board of Directors,

My husband and I are homeowners and residents of North Redondo Beach. I'm writing to express our enthusiastic support for the proposed LPA Hybrid Alternative. We eagerly anticipate the commencement of your work and believe it holds great promise for our community.

As working professionals, we are particularly excited about the potential improvements to our commute to LAX and the City as well as the boost in commerce that the proposed connection will bring to our businesses in North Redondo. We commend your thorough analysis and careful consideration of the numerous factors impacting our neighborhood. I feel the Hawthorne option would construct a towering visual barrier bisecting the boulevard, create dangerous driving and pedestrian conditions and is not a cost effective solution.

We are fully in favor of the LPA option and hope that you will approve it at the upcoming May 23rd Board of Directors Meeting. We believe that this option offers the best path forward for our community's growth and development.

Warm regards,

[redacted]

From: [redacted]
Sent: Tuesday, May 14, 2024 5:07 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

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7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

This is your moment to be on the right side of History.

Thank you,

[redacted]

From: [redacted]
Sent: Tuesday, May 14, 2024 6:06 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension – RB Light Rail Station and Pipeline Distances – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

Subject: Metro C Line Extension – RB Light Rail Station and Pipeline Distances – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

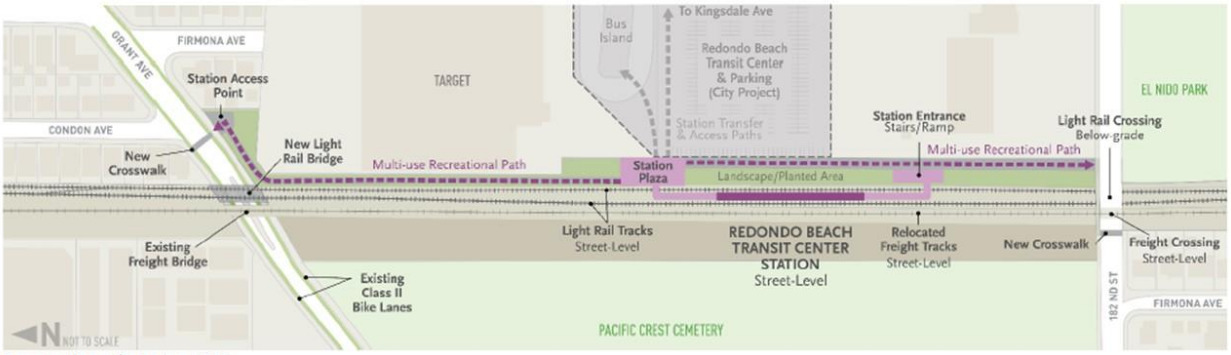
The Hawthorne Elevated Option avoids having to deal with the ROW's petroleum pipelines when constructing the Redondo Beach Light Rail Station.

> For reference: The presence of the underground petroleum pipelines on the ROW is documented in Attachment A, a link to which was provided with recent meeting agendas: "Constructability: Complexity Relocation Complexity – ROW: Underground Petroleum Pipelines." For the Hawthorne Option, the attachment does not list that, although it does list "Underground storm main & overhead high voltage transmission lines."

In previous emails, I have asked questions regarding petroleum pipelines. This email continues that theme and focuses on the Redondo Beach Light Rail Station and the portion of the ROW between 182nd and Grant Avenue.

Slide 1 shows "Figure 2.3-22. Trench Option – Redondo Beach TC Proposed Station Layout," page 2-30 of 2. Project Description of the January 2023 Draft EIR. For the Hawthorne Elevated Option, the Redondo Beach Light Rail Proposed Station would be located at the intersection of Artesia and Hawthorne Boulevards.

Figure 2.3-22. Trench Option – Redondo Beach TC Proposed Station Layout

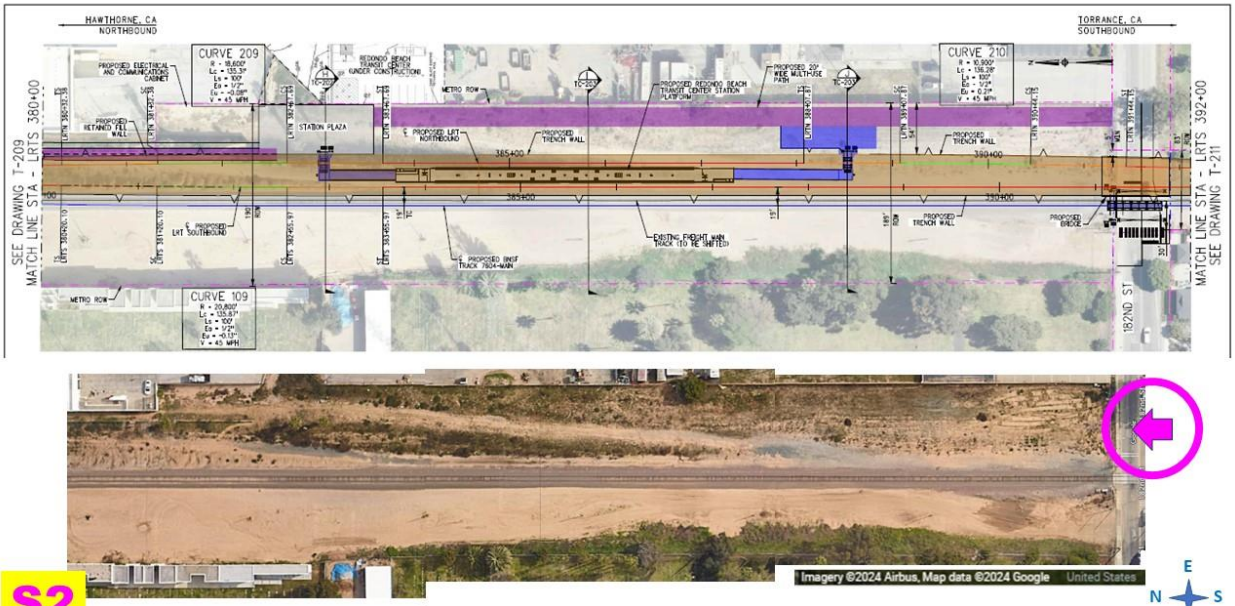


Source: Cityworks Design, 2022
Not to scale

S1

Slide 2 contains 2 pictures. The first shows the Redondo Beach Transit Center Proposed Station Layout depicted on the Trench Option sheet 10 of 13, from file page 87 of the "Appendix 2-A: Select Advanced Conceptual Engineering Drawings." The second picture is a Google Map collage that shows the same portion of the ROW as it exists today. The magenta circle and arrow annotation on the right shows where the pictures were taken (east of the 182nd crossing) and which are shown on subsequent slides (3, 4, 5, 6, 7). For one (Slide 3) which shows a closeup of the sidewalk and pavement, I was facing west. For rest of them, I was facing north.

Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file page 87



S2

North of the 182nd crossing – Same view from Google Maps

Slide 3 shows a closeup of the sidewalk on the northeast corner of the 182nd crossing. The markings indicate the presence of 2 buried petroleum pipelines. One belongs to (or is operated by) the Shell Pipeline Company and the other one belongs to Crimson.

Shell Pipeline Company ➔

Crimson ➔

S3

Slide 4 looks north, straight at a petroleum pipeline warning sign. This is approximately where the proposed two Light Rail Tracks would cross 182nd Street, which for the Hybrid Option, would be in a trench below. The magenta arrow annotation on the right highlights a petroleum pipeline marker. There are more markers which can be seen better on the subsequent slides.

S4

Slide 5 looks north and is a zoom-in on which 8 petroleum pipeline markers are highlighted with magenta arrow annotations. The Main Freight Track is on the left. The white structure is the Target loading dock.

S5

N
W E
S

Slide 6 zooms in even further and focuses on the 3 petroleum pipeline markers which are on the right. This is approximately where the proposed Light Rail Station Plaza would be located. (See Slide 1 and Slide 8.)

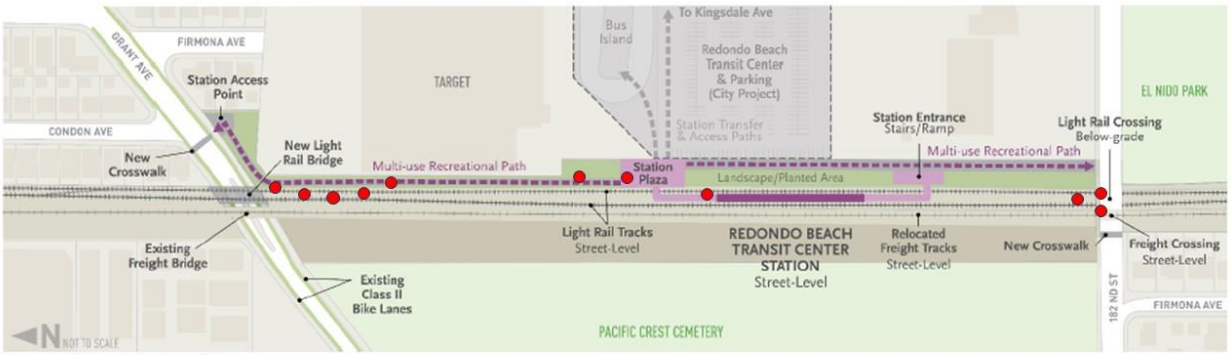
S6

N
W E
S

Slide 7 zooms in even further and focuses on the 5 petroleum pipeline markers which are on the left, which are in between Target and the Main Freight Track. The Main Freight Track passes over Grant Avenue via the bridge that is on the left.

Slide 8 is a copy of Slide 1 ("Figure 2.3-22. Trench Option – Redondo Beach TC Proposed Station Layout," page 2-30 of 2. Project Description) on which the approximate locations of the petroleum pipeline markers have indicated by red dots.

Figure 2.3-22. Trench Option – Redondo Beach TC Proposed Station Layout



Source: Cityworks Design, 2022
Not to scale

Red dots indicate very rough approximate locations of petroleum pipeline warning signs, markers and markings on the east side of the Main Freight Track.

S8

Slide 9 gives a screen snapshot from the Crimson Midstream website, which says: "Pipeline rights-of-way must be kept clear of any buildings, structures, excess vegetation or other encroachments that might restrict access to the pipeline." ("Pipeline Laws" https://www.crimsonmidstream.com/public-community)

Crimson Midstream, LLC

Report Pipeline emergencies 24/7 Call 1-866-351-7473

Who We Are | Shipper Information | Public/Community | Careers | Media | Contact

PIPELINE LAWS

Safety is everyone's responsibility. You can help keep your community secure by knowing where pipelines are located. It is also very important everyone in the community be able to recognize unauthorized activity or abnormal conditions.

It is against the law for any person to willfully and knowingly deface, damage, remove or destroy any pipeline sign or right-of-way marker.

If these signs are damaged, missing or otherwise unreadable, please report it to the nearest Crimson local office.

Pipeline rights-of-way must be kept clear of any buildings, structures, excess vegetation or other encroachments that might restrict access to the pipeline. Rights-of-way protect the public and the pipeline.

Even minor pipeline dents, scratches or chips are serious and may cause future leaks if they are not repaired.

S9

https://www.crimsonmidstream.com/public-community

Slide 10 gives some excerpts from page 2-4 of the BNSF Railway Utility Accommodation Policy, Part 2 Utilities Paralleling Railroad Property, C. Underground Installations, 5. Underground Utility Installations …, b. Pipelines. The following 2 subsections have been highlighted with magenta underlines. "i. Any pipeline installation paralleling BNSF property shall be within ten (10) feet of property line and a minimum of forty (40) feet from track." (ii. If the pipeline is proposed to be located forty (40) feet or less from centerline of nearest track, the pipeline shall be encased in a steel pipe subject to approval from BNSF. No pipe may be placed closer than twenty-five (25) feet from centerline of any track. Pipe must be buried with a minimum cover of six (6) feet."

UTILITY ACCOMMODATION POLICY

BNSF RAILWAY

Engineering Services
February 15, 2024

PART 2 - UTILITIES PARALLELING RAILROAD PROPERTY

C. Underground Installations

5. Underground utility installations should be located on top of the back slope at the outer limits of railroad property as follows:

b. Pipelines

i. Any pipeline installation paralleling BNSF property shall be within ten (10) feet of property line and a minimum of forty (40) feet from track.

ii. If the pipeline is proposed to be located forty (40) feet or less from centerline of nearest track, the pipeline shall be encased in a steel pipe subject to approval from BNSF. No pipe may be placed closer than twenty-five (25) feet from centerline of any track. Pipe must be buried with a minimum cover of six (6) feet. If less than minimum depth is necessary because of existing utilities, water table, ordinance or similar reasons, the line shall be rerouted.

S10

https://www.bnsf.com/bnsf-resources/pdf/about-bnsf/utility.pdf

page 2-4

Slide 11 gives some excerpts from page 9 of the BNSF Railway Company Guidelines for Industry Track Projects, section 2.10 Clearances. The following statement has been highlighted with magenta underlines. "All new tracks constructed will maintain a minimum distance of 25 feet for track centers from any main track, controlled siding or passing track."

Engineering Services
Track & System Design
2600 Lou Menk Drive, Fort Worth, TX 76131

July 2023

BNSF RAILWAY COMPANY

GUIDELINES FOR INDUSTRY TRACK PROJECTS

2. Standards for Industrial Trackage
(Carload, or Non-Unit Facilities)

2.10 Clearances: BNSF will adhere to the "Clearance Requirements by State," BNSF Dwg. No. 2509, Sheet No. 2 (see Appendix, page A-44) for each state. If a state does not have its own clearances, the "BNSF Minimum Clearances Diagram," BNSF Dwg. No. 2509, Sheet No. 1 (see Appendix, page A-45) will apply. Side clearances for curves should have an additional 1-1/2" per degree of curvature. All effort should be made to provide adequate clearances. In the event clearances cannot be provided for as prescribed, warning signs will be installed and they must be illuminated at night (see Appendix, page A-46). Any clearances not meeting State or BNSF requirements must be reviewed and approved by BNSF Engineering.
All loading/unloading equipment that fouls the clearance envelope during operation must positively lock in a non-fouling position when not in use.
All new tracks constructed will maintain a minimum distance of 25 feet for track centers from any main track, controlled siding or passing track. New tracks adjacent to other tracks will maintain a minimum distance of 14 feet for track centers.

page 9

S11

https://www.bnsf.com/ship-with-bnsf/rail-development/pdf/indytrkstds.pdf

Questions, Issues and Concerns:

The width of the ROW, which is 189 feet north of 182nd abruptly changes to only 100 feet immediately south of 182nd.

Does the current proposed plan respect the “pipeline rights of way” and petroleum pipeline and train track distance (40 and 25 feet) requirements given on Slide 9, 10 and 11?

If not, can the plan be modified to accommodate those requirements?

Or, will the two pipelines (the Shell and Crimson pipelines), that are on the east side of the Main Freight Track, have to be relocated?

If so, where would they be relocated to?

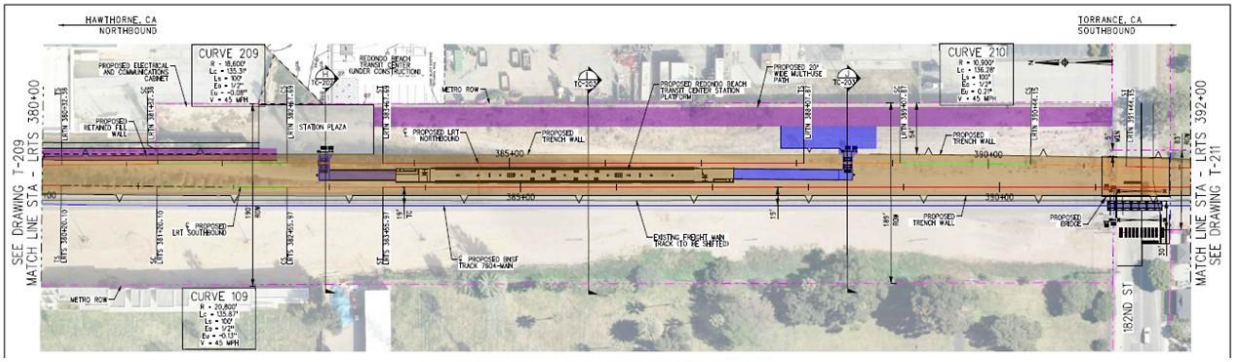
Would they be relocated to the west side of the Main Freight Track alongside all of the other pipelines?

Have cost estimates for these issues been made? Are they included in the **$2.23B** cost estimate for the **Hybrid Option** that was shown in the recent C Line Extension video update?

There are already several (6 by my count) petroleum pipelines that run along the west side of the Main Freight Tracks. The remainder of this email will address the “west side story.”

Slide 12 is a copy of Slide 2, except that the magenta circle and arrow annotation on the right, has been moved down (west) to show where the pictures were taken that are shown on subsequent slides. For the first one (Slide 13), which is a closeup of the sidewalk and pavement, I was facing northwest. For rest of them, I was facing north.

Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file page 87



North of the 182nd crossing – Same view from Google Maps

Slide 13 shows a closeup of the sidewalk on the northwest corner of the 182nd crossing. The markings indicate the presence of many (6 by my count) buried petroleum pipelines.

S13

Slide 14 looks north, straight at a whole bunch of petroleum pipeline warning signs. The magenta annotations are based on what the signs say. From left to right: Plains (PAA – Plains All American), Shell Pipeline Company, Torrance Logistics, Chevron, Zenith Energy. (While I can't see GATX on any of the signs in any of these pictures, they must be in here somewhere, since they have a sign at the Hawthorne Blvd. crossing.)

S14

Slide 15 looks north from the northwest corner of the 182nd crossing. Several petroleum pipeline markers can be seen, along with some big puddles. (March 2023 was very wet. A lot of atmospheric rivers.) Pacific Crest Cemetery is on the left.

Pacific Crest Cemetery

S15

Slide 16 is a zoom that looks north from the northwest corner of the 182nd crossing. Dozens and dozens of petroleum pipeline markers can be seen.

S16

N
W E
S

Slide 17 is a greater zoom-in that looks north from the northwest corner of the 182nd crossing.

S17

N
W E
S

Side 18 zooms in even more. It again looks north from the northwest corner of the 182nd crossing. The Main Freight Track passes over Grant Avenue via the bridge that is in the upper right.

S18

Grant Avenue Bridge

N
W E
S

Slide 19 is at almost maximum room. It again looks north from the northwest corner of the 182nd crossing. Again, the message is that there are a lot of petroleum pipeline warning signs and markers.

S19

Slide 20 is at maximum zoom, and again looks north at the same area from the northwest corner of the 182nd crossing. This is the “plateau” that is the southwest corner above Grant Avenue as it passes under the Main Freight Track bridge.

182nd crossing NW – Full Zoom Looking North – March 18, 2023

S20

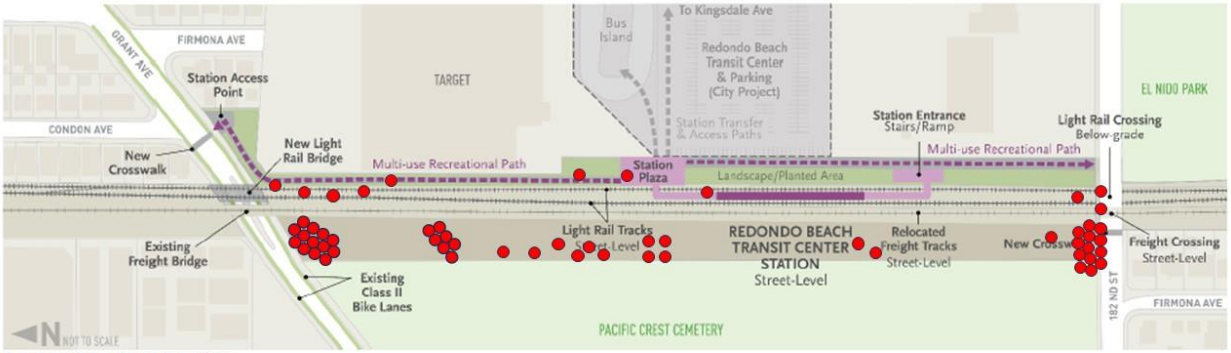
N
W E
S

Slide 21 is a copy of Slide 8 to which a whole bunch of dots have been added in an attempt to indicate the quantity and very rough locations of the petroleum pipeline warning signs and markers that are on the west side of the Main Freight Track.

C Line (Green) Extension to Torrance
Draft Environmental Impact Report

2. Project Description
January 2023

Figure 2.3-22. Trench Option – Redondo Beach TC Proposed Station Layout



Source: Cityworks Design, 2022
Not to scale

Red dots indicate very rough approximate locations of petroleum pipeline warning signs, markers and markings on both the east side and the west side of the Main Freight Track.

S21

E
N S
W

Slide 22 is a copy and paste of section “4.3-3.9.1 Construction” from page 4-21 of “4. Evaluation of Alternatives” of the Draft EIR.

4.3-3.9 Hazards and Hazardous Materials

4.3-3.9.1 Construction

Less than Significant Impact. Construction of the Hawthorne Option would require more property acquisitions than the Proposed Project to construct the elevated guideway, which means more demolition of structures and a greater rick of encountering demolition waste. However, the Hawthorne Option would comply with the same regulatory control measures as described for the Proposed Project to deal with hazardous waste generated during construction, and would also implement PF-HHM-1 and PF-HHM-2. The amount of contaminated soil expected to be excavated would be significantly lower than the Proposed Project, as would the risk of encountering oil and gas pipelines, as the Hawthorne Option segment is not located within the Metro ROW. The Hawthorne Option would also have a lesser impact related to RECs, as construction would occur near fewer REC sites compared to the Proposed Project. However, the Hawthorne Option would have a greater risk of disrupting municipal buried utilities, such as sewer or domestic water lines, which may result in a release of contaminated water. Implementation of PF-US-1 would ensure coordination with utility owners to determine utility locations. The Hawthorne Option would have a **less than significant impact** during construction related to hazards and hazardous materials.

S22

Summary and Conclusion

The width of the ROW is 189 feet north of 182nd in the vicinity of the proposed Light Rail stations. The width of the ROW abruptly changes to only 100 feet immediately south of 182nd. And the width of the ROW is only 100 feet north of Grant Avenue to Artesia Blvd. North of that it is even narrower. The recent C Line Extension video update showed the A Line LRT going through some areas close to residences in South Pasadena and South LA. But add to that a Main Freight Track and a bunch of petroleum pipelines, and now we’re talking about what we’re concerned about here in the “South Bay ROW.”

I’m just a retired aerospace engineer with a camera and the internet. Over the past two years, I’ve learned a lot about the ROW, freight trains, tank cars, pipelines, etc. My opinion hasn’t changed. If anything, it keeps getting reinforced. Trying to “shoehorn” two Light Rail Tracks in next to a Main Freight Track and 8 petroleum pipelines in these narrow corridors makes me very concerned about safety, and wary regarding cost and schedule increases and overruns. By the

way, I only recently came to the number 8 by looking at the signs and markings, and combining that with what is in the DEIR. And I see the words “High Pressure” on a lot of those warning signs.

As I’ve said before, putting the Light Rail Tracks through the ROW has many challenges. The Hawthorne Elevated Option is not easy either. But it avoids having to deal with all the petroleum pipelines and relocating the Main Freight Track.

I’ll simply close with this. “The amount of contaminated soil expected to be excavated would be significantly lower than the Proposed Project, as would the risk of encountering oil and gas pipelines, as the Hawthorne Option segment is not located within the Metro ROW. The Hawthorne Option would also have a lesser impact related to RECs, as construction would occur near fewer REC sites compared to the Proposed Project.” (See Slide 22.)

From:

[redacted]

From: [redacted]
Sent: Tuesday, May 14, 2024 10:29 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident [redacted] Sent from my iPhone

From: [redacted]
Sent: Wednesday, May 15, 2024 11:32 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Support of C Line Extension Staff Recommendation

Hello -

I am writing to support the staff recommendation for the ROW option for the C Line extension. It's critical that we choose a cost efficient path forward that can be actually implemented on an expeditious timeline. It has been far too long since the south bay has been served by transit and this opportunity should not be lost!

Many thanks,

[redacted]

From: [redacted]
Sent: Wednesday, May 15, 2024 2:20 PM
To: Bill Hall <bhallrb@aol.com>; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Re: Metro C Line Extension – Chevron Pipeline Peculiarity – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

Bill,

Thanks for these emails. Did you hear about what Metro and the Sheriff were doing along the ROW in Redondo? Claiming to be clearing homeless encampments when we don't even have any here?

See this two minute video. They don't even know their own boundaries.

https://www.youtube.com/live/tBeYSwib81s?si=v3ra5vJMHSiCv7yC&t=11195

[redacted]

Please note that email correspondence with the City of Redondo Beach, along with attachments, may be subject to the California Public Records Act, and therefore may be subject to disclosure unless otherwise exempt. The City of Redondo Beach shall not be responsible for any claims, losses or damages resulting from the use of digital data that may be contained in this email.

From: [redacted]
Sent: Wednesday, May 15, 2024 12:33:20 AM
To: boardclerk@metro.net <boardclerk@metro.net>; greenlineextension@metro.net <greenlineextension@metro.net>; FourthDistrict@bos.lacounty.gov <FourthDistrict@bos.lacounty.gov>; HollyJMitchell@bos.lacounty.gov <HollyJMitchell@bos.lacounty.gov>; Jbutts@cityofinglewood.org <Jbutts@cityofinglewood.org>
Cc: anajarian@glendaleca.gov <anajarian@glendaleca.gov>; fdutra@cityofwhittier.org <fdutra@cityofwhittier.org>; firstdistrict@bos.lacounty.gov <firstdistrict@bos.lacounty.gov>; jdupontw@aol.com <jdupontw@aol.com>; mayor.helpdesk@lacity.org <mayor.helpdesk@lacity.org>; mbohlke@sbcglobal.net <mbohlke@sbcglobal.net>; councilmember.yaroslavsky@lacity.org <councilmember.yaroslavsky@lacity.org>; Kathryn@bos.lacounty.gov <Kathryn@bos.lacounty.gov>; paul.krekorian@lacity.org <paul.krekorian@lacity.org>; ThirdDistrict@bos.lacounty.gov <ThirdDistrict@bos.lacounty.gov>; info@timsandoval.com <info@timsandoval.com>; randall.winston@lacity.org <randall.winston@lacity.org>; tina.backstrom@lacity.org <tina.backstrom@lacity.org>
Subject: Metro C Line Extension – Chevron Pipeline Peculiarity – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

*CAUTION: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Subject: Metro C Line Extension – Chevron Pipeline Peculiarity – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

The Hawthorne Elevated Option avoids having to deal with the ROW's petroleum pipelines and the difficulties they pose and their possible peculiarities during construction of the C Line Extension.

> For reference: The presence of the underground petroleum pipelines on the ROW is documented in Attachment A, a link to which was provided with recent meeting agendas: "Constructability: Complexity Relocation Complexity – ROW: Underground Petroleum Pipelines." For the Hawthorne Option, the attachment does not list that, although it does list "Underground storm main & overhead high voltage transmission lines."

In previous emails, I have asked questions regarding petroleum pipelines. This short email continues that theme by calling attention to something I recently observed while studying the pictures I have taken over the past two years. It would seem that the Chevron Petroleum Pipeline apparently crosses under the Main Freight Track, somewhere between 182nd Street and Hawthorne Blvd.

Slide 1 shows that, according to the 2023 DEIR, **the Chevron petroleum pipeline is a 20-inch gas line**. To quote the DEIR: "Several oil and gas pipelines run within the Metro ROW including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines." (DEIR, chapter 3.9 Hazardous Materials, section 3.9-3.1.6 Petroleum Hydrocarbons, Page 3.9-16.)

Slide 2 looks north from the northwest corner of the 182nd grade level crossing. The location of the Chevron petroleum pipeline sign is annotated along with the location of the Main Freight Track. As can be seen, the Chevron sign is on the left and the track is on the right. In other words, **the Chevron sign is on the west side of the track**.

Slide 3 looks northwest from the northwest corner of the Hawthorn Blvd bridge crossing. The location of the Chevron petroleum pipeline sign is annotated along with the location of the Main Freight Track. As can be seen, the track is on the left and the Chevron sign is on the right. In other words, **the Chevron sign is on the east side of the track**.

Slide 4 provides a Google map overview of 182nd Street to Hawthorne Blvd. which has annotations showing the locations of where the pictures were taken and where the Chevron signs are located.

Conclusion: The Chevron Petroleum Pipeline apparently crosses under the Main Freight Track, somewhere between 182nd Street and Hawthorne Blvd. Perhaps the Metro engineers are already aware of this. Regardless, I felt I should share what I see.

Summary: Here is yet another challenge, another problem posed by a petroleum pipeline that runs along the ROW.

Question: Could there be other places where these petroleum pipelines cross under the Main Freight Track? What complications are caused?

As I've said before, putting the Light Rail Tracks through the ROW has many challenges. The Hawthorne Elevated Option is not easy either. But it avoids having to deal with all the petroleum pipelines and relocating the Main Freight Track.

From:

[redacted]

Please note that email correspondence with the City of Redondo Beach, along with attachments, may be subject to the California Public Records Act, and therefore may be subject to disclosure unless otherwise exempt. The City of Redondo Beach shall not be responsible for any claims, losses or damages resulting from the use of digital data that may be contained in this email.

From: [redacted]
Sent: Wednesday, May 15, 2024 3:09 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: In favor of C line extension on ROW, LPA

I'm writing in favor of the Locally Preferred Alternative and use of the existing Right of Way for the Metro C / Green line extension to Redondo and Torrance.

I prefer the route which has the lowest budget and can be built most quickly, and also any route which puts a metro terminal at the new redondo beach bus station.

For several years, I commuted from redondo to Pasadena on metro. At the time, silver line (bus) to gold line (rail) was the best route for me and took around an hour and 45 minutes. The long walk from the bus to the gold line added a lot to the commute, actual time in motion was only about an hour. Coming home, I'd have to wait for the silver bus on a sidewalk outside of union station, and at night in the wintertime I wouldn't do it. I prefer having the metro terminal at the new redondo beach bus station, to eliminate long walks between two stations in the dark and in bad weather. It's safer for passengers to eliminate a long walk between a train terminal and bus station.

I worked at SpaceX for 4 years. Many people commuted to spacex on the green line, there is a stop at Crenshaw at the 105, a short walk to the main building. When a handful of us left and started Virgin Orbit, when we were selecting a new building, find a site near metro was one of our criteria. We could not meet that criteria and there were friends who never moved from SpaceX to VO because of that, because of their commute. We never considered a site in a south bay city other than El Segundo because El Segundo was well connected by the 105, sites in Redondo and Torrance were just not freeway close. Extending metro would make a difference and bring new offices, there are great business office sites near the proposed Torrance station.

For several years, I worked in Oakland and commuted Mondays and Fridays on southwest. Arriving at LAX on Friday night, my wait for an uber, and my ride on the 405, often added up to more time than the flight from Oakland to LAX. It will be great to get to and from LAX on metro.

And it will be great to get to SOFI and BMO Stadium on metro. Parking at Sofi is about $100 and really slow to get out. I have season tickets to LAFC games at BMO. Parking is $55 and it would be get to get on metro, not drive on the 110, and have another beer at the game.

I live in north redondo and use 182nd street a lot. I will be impacted by this, but I'd still like it done. I am retired and no longer commute on metro, but I still ride metro, buses and trains. I have ridden it this year.

If the C line station does end up on hawthorne, please make a safe, lit path between the metro terminal and the bus station. Please connect that path to the north redondo bike path. Please connect the bike path to the friendship campus and to the harbor.

Thanks.

[redacted]

From: [redacted]
Sent: Thursday, May 16, 2024 6:59 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, [redacted] A Concerned Resident

From: [redacted]
Sent: Thursday, May 16, 2024 8:51 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I hope you are aware of all the horrendous crimes that have been happening around LA Metro, it's concerning that this could potentially be happening around the schools our children go to, please give us the opportunity to keep this train as far away as possible from our homes and children.

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

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Thank you,

A Concerned Resident

[redacted]

From: [redacted]
Sent: Thursday, May 16, 2024 12:15 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
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Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident [redacted]

From: [redacted]
Sent: Thursday, May 16, 2024 5:39 PM
To: CommunityRelations <CommunityRelations@metro.net>; Board Clerk <BoardClerk@metro.net>
Cc: Eleanor Manzano <cityclerk@redondo.org>; executiveoffice@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Nils Nehrenheim <nils.nehrenheim@redondo.org>; zo@redondo.org
Subject: Public Comment - Descriptive Video of Metro's Planned Destruction of Lawndale Homes

Please see the excellent attached video by an impacted Redondo Beach citizen. Metro should NOT be considering adding 24/7/365, 200-300 trip per day rail through backyards of homes to extend the Greenline. The Hawthorne Blvd route through commercial land is a much better route.

[redacted]

[redacted]

It can also be found at https://www.facebook.com/reel/466091779170956

From: [redacted]
Sent: Friday, May 17, 2024 11:53 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro Green Line Extension

Hello,

As a resident of Lomita, and an employee within Torrance, as well as a climate advocate, it is exciting that we will finally get access to the train system -- though I would certainly prefer a train travelling the Silver Line to LA.

Be that as it may, the Green Line is a chance to finally do some big things in reducing greenhouse cases in the South Bay, currently 50% of which comes from cars and other road transportation.

Having walked the intended pathways of the three options presented, and considered the hybrid option, I'm dismayed that the Hawthorne route is not gaining more traction. The reasons I've heard for supporting the ROW are shortsighted and underwhelming, far from the exciting and progressive purpose of the project.

When I think of the future, I think of a train that goes through the heart of businesses on Hawthorne, above traffic like a monorail, not causing noise and outsiders having to walk past people's homes and neighborhoods to get to where they are going as in the ROW projects. Yes, I know that cost is a factor but it seems that we are cutting off our nose to spite our face (i.e. going with the worst option just to make sure one happens!).

The cost per rider should also be considered and a 30+% increase in ridership with the Hawthorne option is a significant consideration if we are actually doing this for the purpose of public transportation, and not just to force a project through.

When I'm riding the train with my children in ten years, and they observe that it doesn't make any sense that the train would cut right through a neighborhood, I will sigh and lament about the lack of willingness to choose the best option instead of the most feasible. We are building something I hope will be used for decades to come, and in the future I'd rather they looked back at our politics as something we did right, not something we just made sure to do to get it done.

Thank you,
[redacted]
Lomita

From: [redacted]
Sent: Friday, May 17, 2024 3:19 PM
To: GreenlineExtension <GreenlineExtension@metro.net>; Board Clerk <BoardClerk@metro.net>
Subject: PUBLIC COMMENT - METRO BOARDRe: C Line Extension to Torrance: Commonly Asked Questions About the Hybrid Alternative

The hybrid route is a total failure by Metro staff. The route adds 2 tracks with 200+ trip 24/7/365 rail lines into a right of way along side a freight train that only runs 2x daily. The local families and residents will face noise and vibration for multiple GENERATIONS. Use the Hawthrorne Blvd commercial corridor.

On Fri, May 17, 2024 at 1:29 PM Metro C Line (Green) Extension to Torrance <greenlineextension@metro.net> wrote:

Have More Questions About the Hybrid Alternative?

On May 23, Metro Staff will present the Hybrid Alternative as their recommendation for the Locally Preferred Alternative (LPA) to the full Metro Board of Directors. Watch the video that covers commonly asked questions and additional details about the Hybrid Alternative alignment.

May Metro Board Meeting

Staff will present their Hybrid Alternative recommendation for a Locally Preferred Alternative (LPA) to define the Proposed Project in the Final Environmental Impact Report (EIR) at the Metro Board meeting on May 23. Please check the Metro website the week of May 20 to confirm the posting of this agenda item at boardagendas.metro.net.

The public will be able to participate and comment (Metro Board allows for one-minute public comment) at the Board meeting in-person, by email at boardclerk@metro.net, or US Mail or by phone. Details are below:

Thursday, May 23, 10:00am
Staff Recommendation for LPA
Regular Board Meeting
In Person: One Gateway Plaza, Los Angeles, CA 90012, 3rd Floor, Metro Board Room
Watch online: boardagendas.metro.net
By phone: at 202-735-3323 and enter Access Code: 5647249# (English) or 7292892# (Español).

US Mail: at attn. Board Clerk—Metro, One Gateway Plaza, Los Angeles, CA 90012
Email: boardclerk@metro.net

Updated FAQs, Outreach Summaries & Video

Reminder that we've updated the list of frequently asked questions and answers and summaries of the most recent community engagement events based on the recent project updates. To access these documents, please go to the Project Filing Cabinet (Project Dropbox site). You can also access a shorter explanation of the Hybrid Alternative alignment to share with friends, family, and neighbors: in English and in Spanish.

Next Steps

If the Metro Board approves an LPA, the Project team will move forward with a Final EIR based on the selected LPA, perform additional analysis and design refinements, respond to public comments and questions received during the Draft EIR review period, and prepare a Mitigation, Monitoring & Reporting Program (MMRP) for the Proposed Project. More information can be found on the project website, www.metro.net/clineext.

Contact Us

You can contact us with questions or comments at greenlineextension@metro.net.

¿Quiere hacer más preguntas sobre la alternativa híbrida?

El 23 de mayo, el equipo de Metro presentará la recomendación de la alternativa híbrida como la alternativa preferida a nivel local ante la Junta de Metro completa. Mire el video que cubre las preguntas comúnmente hechas y detalles adicionales sobre la alternativa híbrida.

Reunión de la Junta de Metro del mes de mayo

El equipo presentará la recomendación de la alternativa híbrida como la alternativa preferida a nivel local para definir el proyecto propuesto en el Informe de Impacto Ambiental Final en la reunión de la Junta Metro el 23 de mayo. Visite el sitio web de Metro la semana del 20 de mayo para confirmar la publicación de este tema en la agenda en boardagendas.metro.net.

El público podrá participar y comentar (la Junta de Metro permite comentarios por parte del público de un minuto) en la reunión, ya sea de manera presencial, por correo electrónico a boardclerk@metro.net, por correo postal o por teléfono. Los detalles se encuentran a continuación:

Jueves, 23 de mayo a las 10:00 a. m.
Recomendación del equipo sobre la alternativa preferida a nivel local
Asamblea ordinaria de la Junta
Presencial: One Gateway Plaza, Los Angeles, CA 90012, 3er piso, Sala de la Junta de Metro
Véala por internet: boardagendas.metro.net
Por teléfono: al 202-735-3323 e ingrese el código de acceso: 5647249# (para inglés) o 7292892# (para español).
Por correo postal a: Board Clerk—Metro, One Gateway Plaza, Los Angeles, CA 90012
Correo electrónico: boardclerk@metro.net

Preguntas frecuentes actualizadas y video y resúmenes de difusión

Le recordamos que hemos actualizado la lista de preguntas frecuentes, las respuestas y los resúmenes de los eventos de participación comunitaria más recientes con base en las últimas actualizaciones del proyecto. Para acceder a estos documentos, visite las carpetas del proyecto (el sitio de Dropbox del proyecto).

También puede acceder a una explicación resumida de la alineación de la alternativa híbrida para compartir con amigos, familiares y vecinos en inglés y en español.

Próximos pasos

Si la Junta de Metro aprueba una Alternativa preferida a nivel local, el equipo del proyecto avanzará con el Informe de Impacto Ambiental Final con base en la alternativa elegida, llevará a cabo análisis adicionales y refinará el diseño, responderá a comentarios públicos y a las preguntas recibidas durante el periodo de revisión del plan preliminar del Informe de Impacto Ambiental y preparará un programa de mitigación, monitoreo e informe para el proyecto propuesto. Puede encontrar más información en el sitio web del proyecto: www.metro.net/clineext.

Comuníquese con nosotros

Puede comunicarse con nosotros para hacer preguntas o comentarios en greenlineextension@metro.net.

You have subscribed to receive Metro information, edit your preferences, manage subscriptions, or unsubscribe.
Your privacy is important to us, please review the Privacy Policy.
View this email online.

© 2024 Metro (LACMTA) One Gateway Plaza, Los Angeles, CA 90012-2952

This email was sent to menelson@gmail.com

From: [redacted]
Sent: Friday, May 17, 2024 3:42 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Comment Re Metro Line Extension

Build it asap!!!! Don't listen to all the naysayers, there MUST be progress forward.

All they want is to delay this project into the oblivion. Don't fall for it and get it done!

Ideally, run it through existing train tracks, so that way the existing ugliness of the tracks can be revitalized.

I live right near them and I would rather have a modern transportation than semi-abandoned train tracks.

From: [redacted]
Sent: Friday, May 17, 2024 11:43 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension – Distances to Residential Structures – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

Subject: Metro C Line Extension – Distances to Residential Structures – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

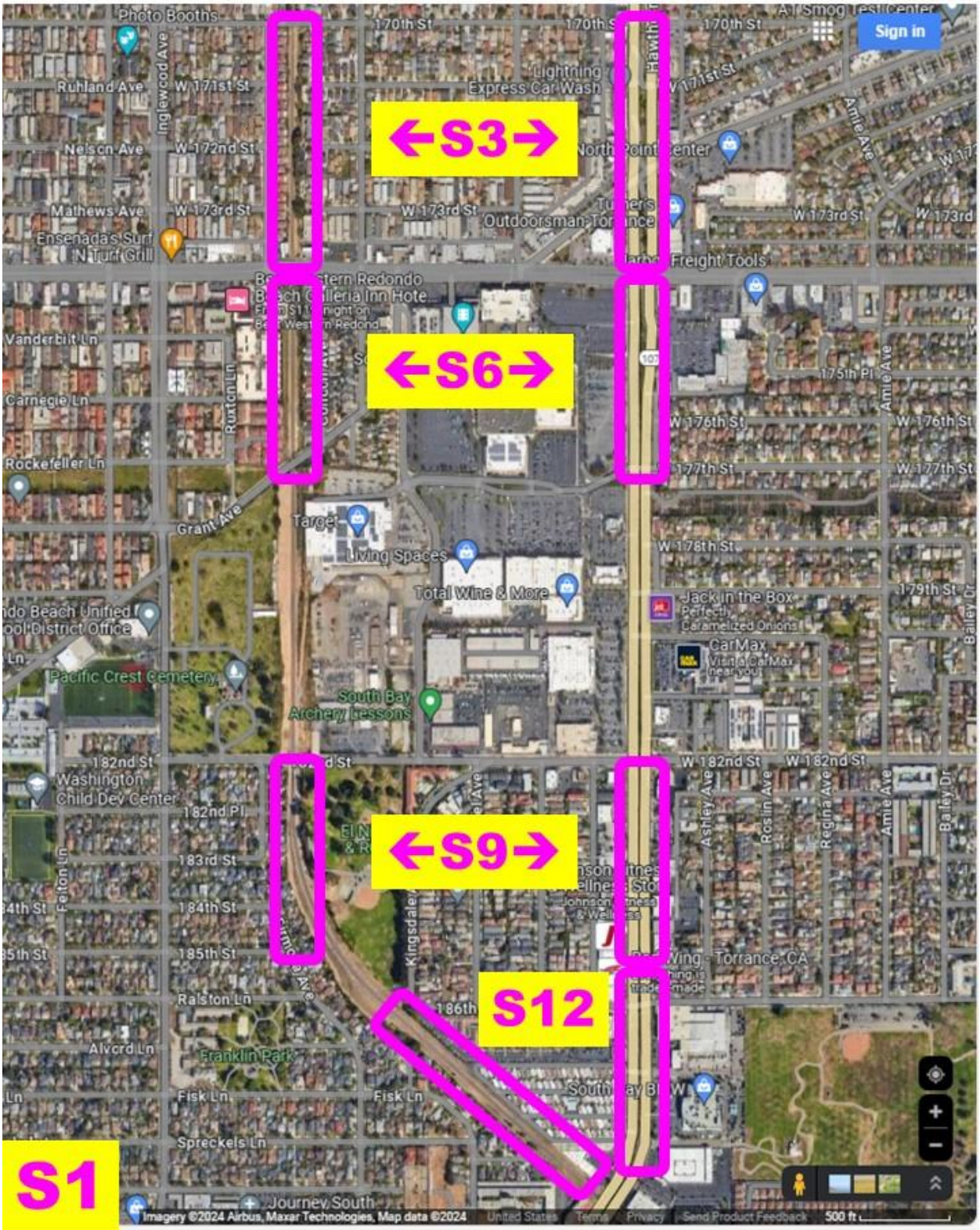
To: Metro and Metro Board Members

For the Hawthorne Elevated Option, the Light Rail would go through an already noisy commercial business corridor that has greater distances to residential structures than the quiet neighborhoods of the ROW. This email compares and contrasts four swaths of the "narrow" ROW versus the corresponding directly-to-the-east swaths of "wide" Hawthorne Blvd. The Hawthorne Elevated Option would provide the best "noise mitigation."

> For reference: Noise mitigation is touched upon in Attachment A, a link to which was provided with recent meeting agendas: "Light Rail and Freight Noise Mitigation." Excerpt provided on Slide 14.

Slide 1 gives an overview of the organization of the slides in this email. From north to south, four swaths of the ROW are compared and contrasted with corresponding directly-to-the-east swaths of Hawthorne Blvd.

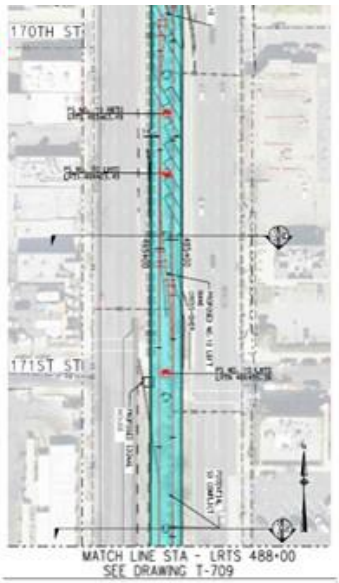
ROW Hawthorne Blvd.



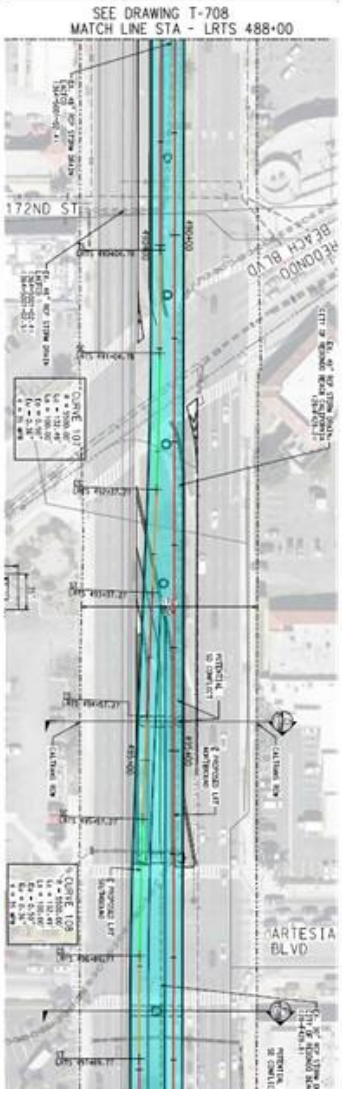
Slides 2, 3, 4: 170th – Artesia:

Slide 2 provides a view of the "Hawthorne Elevated Option" by stitching together excerpts from pages 134 – 135 of the Draft EIR (January 2023) Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file. **Slide 3** shows side-by-side, a view of the ROW and the corresponding swath of Hawthorne Blvd. that is about 1900 feet directly to the east. **Side 4** shows an above-and-below zoom-in of a portion of the same view of the ROW and the corresponding swath of Hawthorne Blvd. that is about 1900 feet directly to the east.

170th



METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 476+00 TO LRTS 488+00
SHEET 8 OF 15



METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 488+00 TO LRTS 500+00
SHEET 9 OF 15

Draft EIR (January 2023)
Appendix 2-A:
Select Advanced Conceptual Engineering Drawings - PDF file pages 134 – 135

Artesia

S2

ROW (Lawndale)

170th

Artesia

Hawthorne Blvd.

170th

Artesia

S3

Imagery ©2024 Airbus, Maxar Technologies, Map data ©2024

ROW (Lawndale)

170th

170th

170th

S4

Hawthorne Blvd.

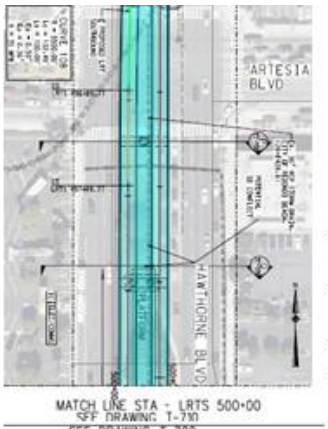
It is visually striking how this portion of Hawthorne Blvd. is twice the width of this portion of the ROW, more than 150 feet (HB) versus 75 feet (ROW). For Hawthorne Blvd., the buildings seen are all commercial structures. For the ROW, the buildings are all residential structures (i.e. people's homes), except for the businesses on Artesia Blvd.

Slides 5, 6, 7: Artesia – Grant (RB) and 177th Street (Hawthorne):

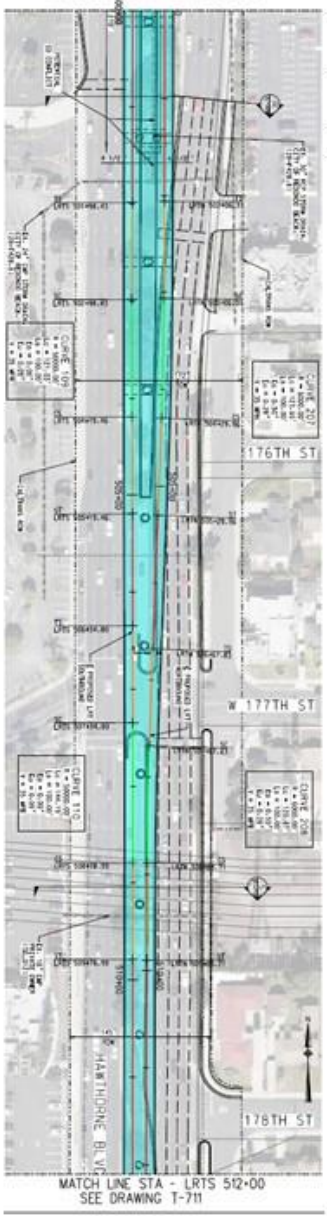
Slide 5 provides a view of the "Hawthorne Elevated Option" by stitching together excerpts from pages 135 – 136 of the Draft EIR (January 2023) Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file. **Slide 6** shows side-by-side, a view of the ROW and the corresponding swath of Hawthorne Blvd. that is about 1900 feet directly to the east. **Side 7** shows an above-and-below zoom-in of a portion of the same view of the ROW and the corresponding swath of Hawthorne Blvd. that is about 1900 feet directly to the east.

It is visually impressive how much wider this portion of Hawthorne Blvd. is compared to this portion of the ROW, more than 150 feet (HB) versus 100 feet (ROW). For most of Hawthorne Blvd., there are parking areas on one or both sides, and the buildings seen are all commercial structures, such as the Galleria on the west side and the stores on the east side such as DSW Shoes. (There are some residential structures near 176th Street.) For the ROW, the buildings are all residential structures, except for the businesses on Artesia Blvd.

Artesia



METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 488+00 TO LRTS 500+00
SHEET 9 OF 15



METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 500+00 TO LRTS 512+00
SHEET 10 OF 15

Draft EIR (January 2023)
Appendix 2-A:
Select Advanced Conceptual Engineering Drawings - PDF file pages 135 – 136

S5

ROW (Redondo Beach) Hawthorne Blvd.

Artesia Artesia Artesia

Imagery ©2024 Airbus, Maxar Technologies, Map data ©2024

S6

ROW (Redondo Beach)

S7

Hawthorne Blvd.

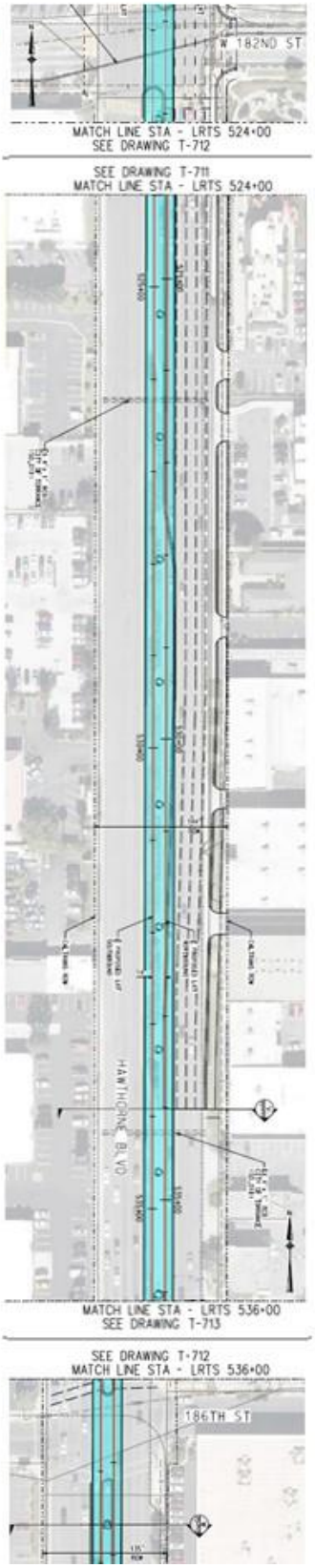
DSW Shoes →

Slides 8, 9, 10: 182nd – approximately 186th Street:

Slide 8 provides a view of the "Hawthorne Elevated Option" by stitching together excerpts from pages 137 – 139 of the Draft EIR (January 2023) Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file. **Slide 9** shows side-by-side, a view of the ROW and the corresponding swath of Hawthorne Blvd. that is about 1900 feet directly to the east. **Side 10** shows an above-and-below zoom-in of a portion of the same view of the ROW and the corresponding swath of Hawthorne Blvd. that is about 1900 feet directly to the east.

Again, it is visually impressive how much wider this portion of Hawthorne Blvd. is compared to the part of the ROW that is immediately south of 182nd Street, more than 120 feet (HB) versus 100 feet (ROW). The ROW becomes wider as the track begins to climb the berm toward the bridge that crosses Hawthorne Blvd. For most of Hawthorne Blvd., the buildings seen are all commercial structures. (There are some residential structures behind the stores.) For the ROW, the buildings are all residential structures.

182nd



METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 512+00 TO LRTS 524+00
SHEET 11 OF 15

METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 524+00 TO LRTS 536+00
SHEET 12 OF 15

Draft EIR (January 2023)
Appendix 2-A:
Select Advanced Conceptual Engineering Drawings - PDF file pages 137 – 139

METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 536+00 TO LRTS 548+00
SHEET 13 OF 15

S8

ROW (Redondo Beach) Hawthorne Blvd.

182nd 182nd 182nd

S9

Imagery ©2024 Airbus, Maxar Technologies, Map data ©2024

ROW (Redondo Beach)

182nd

182nd

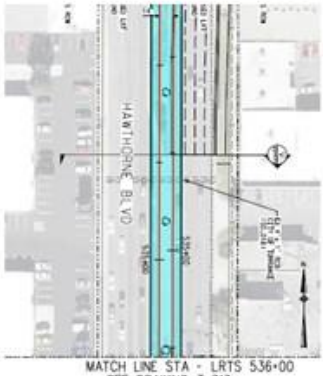
1306
Firmona

S10 Hawthorne Blvd.

Slides 11, 12, 13: Approximately 186th Street – Hawthorne Blvd. Bridge:

Slide 11 provides a view of the "Hawthorne Elevated Option" by stitching together excerpts from pages 138 – 139 of the Draft EIR (January 2023) Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file. **Slide 12** shows side-by-side, a view of the ROW and the corresponding swath of Hawthorne Blvd. It begins about 1900 feet directly to the east. The distance between the ROW and Hawthorne Blvd. diminishes until it reduces to zero when they intersect at the Freight Bridge the crosses Hawthorne Blvd. **Side 13** shows an above-and-below zoom-in of a portion of the same view of the ROW and the corresponding swath of Hawthorne Blvd. that is about 1200 feet directly to the east.

This portion of the ROW is rotated about 45 degrees so it can be aligned vertically with the corresponding portion of Hawthorne Blvd. Again, it is visually impressive how much wider this portion of Hawthorne Blvd. is compared to this portion of the ROW, more than 120 feet (HB) versus 100 feet (ROW). For most of Hawthorne Blvd., the buildings seen are all commercial structures, except for the South Bay Estates mobile home park. However, it borders the ROW on the other side. For the ROW, the buildings are all residential structures, except for the businesses that are on Hawthorne Blvd.



METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 524+00 TO LRTS 536+00
SHEET 12 OF 15

186th

METRO C LINE (GREEN) EXTENSION TO TORRANCE
ADVANCED CONCEPTUAL ENGINEERING
HAWTHORNE OPTION TRACK PLAN & PROFILE
LRTS 536+00 TO LRTS 548+00
SHEET 13 OF 15

Draft EIR (January 2023)
Appendix 2-A:
Select Advanced Conceptual Engineering Drawings - PDF file pages 138 – 139

S11

ROW

(Redondo Beach)

Fisk Court

Hawthorne Blvd.

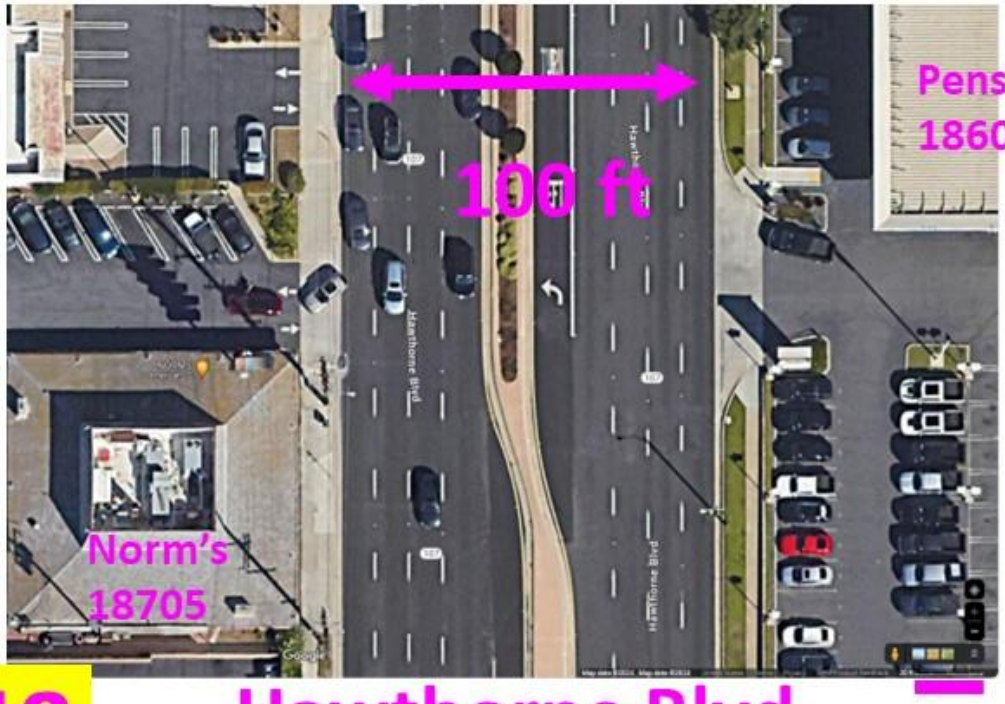
186th

←Bridge→

S12

Imagery ©2024 Airbus, Maxar Technologies, Map data ©2024

ROW (Redondo Beach)



S13 **Hawthorne Blvd.**

Slide 14:

ATTACHMENT A: Metro C (Green) Line Extension to Torrance
Comparison of Alignments & Alternatives Evaluated in Draft EIR

April 2024

Comparison	ROW (Elevated / At-Grade)	Trench Option (ROW)	Hybrid Alternative (ROW)	Hawthorne Option
Light Rail & Freight Noise Mitigation	◒	●	●	◒
Mitigates Long-term Light Rail Noise Impacts	Significant LRT noise impact at 170th St.	Yes	Yes	Yes
Quiet Zone Ready Corridor (eliminates existing freight horn)	Yes	Yes	Yes	No

S14

It seems rather obvious, to me and many of my neighbors, that the Hawthorne Elevated Option would provide the best "noise mitigation." For most of the 20 hours of operation (4:00 AM to 12:00 AM) the noise of the passing of 190 Light Rail trains per day would barely be noticeable compared to the traffic noise of Hawthorne Blvd. Whereas, every "swish and whir" would be noticed in the quiet neighborhoods of the ROW.

Also, what isn't seen in these pictures are the petroleum pipelines that run along the Freight Tracks in the ROW, 8 of them by my count from 182nd to Hawthorne Blvd. So not only is the ROW visually narrow above ground, it is also "crowded" below ground.

From:

[redacted]

From: [redacted]
Sent: Friday, May 17, 2024 11:50 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension – ROW vs. Hawthorne Approvals, Agreements and Pipelines – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

Subject: Metro C Line Extension – ROW vs. Hawthorne Approvals, Agreements and Pipelines – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

For the Hawthorne Elevated Option, the Light Rail would not go through much of the ROW in which many petroleum pipelines run. Regarding "Approval and Key Agreements": What about the petroleum pipeline owners/operators?

> For reference: "Approval and Key Agreements – BNSF Agreement (Shared Rail Corridor)." Excerpt provided on Slide 1.

I see that a "Caltrans Encroachment Permit" is listed and noted as required for the Hawthorne Option. But I don't see any place in the 3-page table that directly addresses the pipeline owners/operators. Are the agreements and negotiations with all the petroleum pipeline owners/operators included under the "BSNF Agreement" line? If so, it would seem these would be quite a bit more complicated and extensive for the ROW versus the Hawthorne Option. The "Harvey ball" doesn't seem to reflect that.

ATTACHMENT A: Metro C (Green) Line Extension to Torrance
Comparison of Alignments & Alternatives Evaluated in Draft EIR

April 2024

Comparison	ROW (Elevated / At-Grade)	Trench Option (ROW)	Hybrid Alternative (ROW)	Hawthorne Option
Approvals & Key Agreements	●	◒	●	◒
California Environmental Clearance (CEQA)	Required	Required	Required	Required
Federal Environmental Clearance (NEPA)	Not assumed as this stage*	Needed for federal funding eligibility	Not assumed as this stage*	Needed for federal funding eligibility
Caltrans Encroachment Permit Approval	N/A	N/A	N/A	Required
BNSF Agreement (Shared Rail Corridor)	Required	Required	Required	Required

S1

Harvey balls compare level of performance relative to the alignments & alternatives studied from high ●, medium ◒, and low ○. Data from 2023 Draft EIR and technical studies. South of 190th Street, all alignments and alternatives are the same.
**Metro may pursue federal funding and conduct federal environmental clearance based on Board direction.*

From:

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Sunday, May 19, 2024 9:57 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR: Item 30; C line Hybrid alignment

Dear LA Metro Board,

As a frequent public transit user, I urge the Board to approve the Hybrid ROW option for the C line extension, which will finally connect the South Bay to the rest of Los Angeles. The Hybrid ROW option is the most viable choice, being within budget and having the least number of impediments to completion.

I appreciate the efforts to address resident concerns regarding noise and vibration through selective trenching, sound walls, and other measures. The Hybrid ROW option connects to existing transit stations and avoids major construction along Hawthorne Boulevard, which would impact the entire South Bay for several years.

In contrast, the Hawthorne route poses significant blockers, including federalization and NEPA review, which would lead to lengthy delays. Constructing a train station on a busy arterial like Hawthorne Boulevard would cause significant traffic and delays for morning and evening commuters, affecting many businesses and residents. Finally, the Hawthorne route would require an initial acquisition of ten more parcels from businesses in the area. Acquiring properties and causing significant traffic for the entire South Bay is not a good solution towards improving public transportation or the South Bays sentiment towards LA Metro.

I trust Metro staff to do their job, and they have returned with a clear route preference. I urge the board to respect their expertise and approve the Hybrid ROW option. Many residents will benefit from the introduction of transit and rail deeper into the South Bay, and I believe this option makes the most sense.

Thank you for considering my email,

[redacted]

From: [redacted]
Sent: Sunday, May 19, 2024 1:50 PM
To: Board Clerk <BoardClerk@metro.net>; anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; James Butts <jbutts@cityofinglewood.org>; Kathryn@bos.lacounty.gov; Councilmember Yaroslavsky <Councilmember.Yaroslavsky@lacity.org>; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; tina.backstrom@lacity.org; randall.winston@lacity.org; GreenlineExtension <GreenlineExtension@metro.net>; lawndalegnomeking@gmail.com; Kidada.Malloy@lacity.org
Subject: Lawndale has lost all trust in Metro's ability to do the right thing

Dear Members of the Metro Board of Directors,

I am writing to you as a concerned resident who lives along the right-of-way (ROW) of the proposed C Line Extension to Torrance. Over the past year, I have witnessed the numerous challenges and frustrations faced by our community in relation to this project, and I feel compelled to express my deep concerns regarding the lack of trust and transparency demonstrated by Metro.

First and foremost, it is crucial to acknowledge the profound impact that the C Line Extension project will have on our neighborhood. However, despite the significance of this project, many residents remain unaware of its existence or its potential consequences. The lack of proactive outreach and engagement efforts from Metro has resulted in widespread confusion and misinformation within our community. This failure to effectively communicate with residents has eroded trust and confidence in Metro's ability to prioritize the needs and concerns of those directly affected by the project.

Furthermore, the absence of interpreters at public meetings and events, despite repeated requests from community members, is deeply troubling. As a diverse and multicultural community, it is imperative that all residents have equal access to information and opportunities for meaningful participation in the decision-making process. The failure to provide language access services not only violates basic principles of inclusivity and equity but also undermines the integrity and legitimacy of Metro's public engagement efforts.

As someone who has witnessed firsthand the disregard for community input and the failure to address our concerns, I urge the Metro Board of Directors to take immediate action to restore trust and accountability. This includes implementing robust and inclusive outreach strategies, providing language access services, and genuinely

listening to the voices of residents who will be directly impacted by the C Line Extension project.

Our community deserves better, and it is imperative that Metro demonstrates a genuine commitment to transparency, accountability, and equitable community engagement moving forward. I urge the Metro Board of Directors to prioritize the needs and concerns of residents and to take decisive action to rebuild trust and ensure that our voices are heard and respected throughout the decision-making process.

Thank you for your attention to this matter.

Sincerely,

[redacted]

From: [redacted]
Sent: Sunday, May 19, 2024 1:54 PM
To: Board Clerk <BoardClerk@metro.net>; anajarian@glendaleca.gov; jdupontw@aol.com; Supervisor Janice Hahn (Fourth District) <FourthDistrict@bos.lacounty.gov>; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; James Butts <jbutts@cityofinglewood.org>; Barger, Kathryn <Kathryn@bos.lacounty.gov>; Councilmember Yaroslavsky <Councilmember.Yaroslavsky@lacity.org>; paul.Krekorian@lacity.org; Third District <ThirdDistrict@bos.lacounty.gov>; info@timsandoval.com; tina.backstrom@lacity.org; randall.winston@lacity.org; GreenlineExtension <GreenlineExtension@metro.net>; Chelsea Schreiber <lawndalegnomeking@gmail.com>; Kidada.Malloy@lacity.org
Subject: The Hybrid ROW option will never happen - Lawndale residents will fight back

Dear Members of the Metro Board of Directors,

I am writing to you as a concerned resident who has deep ties to our community and a profound understanding of the sentiments and dynamics at play within it. As someone who knows the neighborhood well, I feel compelled to express my serious concerns regarding the proposed C Line Extension to Torrance and the potential ramifications of selecting the Hybrid ROW option.

First and foremost, I must emphasize that the level of trust and goodwill between Metro and the residents along the right-of-way (ROW) has reached an all-time low. Years of broken promises, lack of transparency, and disregard for community input have left our neighborhood feeling betrayed and disillusioned. The decision to move forward with the Hybrid ROW option would only exacerbate these feelings of distrust and resentment.

It is important for the Metro Board to understand that if the Hybrid ROW option is chosen, the residents along the ROW will not passively accept the construction of the C Line Extension. On the contrary, there is a widespread determination among our community members to resist any attempts to bring construction equipment onto the ROW. I know firsthand that the residents are prepared to take legal action, organize protests, and use every available means to prevent Metro from proceeding with their plans.

Moreover, it is crucial to recognize that the consequences of Metro's actions extend far beyond the immediate project area. The erosion of trust and goodwill towards Metro is not confined to our neighborhood alone but has rippled throughout the entire community. If Metro insists on moving forward with the Hybrid ROW option against the wishes of the residents, they will face staunch opposition from a united front of residents, community leaders, legal advocates, and more.

In light of these serious concerns, I implore the Metro Board to reconsider their support for the Hybrid ROW option and instead prioritize alternative solutions that genuinely respect the needs and wishes of the impacted community. The residents along the ROW are not opposed to progress or development, but they demand to be treated with respect, transparency, and fairness throughout the decision-making process.

Thank you for considering the perspectives of the residents and for your attention to this urgent matter.

Sincerely,

The No to ROW neighbors

From: [redacted]
Sent: Sunday, May 19, 2024 5:31 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Sunday, May 19, 2024 7:46 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org; kshamdasani@bos.lacounty.gov; ayoon@bos.lacounty.gov
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our city bus centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. We cannot let unfounded fears from a small group of naysayers hold this project hostage for nearly a billion dollars. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight corridor safety enhancements, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,

[redacted]

From: [redacted]
Sent: Sunday, May 19, 2024 7:49 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

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Thank you, A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Sunday, May 19, 2024 8:37 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org; kshamdasani@bos.lacounty.gov; ayoon@bos.lacounty.gov
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

I am a long time resident of Manhattan Beach. **I am urging strong adoption** of the C Line extension to Torrance project and the Hybrid ROW alternative.

The residents of the South Bay and future residents deserve a reliable transportation option that will greatly improve the lives of all stakeholders for decades to come. We know that car congestion will ONLY WORSEN in the future and unsustainably impact the South Bay with longer commutes, filthier air quality, traffic deaths and accidents from increased volume, and the crippling economic impact due to a paralyzed system of overloaded freeways.

On a personal level, this new extension alone promises to cut my commute from the Redondo Beach Metro station to the Hollywood Highland station which currently is 90 minutes down to 60 minutes. This literally saves a hour or more per day or 20 hours a month of unnecessary diversions of traveling the long way around by avoiding to go in a wide detour through the A line just to get to downtown LA…a diversion of about 10 extra miles of travel just to go from the South Bay to downtown. I am sure a wide swath of commuters stuck on the I-405 each day would LOVE to travel safely and quickly to downtown while saving commute times significantly over driving. Imagine how much better the quality of life and for the economy for the lives of residents who will now have a faster and safer option to get back and forth to work, on-time and accident-free.

Also consider:

1. **Reduced Traffic Congestion:** The extension will provide an alternative to driving along the congested I-405 Freeway corridor. By offering a reliable and efficient mass transit option, we can alleviate traffic congestion, reduce travel times, and enhance overall mobility.

2. **Improved Air Quality:** Mass transit systems contribute to cleaner air by reducing the number of cars on the road. As more residents choose public transportation, we can collectively reduce greenhouse gas emissions and improve air quality for everyone.
3. **Access to Employment Centers:** The C Line extension will connect Torrance directly to the Metro E Line, providing seamless access to major employment centers across Los Angeles County. This accessibility will benefit both commuters and businesses.
4. **Transit-Oriented Development:** The new stops at the South Bay Galleria and the Torrance Transit Center will encourage transit-oriented development. This means more housing, retail, and commercial spaces near transit hubs, creating vibrant communities and economic opportunities.
5. **Equitable Access:** Public transportation ensures that all residents, regardless of income or background, have access to essential services, education, healthcare, and recreational facilities. The C Line extension will enhance equity by connecting diverse neighborhoods. Seniors and handicapped people are the vulnerable populations who also deserve mobility…they often cannot drive or qualify for driver's licenses due to physical challenges.

In summary, the Metro C Line extension to Torrance is a forward-thinking investment that will enhance our quality of life, promote sustainability, and foster economic growth. I urge you to support this project and prioritize its implementation.

There are far too many positives about this project to outweigh the detractors who DO NOT have any solutions for the future of this region. NIMBYs bring nothing to the table for the future. The Board of Directors are tasked with governing our well-being and planning for generations to come. We are in the transit mess we are in because generations before did not plan ahead. This is a rare opportunity to correct this injustice and invest for the future.

Thank you.

-[redacted]

From: [redacted]
Sent: Sunday, May 19, 2024 8:41 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

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Thank you, A Concerned Resident

From: [redacted]
Sent: Sunday, May 19, 2024 9:42 PM
To: executiveoffice@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>
Subject: OPPOSE ITEM 30, Metro Board Agenda Below

The appropriate path is the Hawthorne Blvd that does not disrupt over 1600 families sleep, property values and ultimately their health.

APRIL'S PLANNING AND PROGRAMMING COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION AND APRIL'S EXECUTIVE MANAGEMENT COMMITTEE FORWARDED THE FOLLOWING:

30. SUBJECT: PROPOSED PROJECT AND LOCALLY PREFERRED ALTERNATIVE FOR THE C LINE EXTENSION TO TORRANCE 2024-0272

RECOMMENDATION

CONSIDER:

A. APPROVING the 170th/182nd Grade-Separated Light Rail Transit Alternative, also referred to as the Hybrid Alternative, as the Proposed Project for the Environmental Impact Report (EIR) and Locally Preferred Alternative (LPA) for the Metro C (Green) Line Extension to Torrance Project (Project); and

B. AUTHORIZING the preparation of the Final EIR through the California Environmental Quality Act (CEQA) based on the LPA.

Attachments: Attachment A - Comparison of Alignments & Alternatives Evaluated in Draft EIR
Presentation

From: [redacted]
Sent: Monday, May 20, 2024 12:44 AM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension – Curve, Berm, and Pipelines – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

Subject: Metro C Line Extension – Curve, Berm, and Pipelines – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

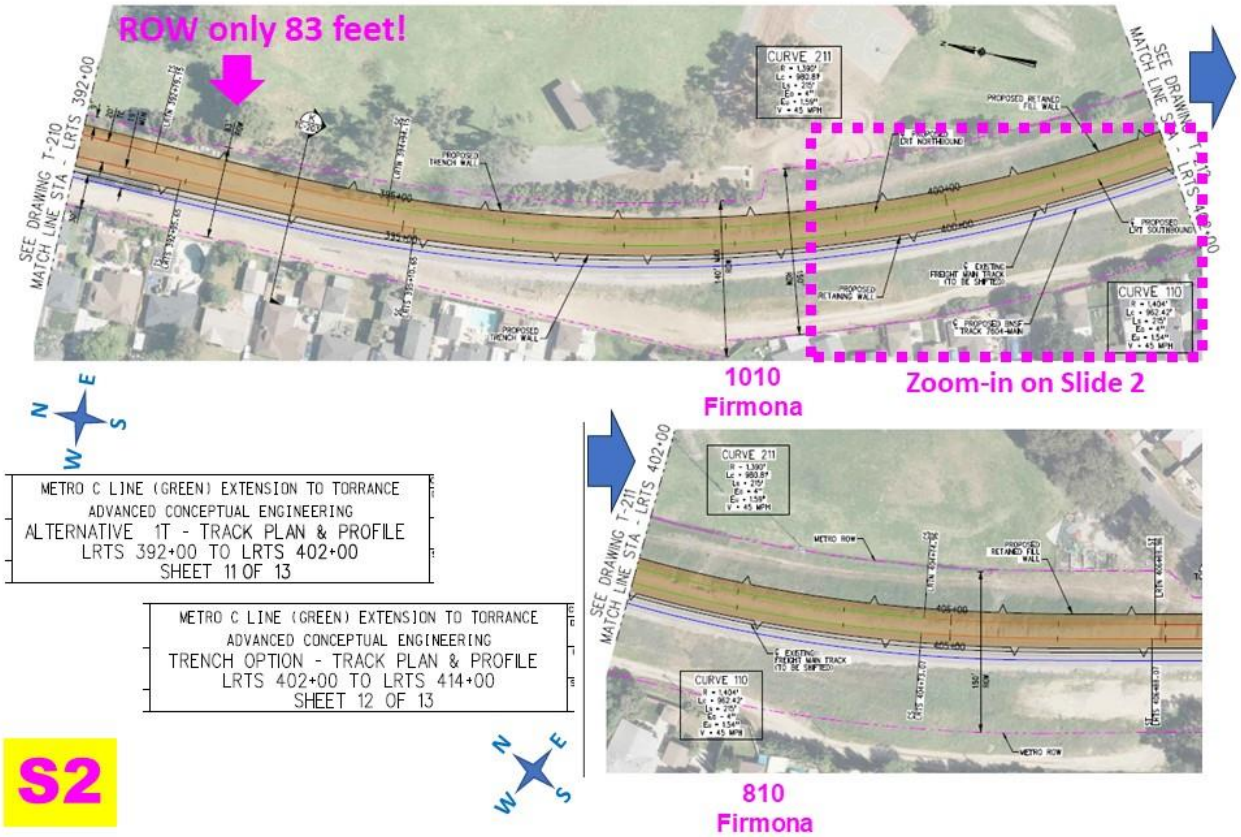
The curve, the berm, and the pipelines pose unique challenges for relocating the Main Freight Track and constructing the Light Rail Tracks in the portion of the ROW between 182nd Street and 186th Street. The Hawthorne Elevated Option would avoid those challenges.

For reference: Page 13 of the April 2024 Metro video entitled "Staff Recommendations & Common Project Questions." (See attached Slide 1.)

Slide 1: This attached slide provides a screen snapshot of page 13 of the video which shows some pictures of the A Line Light Rail Tracks situated near some residences. Studying these pictures, I am struck by how flat and level those locations are. I also notice what is not there; freight train tracks and petroleum pipeline signs. I thought of the apparently unique challenges faced by the what is now referred to as the "Hybrid Alternate (ROW)." The Hawthorne Option certainly has challenges too. But neither a Freight Main Track nor a bunch of petroleum pipelines would have to be relocated.

Slide 2 provides a view of the proposed changes to this portion of the ROW from pages 88 and 89 of the Draft EIR (January 2023) Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file. **Amazingly, just south of 182nd Street, the ROW is only 83 feet wide!** (I put some magenta words and an arrow annotation to call attention to where this is stated on page 88. Using my measurement technique on this diagram gave the same value: 83 feet.)

Draft EIR (January 2023)
Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file Pages 88-89



Slide 3 zooms in to focus on how the BNSF Freight Main Track would be "shifted" to the southwest. Using my measurement technique on this diagram, I estimate that this "shift" (relocation) would be about 7 feet. The ROW is about 150 feet wide at this point.

On paper, in two dimensions, 7 feet may not seem like much. But there are three major concerns: The curve, the berm, and the petroleum pipelines that run underground on both sides of the BNSF Freight Main Track.

<u>The Petroleum Pipelines</u>: In previous emails I've brought up the pipelines (8 by my count) and the issues of relocating them to make room for the Light Rail Tracks, possibly by grouping them all together on one side of the ROW.

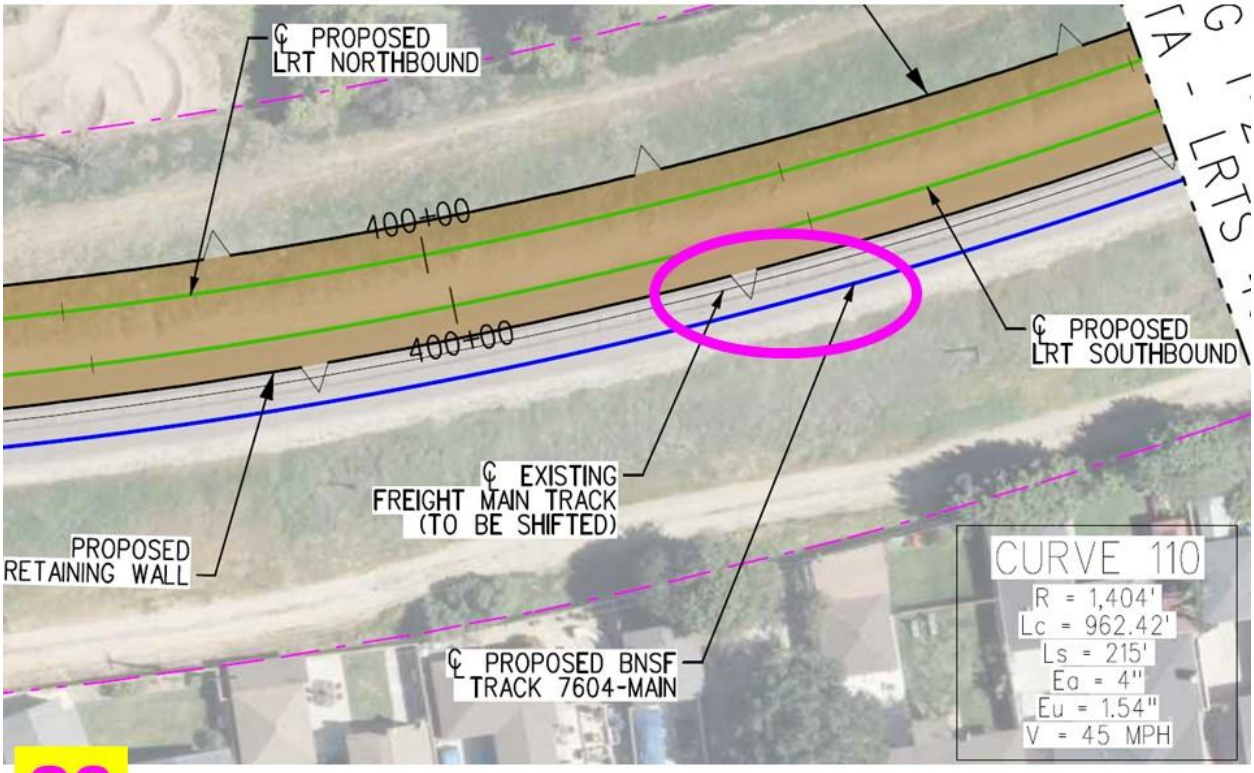
<u>The Berm</u>: The Freight Main Tracks gradually ascend a berm which provides the necessary elevation for the bridge that crosses over Hawthorne Blvd. and past that, the bridge that crosses

over 190th Street. This berm would have to be “moved” to the southwest, placing it closer to the homes that are along the east side of Firmona. The berm reaches a height that is taller than the roof tops of the single-story homes. People already look up at the passing trains from their windows and especially from their backyards. Moving the berm, moving the tracks, and moving the passing trains closer to the homes would accentuate the visual effect, the vibration, and the noise.

The Curve: The Freight Main Track also curves approximately 45 degrees from north to southeast in this part of the ROW. The homes on the east side of Firmona are on the outside of this curve. El Nido Park is on the inside of this curve. As a train approaches the curve, its inertia resists the change in direction that is commanded by the track. The curved track exerts a force on the train that overcomes the force of the train’s inertia which causes it to change its direction. Moving the track closer to the homes that are on the outside of the curve compounds the concerns.

The Momentum: An average diesel locomotive weighs around 300,000 pounds. A loaded railroad tank car weighs around 250,000 pounds. For comparison, the average automobile weighs about 4,000 pounds. On a typical day, 2 trains pass by consisting of two or three 300,000-pound locomotives followed by a couple dozen 250,000-pound tank cars. They can be seen over the roof tops of the single-story homes, as they round the curve. Then, every 3 days or so, a couple of trains pull up around the curve, stop and back up. Many of these trains consist of double stacked container cars plus some tank cars. An average sized train of 2 locomotives pulling 20 loaded tank cars weighs about 5,600,000 pounds. Moving at 20 mph means it has about 22,700,000 kg-m/s of momentum. That’s a lot of momentum! And it’s heading into that curve! Twice a day, every day!

Draft EIR (January 2023)
Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file Page 88



S3 **Zoom-in: Existing BNSF Freight Main Track would be "shifted" southwest**

Slide 4 has a picture that I recently took at the intersection of Firmona and Fisk Lane. The view is toward the north. The homes along the east side of Firmona border on the ROW. Looking straight ahead, the top of the berm can be seen above the rooftops of the home at 802 Firmona and the neighboring homes. This is at the southern end of the curve.

Slide 5 provides a view of the berm from El Nido Park, which is on the east side of the ROW. Standing there and looking up at the berm gives one an appreciation for its size; both height and width.

Slide 6 provides a Google Map view which shows the berm is about 120 feet wide at the base. This makes sense, as it follows the 1:5 ratio: the base expands by 5 feet for every 1 foot of height. So a height of 20 feet requires a base of 100 feet, plus the flat area on top for the train tracks and some space on each side. So, at this part of the ROW which is 150 feet wide, the berm takes up 120 feet. Which leaves a flat area that is about 15 feet on each side, between the base of the berm and the edge of the ROW. Indeed, tire tracks can be seen on both sides. But this is where the petroleum pipelines run, on both sides.

S6

6 segments, each of which is 20 feet = 120 feet

Slide 7: Finally, this drone picture provides a stunning three-dimensional view of the berm, the curve and the homes along Firmona. (It was taken earlier this year when the vegetation was greener.) This perspective may help to convey some of the reasons for what people in the neighborhood are feeling and expressing.

Conclusion:

The track that carries heavy freight trains consisting of tank cars loaded with LNG, is higher than the rooftops of homes, including the homes that are on the outer side of the curve. Moving it closer to those homes raises safety concerns and diminishes the quality of life of the neighborhood. Then there are the petroleum pipelines (8 by my count) that would also have to be dealt with, some via relocation from one side of the ROW to the other side.

What would you do if this was your neighborhood? Wouldn't you seek and push for an alternative? Wouldn't you want to make sure that all the complexities and difficulties are accounted for and included in the cost estimate, so that the comparison between alternatives could be as complete as possible, so that the wisest decision could be made?

The curve, the berm, and the pipelines pose unique challenges for relocating the Main Freight Track and constructing the Light Rail Tracks in the portion of the ROW between 182nd Street and 186th Street. The Hawthorne Elevated Option would avoid those challenges.

From:

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 10:24 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro C Line Extension

Hello,

I am a daily transit rider in the Torrance/Gardena area, around El Camino College, and I wanted to share my firsthand input on the pros and cons of the new schedules/routes. Years of riding has familiarized me with how the lines and routes have evolved, especially for the better, post Covid times, and I'm passionate about transit opportunities being provided for all. As a commuter and student in the South Bay, I have heavily relied for years on Torrance Transit lines 2, 5, 10 and especially 13 to get to key transfer destinations like the South Bay Galleria, El Camino College, Harbor Gateway Transit Center, and the Crenshaw C Line Station. More recently, lines 2, 5 and 10 (check later) connect to the new Mary K Giordano Transit Center, providing a useful link to the heart of Torrance for riders across the South Bay.

I want to first thank Torrance Transit for some of the positive changes in the past year: the increased frequency on the 13 to every half hour is a life-changer for me and countless others who rely on the Artesia corridor from moving across the South Bay, CSUDH, and the Metro A Line. It is one of the best improvements ever made to the system. I am also a huge fan of the 10 now extending to the Inglewood K Line Station; this provides a very valuable and convenient north-south link to Metro Rail.

However, on the topic of north-south connections, there have been many opportunities lost over the years, especially for residents of North Torrance and Gardena along the busy Crenshaw corridor. Line 10 does provide a convenient connection along Crenshaw between Lomita and Inglewood, but this is the *only* option to access Metro Rail along the Crenshaw corridor for the overwhelming majority of Torrance, while running only on headways of 70 minutes - rendering it inconsistent and unreliable for commuters. Other alternatives have also fallen short over recent schedule changes: Line 2, formerly serving Harbor Freeway Transit Center via Crenshaw, now terminates at El Camino College. Line 5, formerly serving Crenshaw C-Line Station via Van Ness and Crenshaw, also terminates at El Camino College. This, coupled with the elimination of LA Metro line 710 and the re-routing of the 210 from Artesia to Redondo Beach Boulevard, severely hinders the ability of Torrance residents to access key Metro Rail transfer points along the Crenshaw and Artesia corridors.

As a former commuter to DTLA and daily transit rider, I know how much of a game-changer it is for the residents of Torrance to have easy, consistent access to Metro Rail. Unfortunately, this access is all but nonexistent under the new 2, 5 and 10 schedules.

Increased frequency along the 10, at least during rush hour but ideally consistently, would provide a massive boost to Torrance and Gardena commuters along Crenshaw by providing a reliable, frequent, single-seat ride to both the C and K lines. Lines 2 and 5 being rerouted to serve either Crenshaw Station, Harbor Freeway Station, or perhaps even Harbor Gateway Transit Center via Artesia, would provide a single-seat ride to the C and/or J line stations, connecting major transit hubs such as Mary K Giordano and El Camino College to key Metro transfer hubs.

Thank you for your time,

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 11:35 AM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: C-Line Extension to Torrance

To Whom it May Concern,

My name is Kenneth Johnson. I am a resident of LA County residing in the city of Torrance. I wanted to give a moment to voice my support for the C-Line Extension to Torrance. I believe it's crucial to expand public transportation into Torrance and light rail is the way to go. For me, the best option is the one that is both cost effective and avoids delays. This is why I think both the trench and Hawthorne options are bad ideas and in my opinion do not offer any real benefits over the faster and cheaper options.

With that said, I am not opposed to the Hybrid option -- especially if it is expected to only take a few more months to complete than the ROW/At-grade option. It seems like a fine compromise that doesn't seriously impact the cost or the completion time.

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 12:16 PM
To: anajarian@glendaleca.gov; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>
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[redacted]

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Sent: Monday, May 20, 2024 12:42 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: tkurth711@icloud.com; danya.hanson@yahoo.com; feola_5@yahoo.com; rfolgarait2@aol.com; ichmallott@yoho.com; territhomasrealesate@yahoo.com; zo@redondo.org; GreenlineExtension <GreenlineExtension@metro.net>; fourthdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; thirddistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org; info@rightofsay.com; amandakurth87@gmail.com; kimberley10@sbcglobal.net; anne.bender@gmail.com; a19271927@verizon.net; akeppi5@gmail.com; amakarczyk@hotmail.com; awada@mindspring.com; jillngale@juno.com; the.alpha.nerd@gmail.com; dougboswell@gmail.com; bhallrb@aol.com; bill.brand@redondo.org; betsyj66@gmail.com; candacekallen@gmail.com; chaire@scng.com; danielle.quinto@yahoo.com; dhalldiver@yahoo.com; dirtboater@gmail.com; rhetse4kids@gmail.com; eric430@alumni.ucla.edu; gbrackenridge@hotmail.com; gar90278@gmail.com; gfgill8@msn.com; haichi2001@gmail.com; habehrens@gmail.com; lisa90045@aol.com; hapakk@msn.com; jdodgelaw@jenniferdodgelaw.com; jyoung47@me.com; jasonlapointe@gmail.com; jennytrue@yahoo.com; jklotthor@hotmail.com; k_mitchell7@mac.com; kaythomas99@hotmail.com; kiwi@socal.rr.com; laurentatreau@yahoo.com; mattehank@gmail.com; margihenjav@gmail.com; maria02035@hotmail.com; mason017@live.com; mmroaringbrook@gmail.com; nredschool@yahoo.com; niki77@verizon.net; pac824@yahoo.com; rachel.barnes@patch.com; rosey122@gmail.com; sahmon@greenbeltteam.com; t7pash@gmail.com; tiffanycarey@mac.com; vicpet20@gmail.com; wayne@waynecraighomes.com; todd.loewenstein@redondo.org; mike.witzansky@redondo.org; Brideau, Ginny <BrideauG@metro.net>
Subject: Item shared with you: "NoToROWvideo"

[redacted] shared an item

J

J

[redacted] has shared the following item:

THE LOCALLY PREFERRED OPTION OF THE GREEN LINE EXTENSION FOR THE CITIES OF HAWTHORNE, LAWNDALE AND REDONDO BEACH IS TO ELEVATE IT DOWN THE CENTER OF HAWTHORNE BOULEVARD, “NO TO THE ROW”. IT IS NOT SAFE FOR THREE TRAIN TRACKS TO BE RUNNING FEET FROM OUR HOMES. The

likelihood of a derailment of the 30 - 54 tankers, full of highly pressurized volatile gas and toxic chemicals is a high possibility especially on the elevated areas where the stability of the tracks is questionable without any supporting wall. THIS TRAIN HAS DERAILED: IT HAPPENED on JANUARY 12, 2017 IN EL SEGUNDO near Douglas Street and Chapman Way in El Segundo link below:
https://www.cbsnews.com/losangeles/news/train-derailment-in-el-segundo-forces-road-closure/
ALSO "Bomb Train" in Ohio Sickens Residents: Railroad Cutbacks, Corporate Greed Led to Toxic Disaster. Link: https://www.youtube.com/watch?v=BGN81SEmoPU
IS THIS SOMETHING THAT YOU WANT FOR OUR CITIES? DO YOU WANT THE LIABILITY WHEN YOU ARE HELD LIABLE FOR THE DEATH AND DESTRUCTION OF THOUSANDS OF LIVES AND PROPERTY FROM DERAILMENT? WHEN ONLY TWO BLOCKS AWAY, THE LIGHT RAIL COULD BE ELEVATED DOWN THE CENTER OF HAWTHORNE BLVD. LEAVE THE ROW AS IS. YOU NEED TO RESPECT OUR COMMUNITIES. OUR LIVES, OUR SAFETY, OUR QUALITY OF LIFE SHOULD BE PARAMOUNT.

[redacted]

NoToROWvideo

Open Open

Google LLC, 1600 Amphitheatre Parkway, Mountain View, CA 94043, USA
You have received this email because aussiebear2019@gmail.com shared a file or folder located in Google Drive with you.

Google Workspace

From: [redacted]
Sent: Monday, May 20, 2024 2:13 PM
To: anajarian@glendaleca.gov; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; lawndalegnomeking@gmail.com
Subject: Please vote Hawthorne Blvd- C Line extension

LA Board,

Please choose the Hawthorne Blvd route for the Metro C Extension, alternative 2E.

Mayor Bass, in your statement posted 12/04/23, titled MAYOR BASS HIGHLIGHTS STEPS TOWARDS BUILDING GREENER LOS ANGELES DURING FIRST YEAR IN OFFICE

you state...

"In South Los Angeles, we know there is much work to be done in leading a climate-resilient community with green spaces..."

https://mayor.lacity.gov/news/mayor-bass-highlights-steps-towards-building-greener-los-angeles-during-first-year-office

Lawndale has the least amount of green space in the region. Building the extension on the ROW will eliminate this precious green space forever.

Please stand by your words and protect this green space by voting for the Hawthorne Blvd route.

Janice Hahn, you appear to have been an advocate of children as evidenced by this article:

https://imprintnews.org/child-welfare-2/congresswoman-janice-hahn-hopes-carry-fathers-legacy-la-board-supes/22562

You also appear to be concerned with mental health per this link:

https://www.instagram.com/p/C6HaOpVJsYl/?igsh=MzRlODBiNWFlZA==

If built, trains along the row will be within 5 to 8 feet of dozens upon dozens of families homes where HUNDREDS of trains will pass per day, 4AM to midnight, plus maintenance work overnight.

How is that good for children and their families?

How is that good for mental health?

Do you know how many homes would be similarly affected by building on Hawthorne Blvd?

Zero. None.

Please, PLEASE, understand this.

That is the truth.

What is not true is the made-up poll saying the ROW is the locally preferred alternative.

I did NOT get to vote on that and from discussing with my neighbors, they also didn't get to be heard on this subject.

That is a gross manipulation.

Up north, in Fremont, a subway was built to save a park. A park! Would you please be so inclined to save an entire neighborhood??

https://www.mercurynews.com/2012/10/26/bart-celebrates-completion-of-tunnel-underneath-fremonts-central-park/

In Beverly Hills, the wealthy are getting the $10B purple line subway.

The wealthy get a subway but the poor people of Lawndale, who work hard, scrimp and save to afford a semi-decent home, do not get the same consideration?

Instead, the hard-working families and children of Lawndale get 300 trains daily within feet of their homes?

Spending billions of dollars to destroy neighborhoods makes no sense.

LA Board, please do not destroy this Lawndale neighborhood.

Please vote for the Hawthorne Blvd route, re-plan and go underground, or don't build at all.

Thank you,

[redacted]

Lifelong Lawndale resident

From: [redacted]
Sent: Monday, May 20, 2024 4:25 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 4:29 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

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Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 4:30 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

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Thank you,

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 4:30 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

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Thank you for your time,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 4:30 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

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Signed,

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 4:31 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of Los Angeles who wants accessible transit to the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

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With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 4:35 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; hollyjmitchell@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

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Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 4:37 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

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Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 4:46 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a frequent visitor of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

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[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:01 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

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Signed,

From: [redacted]
Sent: Monday, May 20, 2024 5:04 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the **Hybrid ROW Alternative**.

The extension will provide critical North-South corridor, and I'm thrilled that eventually you'll have a 1-seat ride from Torrance so the way to the Hollywood Bowl! This segment will offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the **support of over 67% of Torrance, Redondo Beach, and Lawndale residents.** I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

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Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:07 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of LA County, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

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Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:09 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a car-free resident of Los Angeles, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:12 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a Torrance property ownder and a frequent visitor to the South Bay who would prefer using public transit, I urge you to support both the C Line Extension to Torrance project and the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

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Thank you for your consideration,

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:12 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

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Signed,
[Your Name]

Sent from my iPhone

From: [redacted]
Sent: Monday, May 20, 2024 5:15 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

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[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:24 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

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Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:28 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

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Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:30 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

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Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:30 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

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Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:32 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; Supervisor Janice Hahn <FourthDistrict@bos.lacounty.gov>; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

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Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:35 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built! No delays!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

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Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:36 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

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Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:38 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Fw: Metro Green Line Extension - Support for Hawthorne Boulevard Option

I support proceeding with the Hawthorne Boulevard option. This is the most equitable solution for both commuters and residents. Thousands of residents will be disrupted by the train every day for over 12 hours. For this reason, the Hybrid solution should not be considered.

We are only going to do this once, so we should do it the right way for all involved.

Thank you for your consideration.

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:40 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

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Signed,

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:41 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Monday, May 20, 2024 5:42 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

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Sent: Monday, May 20, 2024 5:43 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
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4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Monday, May 20, 2024 5:44 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a Metro rider and intersectional environmentalist, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 5:55 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of Los Angeles, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

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Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 6:01 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

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7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, [redacted] A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Monday, May 20, 2024 6:17 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of LA who often travels to the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

I sit in traffic all the time, and if we could get a line through we could finally use transit and also other transit users choosing to be out of their cars would reduce traffic, and of course, emissions.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Sincerely,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 6:23 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of downtown and former resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Thank you!

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 6:47 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 6:49 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a frequent commuter to the South Bay, I am writing to express my support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

For me, this extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. We have to get this built.

On a broader sense, we need to significantly expand our rail network now to combat climate change, improve the ability for South Bay residents to commute, and improve the overall quality of life of residents and commuters to and from the region. My travels to Spain and Japan has made it clear to me that a comprehensive rail network checks these boxes off. We, as a nation and as a county, are far behind our goals in combating climate change and so much more. Approving this project helps Angelenos move in the right direction.

Very Respectfully,

[redacted]

Sent from my iPhone

From: [redacted]
Sent: Monday, May 20, 2024 7:12 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Jbutts@cityofinglewood.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension – Curve, Berm, and Pipelines – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

The curve, the berm, and the pipelines pose unique challenges for relocating the Main Freight Track and constructing the Light Rail Tracks in the portion of the ROW between 182nd Street and 186th Street. The Hawthorne Elevated Option would avoid those challenges.

For reference: Page 13 of the April 2024 Metro video entitled "Staff Recommendations & Common Project Questions." (See attached Slide 1.)

Slide 1: This attached slide provides a screen snapshot of page 13 of the video which shows some pictures of the A Line Light Rail Tracks situated near some residences. Studying these pictures, I am struck by how flat and level those locations are. I also notice what is not there; freight train tracks and petroleum pipeline signs. I thought of the apparently unique challenges faced by the what is now referred to as the "Hybrid Alternate (ROW)." The Hawthorne Option certainly has challenges too. But neither a Freight Main Track nor a bunch of petroleum pipelines would have to be relocated.

Staff Recommendation & Common Project Questions April 2024

Metro has successfully built near homes

Page 13

Examples of residential neighborhoods near light rail:

- South Pasadena
- Highland Park
- Cheviot Hills
- Rancho Park
- West LA
- South LA
- Foothill corridor

A Line, South Pasadena

LRT tracks (right): ~5-7' to property line

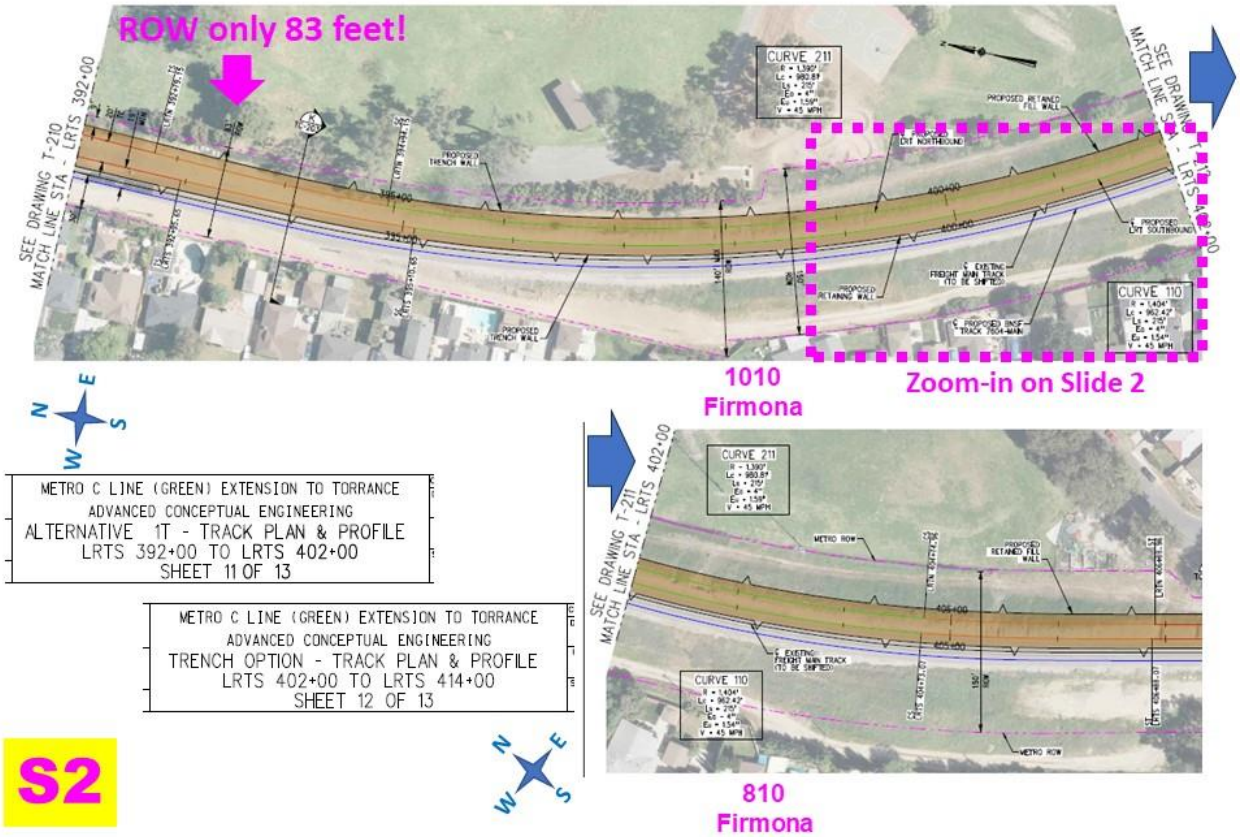
A Line, South LA

LRT tracks (right): ~7' to property line

S1

Slide 2 provides a view of the proposed changes to this portion of the ROW from pages 88 and 89 of the Draft EIR (January 2023) Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file. **Amazingly, just south of 182nd Street, the ROW is only 83 feet wide!** (I put some magenta words and an arrow annotation to call attention to where this is stated on page 88. Using my measurement technique on this diagram gave the same value: 83 feet.)

Draft EIR (January 2023)
Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file Pages 88-89



Slide 3 zooms in to focus on how the BNSF Freight Main Track would be “shifted” to the southwest. Using my measurement technique on this diagram, I estimate that this “shift” (relocation) would be about 7 feet. The ROW is about 150 feet wide at this point.

On paper, in two dimensions, 7 feet may not seem like much. But there are three major concerns: The curve, the berm, and the petroleum pipelines that run underground on both sides of the BNSF Freight Main Track.

The Petroleum Pipelines: In previous emails I’ve brought up the pipelines (8 by my count) and the issues of relocating them to make room for the Light Rail Tracks, possibly by grouping them all together on one side of the ROW.

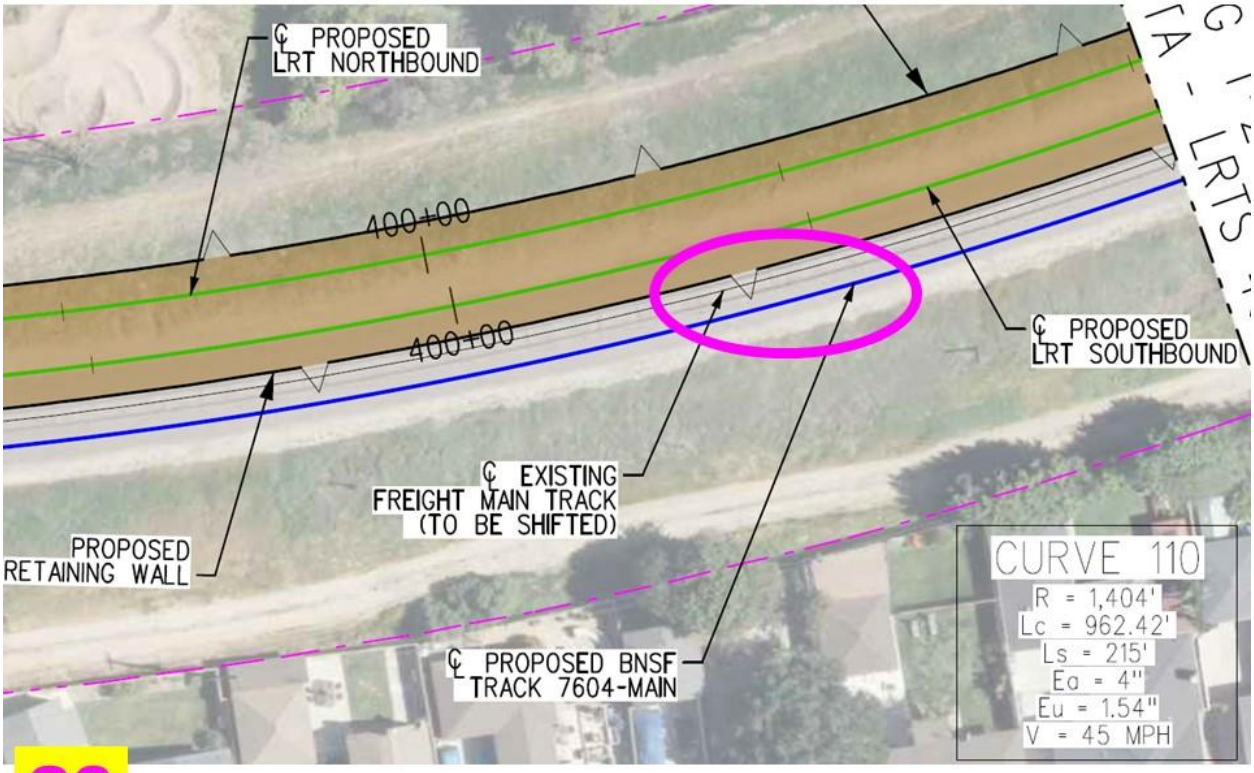
The Berm: The Freight Main Tracks gradually ascend a berm which provides the necessary elevation for the bridge that crosses over Hawthorne Blvd. and past that, the bridge that crosses

over 190th Street. This berm would have to be “moved” to the southwest, placing it closer to the homes that are along the east side of Firmona. The berm reaches a height that is taller than the roof tops of the single-story homes. People already look up at the passing trains from their windows and especially from their backyards. Moving the berm, moving the tracks, and moving the passing trains closer to the homes would accentuate the visual effect, the vibration, and the noise.

The Curve: The Freight Main Track also curves approximately 45 degrees from north to southeast in this part of the ROW. The homes on the east side of Firmona are on the outside of this curve. El Nido Park is on the inside of this curve. As a train approaches the curve, its inertia resists the change in direction that is commanded by the track. The curved track exerts a force on the train that overcomes the force of the train’s inertia which causes it to change its direction. Moving the track closer to the homes that are on the outside of the curve compounds the concerns.

The Momentum: An average diesel locomotive weighs around 300,000 pounds. A loaded railroad tank car weighs around 250,000 pounds. For comparison, the average automobile weighs about 4,000 pounds. On a typical day, 2 trains pass by consisting of two or three 300,000-pound locomotives followed by a couple dozen 250,000-pound tank cars. They can be seen over the roof tops of the single-story homes, as they round the curve. Then, every 3 days or so, a couple of trains pull up around the curve, stop and back up. Many of these trains consist of double stacked container cars plus some tank cars. An average sized train of 2 locomotives pulling 20 loaded tank cars weighs about 5,600,000 pounds. Moving at 20 mph means it has about 22,700,000 kg-m/s of momentum. That’s a lot of momentum! And it’s heading into that curve! Twice a day, every day!

Draft EIR (January 2023)
Appendix 2-A: Select Advanced Conceptual Engineering Drawings - PDF file Page 88



S3 **Zoom-in: Existing BNSF Freight Main Track would be "shifted" southwest**

Slide 4 has a picture that I recently took at the intersection of Firmona and Fisk Lane. The view is toward the north. The homes along the east side of Firmona border on the ROW. Looking straight ahead, the top of the berm can be seen above the rooftops of the home at 802 Firmona and the neighboring homes. This is at the southern end of the curve.

Slide 5 provides a view of the berm from El Nido Park, which is on the east side of the ROW. Standing there and looking up at the berm gives one an appreciation for its size; both height and width.

Slide 6 provides a Google Map view which shows the berm is about 120 feet wide at the base. This makes sense, as it follows the 1:5 ratio: the base expands by 5 feet for every 1 foot of height. So a height of 20 feet requires a base of 100 feet, plus the flat area on top for the train tracks and some space on each side. So, at this part of the ROW which is 150 feet wide, the berm takes up 120 feet. Which leaves a flat area that is about 15 feet on each side, between the base of the berm and the edge of the ROW. Indeed, tire tracks can be seen on both sides. But this is where the petroleum pipelines run, on both sides.

S6

6 segments, each of which is 20 feet = 120 feet

Slide 7: Finally, this drone picture provides a stunning three-dimensional view of the berm, the curve and the homes along Firmona. (It was taken earlier this year when the vegetation was greener.) This perspective may help to convey some of the reasons for what people in the neighborhood are feeling and expressing.

Conclusion:

The track that carries heavy freight trains consisting of tank cars loaded with LNG, is higher than the rooftops of homes, including the homes that are on the outer side of the curve. Moving it closer to those homes raises safety concerns and diminishes the quality of life of the neighborhood. Then there are the petroleum pipelines (8 by my count) that would also have to be dealt with, some via relocation from one side of the ROW to the other side.

What would you do if this was your neighborhood? Wouldn't you seek and push for an alternative? Wouldn't you want to make sure that all the complexities and difficulties are accounted for and included in the cost estimate, so that the comparison between alternatives could be as complete as possible, so that the wisest decision could be made?

The curve, the berm, and the pipelines pose unique challenges for relocating the Main Freight Track and constructing the Light Rail Tracks in the portion of the ROW between 182nd Street and 186th Street. The Hawthorne Elevated Option would avoid those challenges.

Sincerely [redacted]

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 7:20 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 8:01 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of Los Angeles, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

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With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 8:08 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: For Item 30: Staff Recommendation for Hybrid Right-of-way for C Line to Torrance

Dear Los Angeles Metro Board of Directors,

I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid Right-of-way Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown Los Angeles, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67 percent of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid Right-of-way alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid Right-of-way), would involve lengthy approvals, and is not recommended by staff.

I would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro right-of-way is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in Los Angeles County and the South Bay.

Signed,
[redacted]

[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 8:19 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; Supervisor Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

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I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 8:52 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 10:37 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

I recently retired, and as I've gotten older, my appreciation for the LA Metro has only grown because driving in LA never seems to get better. However, since the opening of the Regional Connector, it's been so much more convenient to visit places I enjoy. Having that same convenience to visit Torrance without having to drive would be wonderful.

As a regular visitor of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative. I recently retired and as I've gotten

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

I love riding the LA Metro rail lines, and promote it to family and friends all the time including going with them on their first LA Metro rail transit adventure. In every single case they come away

pleasantly surprised at the quality and convenience of the service.

Signed,
[redacted]

From: [redacted]
Sent: Monday, May 20, 2024 10:58 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident [redacted] Sent from my iPad

From: [redacted]
Sent: Monday, May 20, 2024 11:22 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Hybrid ROW for C Line to Torrance

Dear Board Members,

The Hybrid ROW alternative is far cheaper, is supported by the community, modernizes the freight rail line, will be built faster and has a better connection to the South Bay Transit Center. This should be an easy choice!

Please support Item 30, the recommendation for the Hybrid ROW option.

Thank you,

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 12:57 AM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension – The ROW is a Critical Corridor in SoCal Infrastructure – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

Subject: Metro C Line Extension – The ROW is a Critical Corridor in SoCal Infrastructure – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

The ROW is a critical corridor in Southern California's petroleum pipeline infrastructure which necessitates careful planning and cautious construction to minimize potential negative impacts to the economy. The Hawthorne Elevated Option has far fewer risks.

> Reference: Draft EIR (January 2023) – 3.9 Hazardous Material, pages 3.9-16 and 3.9-35.

Let me begin by saying thank you, to the "C Line Extension Project Team" for taking the time to reply to my email. The complete reply is attached as **Slide 1**. The reply begins: "As part of all Metro Rail projects, <u>underground pipes and utilities</u> need to be relocated and sometimes rebuilt." I appreciate the assurances. But the petroleum pipelines that pass through the ROW are not typical "underground pipes and utilities." They are a critical part of Southern California's economic infrastructure and they support a wide range of petroleum-dependent industries.

Subject: **RE: Metro C Line Extension – Chevron Pipeline Peculiarity – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option**
Date: 5/20/2024 9:59:47 AM Pacific Daylight Time
From: GreenlineExtension@metro.net
To: bhallrb@aol.com
Sent from the Internet (Details)

As part of all Metro Rail projects, underground pipes and utilities need to be relocated and sometimes rebuilt. This Project would involve utility relocation to safely coexist with new light rail and the freight line. In some places, existing utilities would remain. In other locations, utilities would be relocated. Metro is working closely with all utility companies to identify the location of pipes and other utilities and coordinate a relocation strategy with public and private companies. Metro has started this engagement as part of the Project planning and will continue to coordinate with utility owners to ensure safety as part of relocation and future operations. More detailed utility relocation plans will be developed as part of the next phase of design based on the Metro Board selection of an LPA.

C Line Extension Project Team

From: Bill Hall <bhallrb@aol.com>
Sent: Wednesday, May 15, 2024 12:33 AM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension – Chevron Pipeline Peculiarity – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

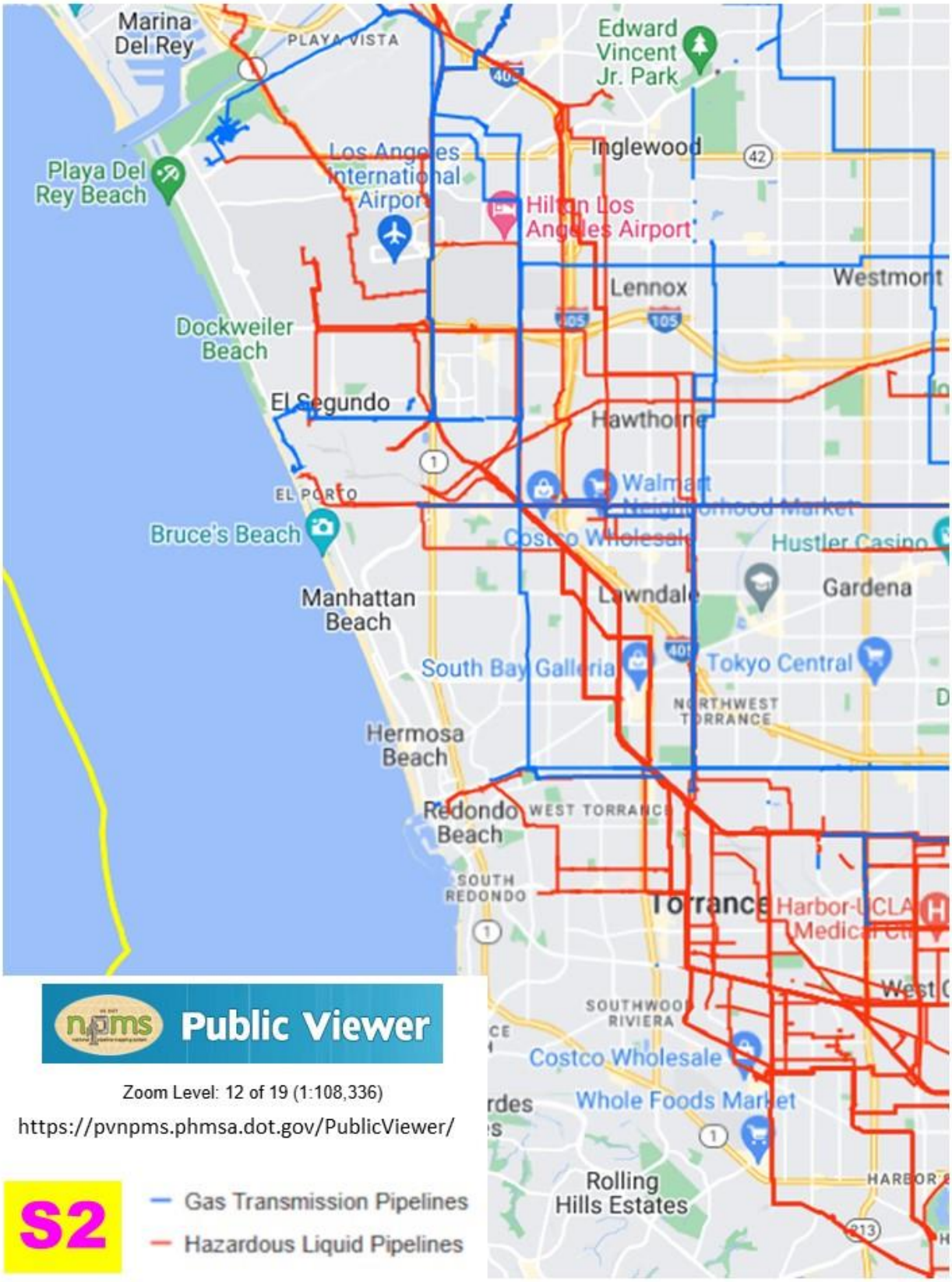
Subject: Metro C Line Extension – Chevron Pipeline Peculiarity – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

The Hawthorne Elevated Option avoids having to deal with the ROW's petroleum pipelines and the difficulties they pose and their possible peculiarities during construction of the C Line Extension.

S1

Slide 2: This is a screen snapshot from the Department of Transportation (DOT) website that shows the gas and hazardous pipeline network in the southwestern portion of Los Angeles County.



Public Viewer

Zoom Level: 12 of 19 (1:108,336)

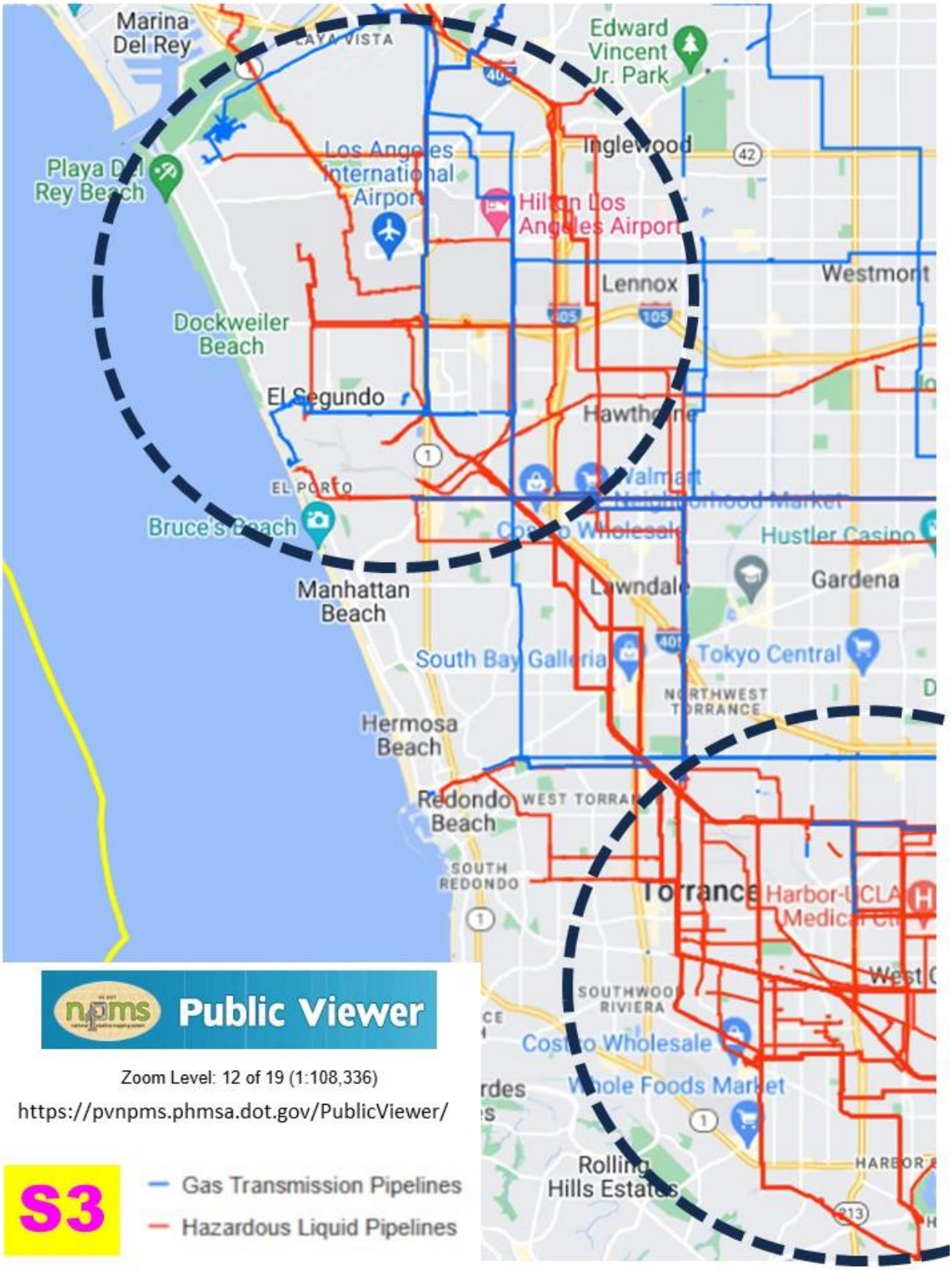
https://pvnpms.phmsa.dot.gov/PublicViewer/

S2

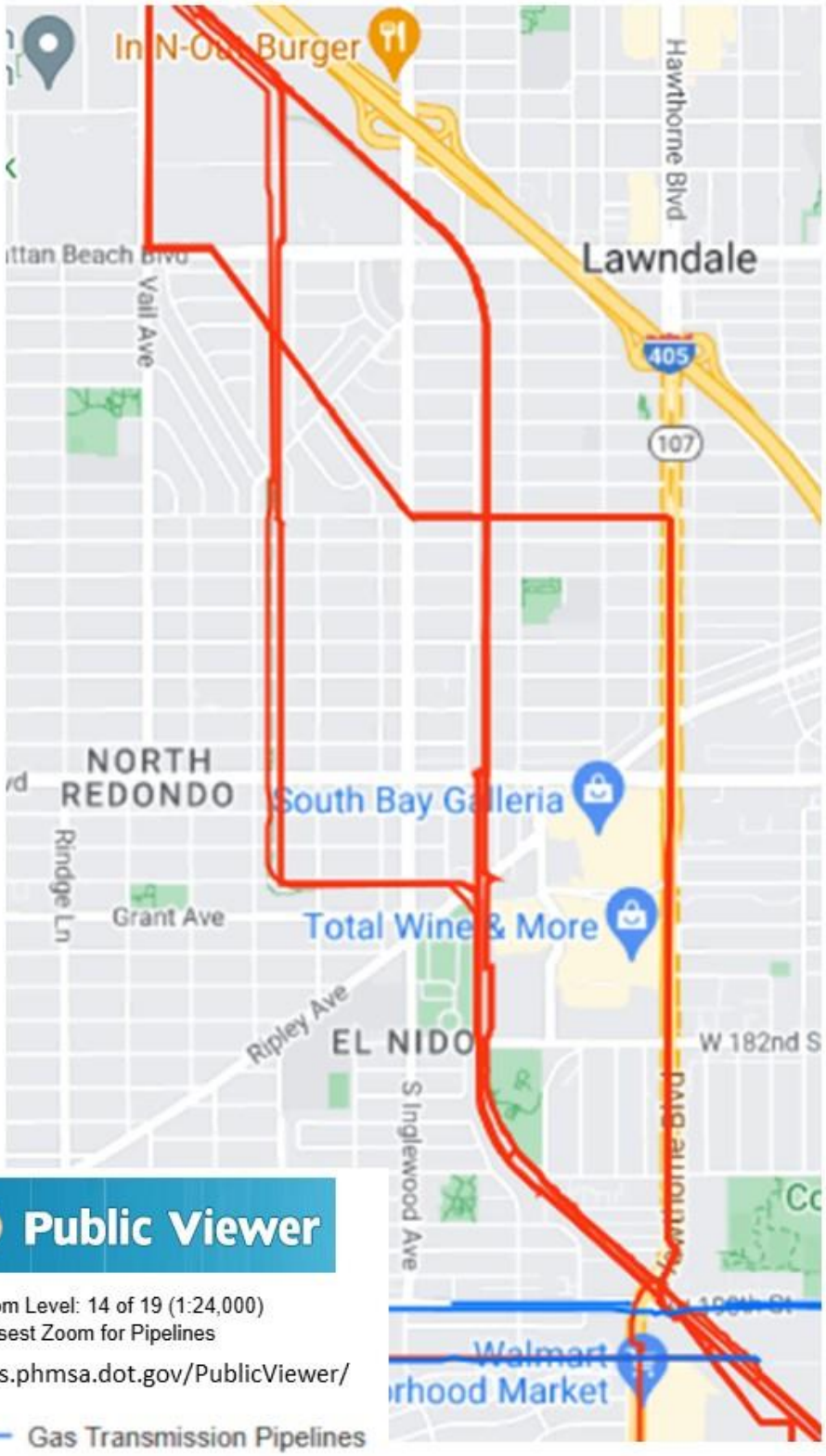
— Gas Transmission Pipelines

— Hazardous Liquid Pipelines

Slide 3: This is a copy of that same screen snapshot (Slide 2) which has been annotated with two large black dashed circles. The circle in the upper left (northwest) encompasses Marina del Rey, Los Angeles International Airport (LAX) and the El Segundo Chevron Refinery. The circle in the lower right (southwest) encompasses the Torrance Refinery and pipelines which connect to the Wilmington Refinery and the Los Angeles and Long Beach Harbors. There is a continual flow of petroleum products to and from the northwest and the southeast. The ROW, in between the two dashed circles, is the nexus or convergence corridor.


Marina Del Rey
LAYA VISTA
Edward Vincent Jr. Park
Playa Del Rey Beach
Los Angeles International Airport
Inglewood
Hilton Los Angeles Airport
Lennox
Westmont
Dockweiler Beach
El Segundo
Hawthorne
EL PORTO
Walmart Neighborhood Market
Bruce's Beach
Costco Wholesale
Hustler Casino
Manhattan Beach
Lawndale
Gardena
South Bay Galleria
Tokyo Central
NORTHWEST TORRANCE
Hermosa Beach
Redondo Beach
WEST TORRANCE
SOUTH REDONDO
Torrance
Harbor-UCLA Medical Ctr
SOUTHWOOD RIVIERA
Costco Wholesale
Whole Foods Market
Rolling Hills Estates
HARBOR
Public Viewer
Zoom Level: 12 of 19 (1:108,336)
https://pvnpms.phmsa.dot.gov/PublicViewer/
S3
Gas Transmission Pipelines
Hazardous Liquid Pipelines

Slide 4: This is another screen snapshot from the same DOT website, which is zoomed in to the limit of what is allowed for public access. This zoom-in shows the area that is in between the two dashed circles on slide 3. It shows approximately a 3-mile by 1.5-mile area from Marine Avenue in the north, to a little south of 190th Street in the south.



Public Viewer

Zoom Level: 14 of 19 (1:24,000)
Closest Zoom for Pipelines

https://pvnpms.phmsa.dot.gov/PublicViewer/

S4

— Gas Transmission Pipelines

— Hazardous Liquid Pipelines

Slide 5: This is a copy of that same screen shot (Slide 4) which has been annotated with yellow and pink to highlight the ROW and Hawthorne Blvd. Amazingly, all the pipelines converge and flow through the ROW, from Grant Avenue to Hawthorne Blvd., except for one. That one exception is a Chevron pipeline, that runs along Hawthorne Blvd. from 190th to 166th Street, then west to Inglewood Avenue, where it veers northwest through an alley that is in between Perkins and Blaisdell.

Public Viewer

Zoom Level: 14 of 19 (1:24,000)
Closest Zoom for Pipelines

https://pvnpms.phmsa.dot.gov/PublicViewer/

S5

— Gas Transmission Pipelines
— Hazardous Liquid Pipelines

It is quite sobering to realize that Grant Avenue to Hawthorne is the nexus or convergence corridor through which such a large number of pipelines (8 by my count) funnel which support the northwest-southeast flow of petroleum products in this area of Los Angeles County. What industries might be impacted if one or more of these petroleum pipelines was put out of service for a while? I can only guess. But the Draft EIR does mention a jet fuel pipeline. "Several oil and gas pipelines run within the Metro ROW including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines." "Oil and gas pipelines including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines run within the Metro ROW." (Portions of pages 3.9-16 and 3.9-35 which contain these excerpts, are provided on **Slide 6**.) So, perhaps LAX may be one. That is sufficiently off-the-charts scary that I'm not going to make any other guesses.

3.9-3.1.6 Petroleum Hydrocarbons

The term petroleum hydrocarbons is a general designation for a variety of compounds of various uses, origins, and hazardous characteristics. Types of petroleum hydrocarbons include gasoline and diesel (flammable fuels), crude oil, motor oil, waste oil, lubricating oil, hydraulic oil, hydrocarbon gases and others. Petroleum hydrocarbon mixtures, such as gasoline, can also contain other chemicals (such as benzene) that pose environmental concerns. Health effects associated with swallowing or inhaling

Several oil and gas pipelines run within the Metro ROW including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines. Due to various reasons, the subsurface utility lines could potentially leak and contaminate the subsurface. Therefore, it is possible to encounter hydrocarbon contamination during construction that can be a potential concern, particularly if swallowed or inhaled. As noted in PF-US-1 in Section 3.11, Utilities and Service Systems, prior to ground-disturbing activities, all oil and gas pipelines within the Project ROW would be identified and marked onsite in coordination with the well owners to avoid damaging the pipelines.

3.9-4.2.1 Construction Impacts

Less than Significant Impact. The RSA contains multiple sources of potentially hazardous materials that could be encountered during construction of the Proposed Project. Overall, the Proposed Project would have a **less than significant impact** during construction involving the release of hazardous materials into the environment.

Oil and Gas Pipelines

Less than Significant Impact. Oil and gas pipelines are located adjacent to the Proposed Project corridor, and oil refineries are located near the southern end. Oil and gas pipelines including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines run within the Metro ROW. Oil and gas pipelines may pose a hazard to human health and safety or to the environment if oil or gas are released. Release could occur through spills during construction or rupture of a pipeline during construction. At

S6

And let's not forget BNSF. They run two trains of "Liquified Petroleum Gas" tank cars through the ROW every day. (See **Slide 7** and **Slide 8** and **Slide 9**.)

So, relocating BNSF and some of the petroleum pipelines and potentially accidently impacting some of the other pipelines, could possibly have enormous economic impacts, far beyond BNSF and the pipeline operators, after all of their customers and the end users of their products are considered.

Risk mitigations, contingency plans and preparations, additional levels of safety processes and procedures, will be expensive and time consuming. Question: Have these additional costs and schedule impacts been included in the cost rollup and decision making between the ROW and the Hawthorne Option?

WIT? Have not seen a car like this before.

Was in the middle of the train, the 19th car.

S7

DSCN2999.jpg - Looking north from backyard of 704 Fisk Court
2 engines, 1 hopper car, 41 tank cars: Northwest ← Southeast
Tuesday, May 14, 2024, 1:20:10 PM

DSCN3001.jpg - Looking north from backyard of 704 Fisk Court
2 engines, 1 hopper car, 41 tank cars: Northwest 🡐 Southeast
Tuesday, May 14, 2024, 1:20:16 PM

S8

DSCN3004.jpg - Looking north from backyard of 704 Fisk Court
2 engines, 1 hopper car, 41 tank cars: Northwest 🡐 Southeast
Tuesday, May 14, 2024, 1:20:28 PM

DSCN3050.jpg - Looking north from backyard of 704 Fisk Court
2 engines, 1 hopper car, 23 tank cars: Northwest ➔ Southeast
Tuesday, May 15, 2024, 2:56:56 PM

DSCN3053.jpg - Looking north from backyard of 704 Fisk Court
2 engines, 1 hopper car, 23 tank cars: Northwest ➔ Southeast
Tuesday, May 15, 2024, 2:57:06 PM

S9

In conclusion, the ROW (especially Grant Avenue to Hawthorne Blvd.) is a critical corridor in Southern California's petroleum pipeline infrastructure which necessitates careful planning and cautious construction to minimize potential negative impacts to the economy. The Hawthorne Elevated Option has far fewer risks.

From:

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 1:45 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of Torrance, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

Torrance wants and needs this, please do the right thing!

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 6:23 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

Signed,
[redacted]

Yahoo Mail: Search, Organize, Conquer

From: [redacted]
Sent: Tuesday, May 21, 2024 6:49 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors, As a frequent commuter to the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative. The extension will provide an affordable trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It's time we get this built! This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit. With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

[redacted]

Long Beach CA

From: [redacted]
Sent: Tuesday, May 21, 2024 9:34 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a car-free resident of the Arts District, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

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Signed,
[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 10:14 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 10:59 AM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov
Subject: 5/23/24 Board Meeting - Agenda #30 - SUPPORT Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear Metro Board of Directors,

I am writing to express my strong support for the C Line (Green Line) Extension to Torrance and urge the Board to approve the staff recommendation for the Hybrid Right-of-Way (ROW) Alternative at the upcoming meeting on Thursday, May 23.

The extension of the C Line is a critical project that will significantly enhance safety, mobility, and connectivity for residents in the South Bay area. The Hybrid ROW Alternative, with its fully grade-separated design and under-crossings at 170th and 182nd, offers a safer and more efficient solution compared to other options. This design minimizes conflicts with vehicular traffic, provides safe routes to schools, and modernizes an aging freight corridor, all of which are paramount to improving the overall safety of our community.

Moreover, the Hybrid ROW Alternative will directly connect to the new Redondo Beach Transit Center and include the addition of three new bike-walk trails, further promoting active transportation and safe, accessible routes for cyclists and pedestrians. These enhancements will not only improve safety but also contribute to the overall health and well-being of our community by encouraging more people to choose sustainable modes of transportation.

As a resident of the South Bay, I have witnessed firsthand the pressing need for high-quality transit options in our area. The C Line extension will provide a seamless, one-seat ride from Torrance to LAX, Inglewood, and the Expo Line, significantly reducing travel times and offering a reliable alternative to driving. This project will also reduce vehicle miles traveled (VMT) by 49,000 annually and cut over 2,000 metric tons of CO_2e per year, making a substantial impact on our region's air quality and environmental sustainability.

The Hybrid ROW Alternative is also the most cost-effective and deliverable option, utilizing Metro's existing right-of-way to streamline construction and reduce overall project costs. Delays in this project will only hinder the much-needed benefits it promises to deliver, including the creation of over 15,000 new jobs and attracting approximately 1.5 million new transit riders annually.

Thank you for your consideration and for your commitment to improving transportation infrastructure in our region.

Sincerely,
[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 12:43 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident Sent from my Karyn's iPhone

From: [redacted]
Sent: Tuesday, May 21, 2024 12:43 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

Long Beach

From: [redacted]
Sent: Tuesday, May 21, 2024 1:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro Rail Expansion

In regards to the Metro Rail expansion, I oppose it going through the neighborhood and support the Hawthorne Blvd option.

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 1:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Oppose Metro Going Through Neighborhood - Hawthorne Metro

Hello,

My name is Ashley McKay. In light of Thursday's meeting, I'd like to share that vehemently oppose the metro traveling through the neighborhood.

I do, instead, support the metro being built to travel down Hawthorne Blvd, a Main Street.

Thank you!

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 1:12 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro in Hawthorne Opposition

I oppose the rail line going through the neighborhood and support the Hawthorne Blvd option.**

Seems insane to do this to a neighborhood when there are other options available.

Regards,

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 1:30 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: 5/23/24 Board Meeting - Agenda #30 - SUPPORT Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers.

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. We cannot let unfounded fears from a small group of naysayers hold this project and the South Bay hostage for nearly a billion dollars. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 2:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro Expansion

I oppose the metro rail expansion going through the neighborhood, especially since it does not benefit the community of Lawndale with any additional public transportation options.

I support the Hawthorne Blvd Option.

Thank you.

Sent from my iPhone

From: [redacted]
Sent: Tuesday, May 21, 2024 2:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro Expansion

I oppose the Metro Expansion into the Lawndale neighborhood. I support the elevated line down Hawthorne option.

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 2:08 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Tuesday, May 21, 2024 2:08 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
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Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident

From: [redacted]
Sent: Tuesday, May 21, 2024 2:09 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 2:30 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
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Signed,
[redacted]

Sent from my iPhone

From: [redacted]
Sent: Tuesday, May 21, 2024 3:20 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

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Signed,

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 3:21 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable LA Metro Board of Directors,

As a resident of the South Bay, I write to share my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations. It's time we get this built!

I would like to express my support for the staff recommendation for the Hybrid ROW Alternative. This route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor with new trackwork and sound walls. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. The Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined since Metro owns the right-of-way. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit.

The Hybrid Alternative addresses neighborhood concerns with safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner. Metro has successfully delivered similar transit projects throughout the County. The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here. Thank you for advancing public transit in LA County and the South Bay.

Personally, I will use this line to commute to El Segundo where I work and hope it can be completed earlier than planned.

Signed,
[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 3:37 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Hawthorne Boulevard for Metro C-Line Extension - YES on ROW

I believe the ROW (Right of Way) option is the least disruptive and also the most cost efficient and timely route. Please use the existing ROW - do not go down Hawthorne Blvd.

From: [redacted]
Sent: Tuesday, May 21, 2024 3:39 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable LA Metro Board of Directors,

As a resident of the South Bay, I write to share my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations. It's time we get this built!

I would like to express my support for the staff recommendation for the Hybrid ROW Alternative. This route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined because Metro already owns the right-of-way. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit.

The Hybrid Alternative addresses neighborhood concerns with safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner. Metro has successfully delivered similar transit projects throughout the County. The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here. Thank you for advancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 3:47 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro Rail Expansion

Dear Metro,

Hello! My name is Juliann Anesi and I am writing to **oppose** the rail expansion through the neighborhood but rather support the Hawthorne Blvd option. The rail through neighborhoods would bring about so much noise and pollution for our community.

Please consider another option.

Thank you,

[redacted]

--

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 4:14 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: +FourthDistrict@bos.lacounty.gov; +HollyJMitchell@bos.lacounty.gov; +jbutts@cityofinglewood.org; GreenlineExtension <GreenlineExtension@metro.net>
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable LA Metro Board of Directors,

As a resident of the South Bay, I write to share my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative. The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations. It's time we get this built!

I would like to express my support for the staff recommendation for the Hybrid ROW Alternative. This route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined because Metro already owns the right-of-way.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit. The Hybrid Alternative addresses neighborhood concerns with safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner. Metro has successfully delivered similar transit projects throughout the County.

The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here. Thank you for advancing public transit in LA County and the South Bay.

Signed,

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 4:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable LA Metro Board of Directors,

As a resident of the South Bay, I write to share my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative. The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations. It's time we get this built! I would like to express my support for the staff recommendation for the Hybrid ROW Alternative. This route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined because Metro already owns the right-of-way. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit. The Hybrid Alternative addresses neighborhood concerns with safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner. Metro has successfully delivered similar transit projects throughout the County. The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here. Thank you for advancing public transit in LA County and the South Bay.

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 4:40 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro rail expansion

To whom it may concern:

My name is Alfred Flores and I'm an associate professor of Asian American Studies at Harvey Mudd College.

I am writing today to express my concern with the expansion of the metro rail station through the Lawndale area. Specifically I am concerned with the option that building the rail lines closer to properly lines will be detrimental to physical and economic well-being of those living in those areas. Instead, I support the option of building an elevated line down Hawthorne Blvd. I believe this will have less of a negative impact while still serving the mission of providing more public transportation access.

Thank you for your time and consideration.

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 5:01 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: public comment: Metro Board of Directors support C-Line Light Rail extension to Redondo Beach and Torrance along existing railroad right of way (agenda item 30)

We support the Metro Staff recommended Hybrid alternative along existing railroad Right of Way.

Item 30. 2024-0272 CONSIDER: A. APPROVING the 170th/182nd Grade-Separated Light Rail Transit Alternative, also referred to as the Hybrid Alternative, as the Proposed Project for the Environmental Impact Report

Friends of Green Line are volunteer rapid transportation users and advocates who live and/or work in LA county, mostly in South Bay cities.

Over the last couple decades, we have attended dozens of community meetings, during early preliminary phases of Metro studying the newly purchased BNSF Harbor Subdivision railroad right of way for viable transportation options. This freight railroad track was first built in 1888 to help grow and connect Redondo Beach / Torrance. Today, in 2024, we have a unique opportunity to improve transportation options and reduce congestion / pollution in the whole South Bay area by approving this project and moving forward with construction ASAP.

We support the route option which can be built quickest and for minimum cost. Based on years of detailed Metro EIR analysis, we fear the crowded Hawthorne Blvd. / 405 freeway option is likely to be much more expensive and could delay the project significantly.

Friends of Green Line Letter of Support:

Overall, we support a high quality K-Line (Green) Line (C) extension through Redondo Beach, Lawndale, and Torrance, and hope this latest extension can be built quickly and efficiently.

We would also support extending the other end of this K-Line North through West LA to Hollywood. And eventually I'd like to see the original Green Line extended further east 2.7 miles from current Norwalk / Santa Fe Springs terminus station (mostly underground) to the Norwalk Metrolink station for enhanced regional connectivity.

We support completing the required environmental studies ASAP and urge Metro and local leaders to advocate for the additional funding needed to complete this extension ASAP.

We have some concerns on how the Redondo/Lawndale/Torrance extension is built. We recommend staying on the existing BNSF railroad right-of-way to minimize overall cost, schedule, and disruption of traffic on Hawthorne Blvd and along the busy 405 freeway.

We estimate ridership and end-to-end travel times will be about the same with any of the options proposed during this EIR phase.

Overall, adding the electric passenger C-Line extension to the already existing noisy polluting freight line through Lawndale should be a net benefit for the nearby residents along Condon Ave. The Green Line trains should be much quieter than the diesel train which already run several times per week along this same railroad right of way. As part of this project, the existing freight railroad tracks would be improved and welded to run heavy freight trains more quietly and smoothly.

However, we would like Metro to carefully study how this part of the project can be expedited so that the duration of on-going construction environmental impacts can be reduced substantially. What can Metro leaders & inspectors do to expedite inspections and reviews to move the project along more efficiently? With all our technological advancements, in 2024, delivering this type of transportation project should not take nearly 2 decades to complete! Faster completion should also reduce overall project cost.

If the Hawthorne Blvd. elevated track option is selected, it is unlikely that the Lawndale freight tracks along Lawndale Condon Ave. on the right of way would be upgraded (thereby reducing noise). Extended streets closures and disrupted traffic along crowded 405 and Hawthorne Blvd. makes this option much less attractive. The additional cost for the Hawthorne Blvd. elevated track may not be feasible given the limited funding allocated so far for this Green Line extension by the LA county voters (Measure M), approved by more than 67%. Selecting much higher cost extension alternatives would most likely significantly delay final approval and construction of this project (while Metro leaders search for significant additional funding).

This project should NOT be excessively expensive because Metro already owns the existing BNSF railroad right of way and (as of summer 2023) already has new transit bus centers at both proposed light rail stations in Torrance and Redondo Beach. Conversely, the Hawthorne Blvd. alternative would run far from the existing Redondo Beach transit center.

With this new extension, commuters from all over South Bay should be able to reach new LAX Metro station on a one-seat ride. In addition, commuters could connect directly to east end of the C-Line in Norwalk (and the rest of the growing rail network in Southern California).

We support grade separations along the proposed route to improve speed and safety. This would also eliminate need for light rail train horns to blow for at-grade rail crossings. Safety

enhancements should allow Metro to implement quiet zones in the final LPA for at-grade crossings in Lawndale.

Both new rail stations should be designed to be easily accessible to bikes, pedestrians, bus users, and Uber/Lyft taxi commuters as well.

The existing railroad right of way is wide enough in many sections to fit light rail, existing freight track plus new biking and walking trails, which will be a major benefit to the local communities.

The right of way option will not require taking any residential properties along the route.

Although no longer part of this study, I still support adding another Green Line station in the city of Lawndale over the busy Inglewood Ave and Manhattan Beach Blvd intersection.

Personally, a large part of my diverse family lives in Lawndale, Inglewood, and Torrance, Gardena, and LA. Many of us work in El Segundo or Redondo Beach (for several Aerospace companies: Boeing, Raytheon, and Northrop Grumman). This Green Line extension will open up new transportation options for many of us. This extension will also reduce air pollution and improve congestion along several busy South Bay local streets and 405 freeway.

This C-Line project will draw significant new ridership because the new stations will serve busy destinations, such as South Bay Galleria and downtown Torrance. Like many families living near to this proposed Green Line extension, my kids attended school in the Wiseburn School District. Wiseburn DaVinci High School is located one block from a Green Line station in El Segundo.

We recommend that the Metro Board approve the environmental studies for this project and move forward with construction ASAP.

Thanks,

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 5:34 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable LA Metro Board of Directors,

As a resident of the South Bay, I write to share my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations. It's time we get this built!

I would like to express my support for the staff recommendation for the Hybrid ROW Alternative. This route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined because Metro already owns the right-of-way. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit.

The Hybrid Alternative addresses neighborhood concerns with safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner. Metro has successfully delivered similar transit projects throughout the County. The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here. Thank you for advancing public transit in LA County and the South Bay.

Best Regards,
[redacted]

Sent from my iPad

From: [redacted]
Sent: Tuesday, May 21, 2024 6:18 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable LA Metro Board of Directors,

As a resident of the South Bay, I write to share my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations. It's time we get this built!

I would like to express my support for the staff recommendation for the Hybrid ROW Alternative. This route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined because Metro already owns the right-of-way. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit.

The Hybrid Alternative addresses neighborhood concerns with safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner. Metro has successfully delivered similar transit projects throughout the County. The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here. Thank you for advancing public transit in LA County and the South Bay.

Signed,
[redacted]

Sent from my iPhone

From: [redacted]
Sent: Tuesday, May 21, 2024 6:18 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: OTHER Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board,

I am writing to express my mild support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project needs to be treated the same as the K Line through Hyde and Limert Parks, where the line is at grade instead of underground, creating adverse impacts to these primarily communities of color.

I also note that for the the under crossings, if your going to proceed with placing light rail below crossing, fright should also be below crossing at these locations.

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay. Respectfully, JE Cowan

From: [redacted]
Sent: Tuesday, May 21, 2024 6:29 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Dear LA Metro Board,

As a frequent public transit user, I urge the Board to approve the Hybrid ROW option for the C line extension, which will finally connect the South Bay to the rest of Los Angeles. The Hybrid ROW option is the most viable choice, being within budget and having the least number of impediments to completion.

I appreciate the efforts to address resident concerns regarding noise and vibration through selective trenching, sound walls, and other measures. The Hybrid ROW option connects to existing transit stations and avoids major construction along Hawthorne Boulevard, which would impact the entire South Bay for several years.

In contrast, the Hawthorne route poses significant blockers, including federalization and NEPA review, which would lead to lengthy delays. Constructing a train station on a busy arterial like Hawthorne Boulevard would cause significant traffic and delays for morning and evening commuters, affecting many businesses and residents. Finally, the Hawthorne route would require an initial acquisition of ten more parcels from businesses in the area. Acquiring properties and causing significant traffic for the entire South Bay is not a good solution towards improving public transportation or the South Bay's sentiment towards LA Metro.

I trust Metro staff to do their job, and they have returned with a clear route preference. I urge the board to respect their expertise and approve the Hybrid ROW option. Many residents will benefit from the introduction of transit and rail deeper into the South Bay, and I believe this option makes the most sense.

Thank you for considering my email,

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 7:52 PM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Tuesday, May 21, 2024 10:10 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable LA Metro Board of Directors,

As a resident of the South Bay, I write to share my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations. It's time we get this built!

I would like to express my support for the staff recommendation for the Hybrid ROW Alternative. This route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined because Metro already owns the right-of-way. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit.

The Hybrid Alternative addresses neighborhood concerns with safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner. Metro has successfully delivered similar transit projects throughout the County. The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here. Thank you for advancing public transit in LA County and the South Bay.

Please also think of bike lane connections to Metro Stations.

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 10:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Green line should travel Hawthorne

To whom it may concern, our North Redondo Beach neighborhood is a family neighborhood that needs More green space and less of the problems being foisted upon us. We want more beautification not more train whistles and all the big city problems that come with it. You have a major thoroughfare nearby in Hawthorne Blvd which makes actual sense for public transportation.

For a transformational project of this scale which will affect people's lives for possibly 100s of years, the right decision should be made regardless of cost. Either do it right, or don't do it.

Thank you, [redacted]
Sent from my iPhone

From: [redacted]
Sent: Tuesday, May 21, 2024 10:58 PM
To: GChen@torranceca.gov; GreenlineExtension <GreenlineExtension@metro.net>; Board Clerk <BoardClerk@metro.net>; JKaji@torranceca.gov; BLewis@TorranceCA.gov; ASheikh@torranceca.gov; SKalani@torranceca.gov; AMattucci@torranceca.gov; JGerson@torranceca.gov; RPoirier@torranceca.gov; TGoodrich@torranceca.gov; CouncilMeetingPublicComment@torranceca.gov
Cc: Maria Governo <MariaGoverno@roadium.com>
Subject: Torrance Green line Extension

Dear Honorable Metro Board and Torrance City Council,

In light of the many recent, tragic violent crimes and murders on the Metro and Rapid Transit Systems, Torrance should immediately pull out and abstain from belonging or participating with MetroLink. This mayhem has been going on for years and Metro has yet to take serious action to manufacture a transit system that is a safe, clean or respectable form of transportation.

Another great concern is Torrance becoming an "end of the line" station. "End of the line" cities suffer from on-going problems with spikes in crime, homelessness and misplacement of those suffering from excessive drug and alcohol consumption.

Until the Metro has designed and implemented a successful pro-active program to protect and address these problems, Torrance should stand firmly against MetroLink until they have a long-standing record of rectifying and transforming their current security systems and cleaning-up the stations they already have.

Making the safety and well being of the people and the communities of Los Angeles has to be the number one and utmost important priority of transportation. It is essential and mandatory that every aspect of the current public transportation be overhauled and transfigured into a safe, clean and

respectable experience for all people and all Metro communities BEFORE any plans are laid for the Metro to come into Torrance.

Thank you for your support, understanding and consideration for the people and communities you serve,

Respectfully,

[redacted]

Torrance Resident

From: [redacted]
Sent: Tuesday, May 21, 2024 11:32 PM
To: Councilmember.Yaroslavsky@lacity.org; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; anajarian@glendaleca.gov; Board Clerk <BoardClerk@metro.net>; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; info@timsandoval.com; jbutts@cityofinglewood.org; jdupontw@aol.com; mayor.helpdesk@lacity.org; paul.Krekorian@lacity.org
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

Please hear us. Lawndale is a city carved out of the beach cities originally made to be kept from being bullied by the beach cities.

We hold dearly onto what we have and so many of us have made a community meeting people hanging out along the ROW. The green space is more than just a ROW. It's our third place. It's where kids play and teenagers hang out. We live in a world where existing somewhere not at home or work for free is dwindling. Parks are supposed to fill this. Community spaces are supposed to fill this.

We have few green spaces. Even fewer that aren't schools that are closed to the public most of the time.

The metro trains noise levels are set to barely under 60 dB. That's still loud. It won't be a place we can find peace of mind. It won't be a place where we can take care of our mental health with a small dose of nature every day. I don't have a yard - I live in an ADU with cement and rock.

People need a place to exist. People need a place to go and escape. The row is our place. The ROW keeps the community together. The ROW protects our mental health.

There are already great sidewalks along Inglewood and hawthorns that almost no one uses. It's loud. It's hard to walk along the roads because it is constant background noise. I fear the walking path will be the same. It won't actually help with transportation if people don't want to be there.

Please protect our third place. Please protect the significant community resource the ROW has become.

Thank you,

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 12:31 AM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro Green Line Extension - NO to ROW and YES to Hawthorne Blvd.

To Metro and Metro Board Members:

The Locally Preferred Alternative is Hawthorne Blvd. It is NOT the hybrid option on the existing Right of Way. I have lived on Ruxton Lane in Redondo Beach for 24 years
along the existing Right of Way. The hybrid option does not change anything along Ruxton Lane for my townhome complex (18 units), Breakwater Village (191 senior units), and Ruxton Place (27 units). The existing freight track would move closer to our property, only a few feet away from our property wall on the west side with no sound barriers erected. The soil is unstable and silty. There are pipelines that would likely be moved very close to or underneath our current townhome complex. There are extensive issues and complications along the Right of Way that could be easily avoided by choosing the Hawthorne Blvd. option. In addition, the Red Car transit system previously ran down the middle of Hawthorne, so the layout of the road and commercial businesses along Hawthorne provide the perfect setting for the Metro extension.

There are a multitude of deficiencies in the DEIR, which will be challenged by Redondo Beach, Lawndale and other cities. Furthermore, in addition to legal action filed by the cities, Metro should anticipate that a class action of the more than 1600 affected residents along the existing Right of Way will also be filed. Metro should not sacrifice the well-being of these 1600+ residents when there is a clearly better alternative on Hawthorne Blvd. Metro should also weigh the impact of its decision on the 1600+ residents along the Right of Way versus a single car dealership (Volvo) in Torrance that could easily be relocated further south on Hawthorne Blvd., which would still generate the same tax revenue for Torrance. The Torrance transit advocates for the Right of Way are not stakeholders whose lives and property would be directly affected by the decision.

I urge and implore the Metro Board to do the right thing for the citizens of Redondo Beach and Lawndale and choose Hawthorne Blvd. as the extension route for Metro Green Line.

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 12:40 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: LPA - Lawndale - No on any ROW construction

Hello,

I am a local resident - I live just a few blocks over from the ROW on 160th street and walk on it nearly every day with my dogs.

I don't agree with the "Locally Preferred Alternative" as I am a local and instead prefer either no Metro extension at all, or if construction must ensue, I would prefer the Hawthorne option. Every local I have talked to on my street opposes the ROW construction in any capacity. 200-300 trains a day will cause havoc and ruin our daily lives. Please don't build on the ROW.

Thanks,

[redacted]

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 5:57 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #30~ Oppose Metro recommended ROW hybrid route

Good Day Metro Board,

I oppose the Metro C-line extension-ROW hybrid through Lawndale and Redondo Beach residential areas. NO ROW C-line extension of any kind!! Hawthorne Elevated is NOW the LOCALLY PREFERRED ROUTE!! The Hawthorne route delivers higher ridership, economically largest potential and is SAFER!! Running freight trains carrying fuel, gas and dangerous chemicals with a single crew member(potentially), right next to commuter trains through dense residential areas is a disaster waiting to happen!! The ROW needs to GO! Elevated Hawthorne Route is the safer ailment. Please stand with Redondo Beach, Hawthorne and Lawndale Cities and vote NO on the ROW and Yes on Elevated Hawthorne !!
Thank You
[redacted]
Resident of Redondo

Sent from my iPhone

From: [redacted]
Sent: Wednesday, May 22, 2024 6:42 AM
To: Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: BOD Item 30, Oppose Staff Recommendation of ROW Hybrid

I ask you consider the alternate Red Car Line down the center of Hawthorne Blvd. This will add to the value of the business' and still maintain the quality of life we enjoy on Firmona Blvd in Redondo Beach.

Thank you for taking the time to seriously consider.

[redacted]

From: [redacted]
Sent: Tuesday, May 21, 2024 9:46 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension – A Lot of Pipelines Converge at Grant – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

Subject: Metro C Line Extension – A Lot of Pipelines Converge at Grant – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

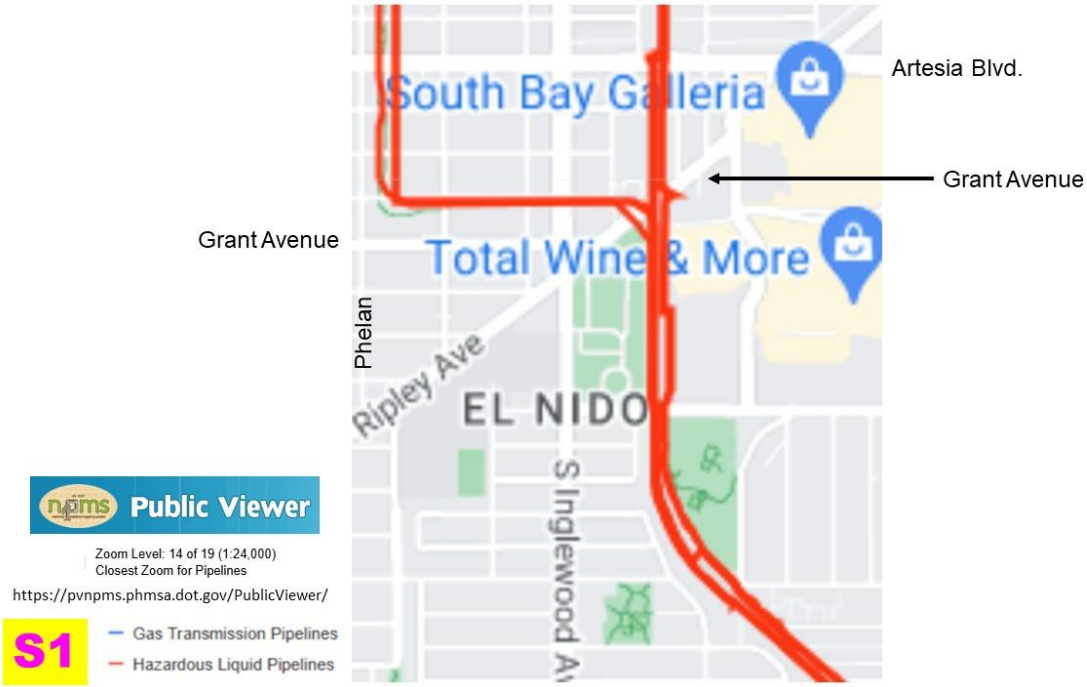
To: Metro and Metro Board Members

A lot of petroleum pipelines converge at the bridge where the Freight Main Track crosses over Grant Avenue. That plus the narrow width of the ROW, will necessitate careful planning and cautious construction. The Hawthorne Elevated Option doesn't have these kinds of challenges.

Reference: Draft EIR (January 2023) – 2.0 Project Description, page 2-10.

Slide 1 (attached) contains a screen snapshot from the Department of Transportation (DOT) website that shows the gas and hazardous pipeline network, which is zoomed in to the limit of what is allowed for public access. It is further enlarged to focus on a one-mile area, from a little north of Artesia Blvd., to a little north of 190th Street. The pipelines that run through the ROW north of Artesia, are joined by the pipelines that run east-west along Rockefeller Lane, at the point where the Freight Main Tracks cross the bridge over Grant Avenue.

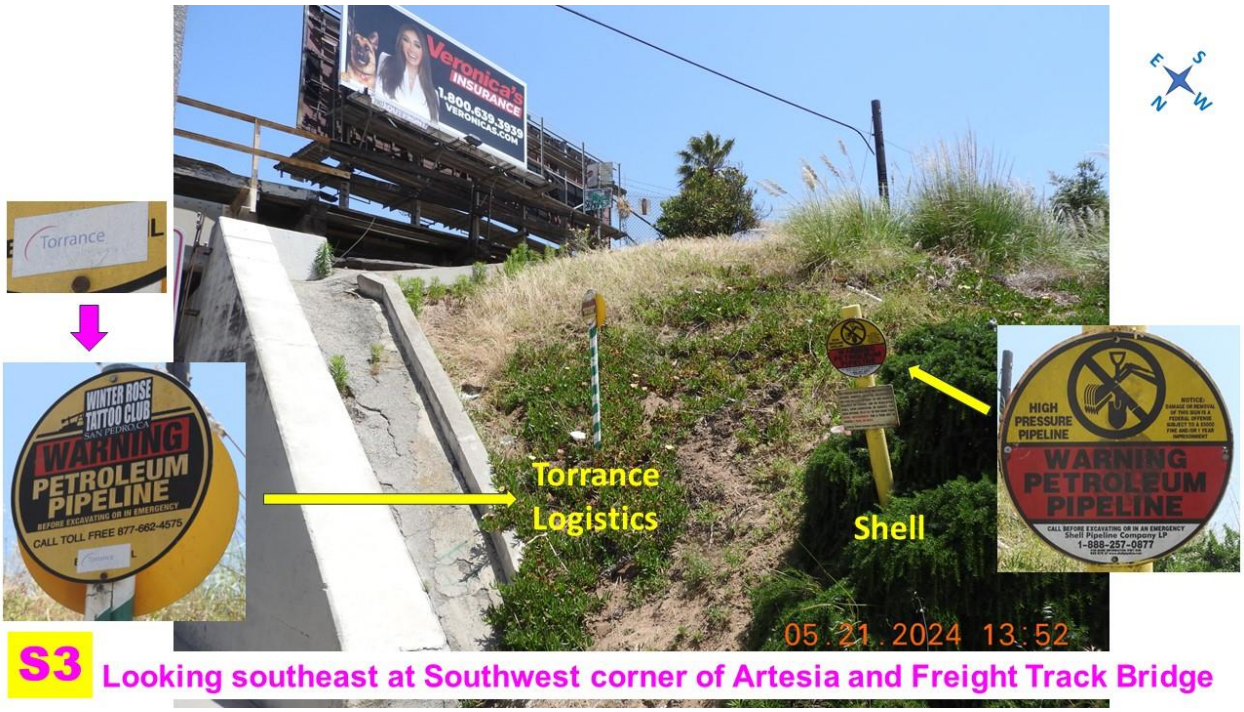
The next 3 attached slides show what the petroleum pipeline warning signs show, in order to determine the number of pipelines and which companies are responsible for them.



Slide 2 contains a picture that was taken today (May 21st) at the southeast corner of Artesia and the Freight Track Bridge. I am literally standing right where the Light Rail bridge would be per the Hybrid Alternative (ROW). The camera is looking to the southwest. The yellow annotations and the tight zoom-ins, highlight the warning signs for buried petroleum pipelines for: Crimson Pipeline and the Shell Pipeline Company.

S2 **Looking southwest at Southeast corner of Artesia and Freight Track Bridge**

Slide 3 contains a picture that was taken today (May 21st) at the southwest corner of Artesia and the Freight Track Bridge. It is looking to the southeast. The yellow annotations and the tight zoom-ins, highlight the warning signs for buried petroleum pipelines for: Torrance Logistics and the Shell Pipeline Company.



Slide 4 contains a picture that was taken today (May 21st) at the corner of Ruxton and Rockefeller. It is looking to the east. The yellow annotations and the tight zoom-ins, highlight the warning signs for buried petroleum pipelines from left to right for: Zenith Energy, Plains, Zenith Energy, and Chevron.

Slide 5 provides a Google Map view that shows the location where the pictures were taken and the direction of their fields of view.

S5

Slide 6 shows a screen snapshot of page 11 from the April 2024 Metro video update which discusses the Hybrid Alternative and shows the Light Rail Track location from Artesia Blvd. to Grant Avenue. The DEIR description of the Proposed Project (see **Slide 7**) said that the Freight Track bridge at Grant would be demolished and rebuilt. That seems very risky because of all the petroleum pipelines (8 by my count). But in the video, on page 10, it is stated that the Hybrid Alternative “avoids shift in freight closer to senior homes.” This seems to imply that demolition of the bridge may no longer be required. However, plenty of deconstruction/construction activities still remain since the pipelines on the east side of the Freight Tracks would still likely have to be relocated, to make room for the Light Rail Tracks.

Hybrid Alternative: Station Access

- Serves South Bay Galleria
- Direct rail connections to buses at Redondo Beach Transit Center

Redondo Beach Transit Center (RBTC)

S6

C Line (Green) Extension to Torrance
Draft Environmental Impact Report

2. Project Description
January 2023

The light rail tracks would cross over Artesia Boulevard into the City of Redondo Beach on a new bridge adjacent to the existing freight bridge. South of Artesia Boulevard, the light rail tracks continue to travel at-grade within the Metro ROW, as shown in Figure 2.3-6.

The light rail tracks would cross over Grant Avenue on a new light rail bridge parallel to the existing freight bridge, which would need to be demolished and rebuilt farther to the west. Immediately south of Grant Avenue, the light rail tracks would rise up on retained fill (approximately four to six feet higher than the existing freight track) to reach the elevated Redondo Beach TC Station, described in more detail in Section 2.3-1.4. From the Redondo Beach TC Station, the light rail tracks would descend on retained fill to reach street-level and cross over 182nd Street at-grade parallel to the existing freight track. From south of 182nd Street to Hawthorne Boulevard, the light rail tracks would run parallel to the freight

Page 2-10

Metro

S7

The above is what was said about the "Proposed Project" in January 2023.
The April 2024 Metro video presents the Hybrid Alternative.
On page 10 it states: "Avoids shift in freight closer to senior homes.".
This seems to imply that the Freight Track bridge would not have to be demolished.

The Metro Light Rail will be around for many decades, perhaps a hundred years. Therefore, it is really important that all of the difficulties and costs have been fairly assessed so that a fair comparison and a wise decision can be made regarding the Hybrid Alternative (ROW) versus the Hawthorne Option.

A lot of petroleum pipelines converge at the bridge where the Freight Main Track crosses over Grant Avenue. That plus the narrow width of the ROW, will necessitate careful planning and cautious construction. The Hawthorne Elevated Option doesn't have these kinds of challenges.

From:

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 9:03 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

Signed,
[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 9:07 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Staff Recommendation for Hybrid ROW for C Line to Torrance

Dear LA Metro Board of Directors,

As a resident of the South Bay, I am writing to express my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood. It will also offer easy connections to Santa Monica, Downtown LA, and Norwalk with E Line and C Line transfers. It's time we get this built!

This project has the support of over 67% of Torrance, Redondo Beach, and Lawndale residents. I support the staff recommendation for the Hybrid ROW alternative. This route makes the best use of existing funds and local transit investments by connecting directly to our new transit centers for first-last mile connectivity and adding much-needed modernization to the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy approvals, and is not recommended by staff.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so more people can benefit.

With over a billion dollars in funding for the project through Measure R, Measure M, and state grants, the extension on the Metro ROW is the all-in-one solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood walk and bike trails in a cost-effective and time-efficient manner. The extension will bring transportation benefits to the entire South Bay region, promoting equity and mobility for all who live and work here. Thank you for enhancing public transit in LA County and the South Bay.

And on a personal note, I use the Redondo Beach Transit center multiple times a week, and having rail transit further into Torrance would greatly expand mobility options for myself and countless others. Please, don’t let this project fall by the wayside.

Signed,
[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 9:24 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: Wiggins, Stephanie <WIGGINSS@metro.net>
Subject: Metro Board of Directors Meeting May 23, Item 30, AGAINST HYBRID ROW OPTION

Good morning,

This is Holly Osborne, Redondo Beach.

I just got back from a hiking trip in France on a route that was sometimes in the shade and sometimes not. During a particular hot spell of two days, the temperature difference between the trail that was in the shade and the parts that were not was 10 degrees F. (I had a thermometer on my day pack). That same temperature difference between shaded and non-shaded areas has also been cited in US cities, including LA.

In the heat of the day, towards the end, I was literally collapsing on the unshaded portions. **The 10 degree difference threat to health is real.** It is important that cities keep their shaded spots.

Here is a quote on the subject for you: ".. we know that proximity to nature and trees has a direct impact on our well being and mental health. If we increase the number of plants, trees and green spaces in the city, the inhabitants will be all the better for it." (*Professor from the Sorbonne as quoted in an article discussing the Paris 2024 Olympics*.)

Directors, you have frequently discussed the importance of climate justice, **yet it is not even mentioned** on Metro's black bubble chart on the Green Line!

Climate justice should be the top priority of your decisions wherever you have to compare options on projects.

Please choose the Hawthorne Option, it will preserve the most green space; that is priceless.

Thank you

[redacted];

PS Here is a section copied from SB 1425 (Senator Henry Stern) which was passed in 2022. **The bill talks about how cities must keep track of open space:**

.

65565.5.

(a) **Every city and county shall review and update its local open-space plan by January 1, 2026.** The update shall include plans and an action program, as required by Section 65564, that address all of the following:

(1) **Access to open space for all resident**s in a manner that considers social, economic, and racial equity, **correlated with the environmental justice element or environmental justice policies in the general plan**, as applicable.

(2) Climate resilience and other cobenefits of open space, correlated with the safety element.

(3) Rewilding opportunities, correlated with the land use element.

:.

From: [redacted]
Sent: Wednesday, May 22, 2024 9:29 AM
To: Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: BOD Item 30, Oppose Staff Recommendation of ROW Hybrid

To Metro and Metro Board Members:

The Locally Preferred Alternative is Hawthorne Blvd. It is NOT the hybrid option on the existing Right of Way. I have lived on Ruxton Lane in Redondo Beach for 24 years along the existing Right of Way. The hybrid option does not change anything along Ruxton Lane for my townhome complex (18 units), Breakwater Village (191 senior units), and Ruxton Place (27 units). The existing freight track would move closer to our property, only a few feet away from our property wall on the west side with no sound barriers erected. The soil is unstable and silty. There are pipelines that would likely be moved very close to or underneath our current townhome complex. There are extensive issues and complications along the Right of Way that could be easily avoided by choosing the Hawthorne Blvd. option. In addition, the Red Car transit system previously ran down the middle of Hawthorne, so the layout of the road and commercial businesses along Hawthorne provide the perfect setting for the Metro extension.

There are a multitude of deficiencies in the DEIR, which will be challenged by Redondo Beach, Lawndale and other cities. Furthermore, in addition to legal action filed by the cities, Metro should anticipate that a class action of the more than 1600 affected residents along the existing Right of Way will also be filed. Metro should not sacrifice the well-being of these 1600+ residents when there is a clearly better alternative on Hawthorne Blvd. Metro should also weigh the impact of its decision on the 1600+ residents along the Right of Way versus a single car dealership (Volvo) in Torrance that could easily be relocated further south on Hawthorne Blvd., which would still generate the same tax revenue for Torrance. The Torrance transit advocates for the Right of Way are not stakeholders whose lives and property would be directly affected by the decision.

I urge and implore the Metro Board to do the right thing for the citizens of Redondo Beach and Lawndale and choose Hawthorne Blvd. as the extension route for Metro Green Line.

[redacted]
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Relevance.....the everlasting futile quest

From: [redacted]
Sent: Wednesday, May 22, 2024 9:39 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Thursday May 23 on Agenda Item #30: Proposed Project and Locally Preferred Alternative for the C Line Extension to Torrance.

I live in Redondo and, while I support public transportation, I oppose the ROW route.

I am from the East Coast and didn't have a car until I moved to LA in the late 1990s. I love public transportation. However, on the East Coast trains do not run through backyards feet away from homes. Additionally, while the NYC subway had issues, in general safety was addressed.

While I do appreciate the need for public transportation, why not clean up the metro as we read daily about people getting stabbed, shot and attacked while taking public transportation in LA? If you cannot manage what you have now, why expand it until it is safe to ride? It seems the funds would be better spent on safety for current riders versus expanding.

Given the safety issues that are front page news, it seems awfully unfair to the residents to have to live so close to the metro. I support the Hawthorne Blvd. extension.

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 9:41 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Fwd: Support Hawthorne Blvd. Option

---------- Forwarded message ---------
From: [redacted]
Date: Wed, May 22, 2024 at 12:50 AM
Subject: Support Hawthorne Blvd. Option
To: <HollyJMitchell@bos.lacounty.gov>

Dear Supervisor Mitchell,

I would like to introduce myself Rose and my husband George as you represent us on the board. We had the pleasure of meeting you in person at William Green Park and your meeting in Inglewood.

We are definitely not NIMBYS or multimillionaires 😂 as the Southbay Forward mouthpiece suggested on METRO phone lines last week . George's parents are from Puerto Rico and my mother was an Irish immigrant.He grew up in the South Bronx and I grew up in 123rd St. and 122nd St. Amsterdam Ave. in NYC taking the A or D trains almost everyday on St. Nicholas Ave 125th St. in Harlem NYC to high school, Fordham University, and employment. George is a veteran and a longtime union member who worked at Eastern Airlines and American before transferring to LAX.

We have lived in Lawndale 40 years and chose it because we wanted to raise our family in an ethnically diverse neighborhood similar to what we experienced as children.

We support public transportation and support the Hawthorne Blvd. option which provides the most benefit for the public besides being safer, 35% higher ridership, and visionary toward the future. It is located in a commercial corridor and is where enormous economic and housing growth is expected during the next decades. Every major city in the world has constructed their transportation hubs in a central location but never in isolated spot.

The Trench Row alternative is the option which will drastically impact the fabric of our quiet neighborhood and spiral the area in to decline.

Our neighborhood will be split in two with an ugly graffiti sound wall. Right now I can even see the 40 bus and cars on Hawthorne Blvd and my neighbors houses on the eastside of the track. A soundwall completely isolates ROW residents from the remainder of Lawndale. Our 200+ beautiful trees vanished. Our grassy green space loved by humans and dogs replaced with a cement path.It brings every negative impact and zero benefits. This will destroy the everyday living environment of the most affordable area in the Southbay. It really is insultingto the vast majority of Lawndale residents who resent being treated like second citizens.

Since April 14, 2011 at William Green School, 100+ residents voiced fierce opposition to the ROW.

In 2023, at three METRO meetings in Lawndale residents again opposed the ROW..

At Lawndale HS, METRO displayed their contempt for Lawndale residents by cancelling the meeting after residents had watched the almost 2 hour Metro Show and Tell. The packed crowd were in opposition to the ROW and only 3 were permitted to speak after Jay Gould's emergency. Everyone wanted to continue but Metro used Jay's issue as an excuse to mute us. We had to return later in the month to leave a public comment . No apology was offered for the inconvenience.

I think Metro and Torrance are in collusion supporting the ROW and ignoring Hawthorne Blvd many benefits.. Lawndale is nothing but a thorn in their side. Torrance Council member Kachi told Mark of Metro to deliver this message during a Torrance council meeting ....We want it all. Then Councilperson Gerson called in on the phone lines during a Metro meeting stating we support the C extension contingent on the ROW option . I think he handed the Executive Board a wolf ticket. He demanded the board pick the ROW or else.

Hawthorne Blvd option should be a no brainer if Metro planners were not allowing Torrance to call the shots.

Bottom line, researching the history of Torrance was an eye opener. I even learned a new word... sundown . They have a shameful past. It continued in the 1970s when they harassed civil rights marchers who came to Torrance to protest.

Now in 2024 they are targeting the diverse economically deprived city of Lawndale to be their doormat for Torrance commuters.

At Torrance's council meeting Apr. 2024 they supported the ROW option well aware of the possibility of derailments and environmental hazards (LPG explosions) to over 1500 residents. According to Federal Railway Administration there are 3 derailments every day in the USA.

Next they shamelessly debated whether pickleball playing in Torrance parks should be 250 ft or 500 ft. distance from their residential housing. Hypocrisy in action after voting to construct 2 new train tracks and move the freight train within 15 ft to some ROW houses and extremely close to other ROW residential housing. Case study of privilege, entitlement, and lack of empathy..

Torrance Assembly person Murrasuchi successfully lobbied assembly bill 1646 protecting Torrance residents from environmental hazards. I congratulate him but condemn him for placing the Lawndale and the Redondo ROW residents under the same threats.

Please stand up for Lawndale.

Don't allow Torrance to destroy Lawndale's most peaceful neighborhood.

Lawndale has compromised. It changed its position from no build to Hawthorne Blvd option.

Both the ROW and Hawthorne options impact our residents but the ROW is much more detrimental to many more families.

Hawthorne Blvd. option is the only fair choice and is the locally preferred alternative by residents.

3 cities Hawthorne, Lawndale, and Redondo Beach agree it is the locally preferred alternative .

Please don't rubberstamp anti equity .

Support Hawthorne Blvd option the LPA and social justice.

Thank you.

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 9:50 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Comment: Metro C Line Extension to Torrance Project

Dear Board Members,

I am a resident of Lawndale writing to submit a comment for the May 23 board meeting regarding the Metro C Line Extension to Torrance Project. I would like to affirm support for the Locally Preferred Alternative (LPA), which is the Hawthorne Blvd. Elevated route.

I currently live less than a block away from the proposed Harbor ROW route and am deeply concerned about the hardship this route would impose on myself and other neighbors. I live with chronic illness, including a sleep disorder. I am sensitive to noise and environmental stressors and know that living right next to a track with 400 trains per day would worsen my conditions. I am a writer who works from home, and the noise disturbance would make it difficult for me to concentrate and threaten my livelihood. My husband and I chose this neighborhood for its peace and quiet, and the Harbor ROW route for the Metro would steal this away from us. With the high cost of housing in the surrounding area, moving away would be difficult.

It makes no sense to run a Metro route through a residential neighborhood when there is a much better alternative through a commercial area down Hawthorne Blvd. This area is greatly in need of revitalization. The center of Hawthorne Blvd. is dedicated to parking, which is rarely used. The Metro would bring more economic activity to a street where businesses could benefit.

I implore you to listen to the voices of the local community and choose the LPA.

Sincerely,

[redacted]

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 9:56 AM
To: anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Kathryn@bos.lacounty.gov; Councilmember.Yaroslavsky@lacity.org; paul.Krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Subject: METRO GREEN/C-LINE EXTENSION TO TORRANCE FOR HAWTHORNE ALIGNMENT

FOR HAWTHORNE BLVD ALIGNMENT

Metro Board of Directors,

I support the Hawthorne alignment of the Green/C-Line Extension to Torrance. It is the safest option and saves so many trees. Below are all the reasons I support the Hawthorne alignment.

1. SAVES MORE TREES: The route along the ROW would require ~220 to be removed. DON'T KILL ALL OUR TREES! That is significantly more than the 40-50 smaller trees required for the Hawthorne alignment.

2. ENVIRONMENT: Hawthorne Elevated would allow for more biking paths, jogging paths, dog-walking, etc. along the Harbor ROW in an area considered "park poor" per LA County Parks & Wildlife.

3. SAFETY: Hawthorne elevated is safer as 200-300 trains per day would NOT be running past schools and parks where children play, it would NOT SHARE A CORRIDOR WITH 20-40 LIQUID PETROLEUM GAS TANKERS that run along a path where there are multiple high pressure gas lines.

4. INCREASED RIDERSHIP: Hawthorne Elevated will increase Metro ridership as a stop at the Galleria will better serve commuters in Lawndale, Redondo Beach, and Torrance, making it a destination for shopping, restaurants, entertainment and other businesses.

5. CONNECTIVITY: Buses already stop at Artesia and Hawthorne so connectivity is seamless by directly boarding desired bus at the Artesia/Hawthorne bus stop which will be accommodated by the new station's configuration.

6. BOOST ECONOMY: Hawthorne Elevated contains a stop at the South Bay Galleria, future South Bay Social district that will not only help support the many shops soon to be built there, but will also serve any offices, hotels, or apartment units on Hawthorne Blvd that are part of the Galleria's upcoming redesign.

7. REVITALIZE LAWNDALE: Light rail elevated on Hawthorne Blvd, will help to support and revitalize the businesses on that shopping corridor without sacrificing parking, which would also be beneficial to Redondo Beach and Torrance commerce

Please choose the Hawthorne alignment for the safety of residents and save the trees!

Thank you, [redacted] A Concerned Resident Sent from my iPhone

From: [redacted]
Sent: Wednesday, May 22, 2024 9:58 AM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro Green Line Extension - NO to ROW and YES to Hawthorne Blvd.

Good morning,

I am writing to let you know as a resident of North Redondo Beach that the locally preferred alternative is HAWTHORNE BLVD. IT IS NOT the hybrid option on the existing Right of Way. I have lived on Ruxton Lane in Redondo Beach for the past 4 years along the existing Right of Way. The hybrid option does not change anything along Ruxton Lane for my townhome complex (18 units), Breakwater Village (191 senior units), and Ruxton Place (27 units). The existing freight track would move closer to our property, only a few feet away from our property wall on the west side with no sound barriers erected. The soil is unstable and silty. There are pipelines that would likely be moved very close to or underneath our current townhome complex. There are extensive issues and complications along the Right of Way that could be **easily avoided by choosing the Hawthorne Blvd. option**. In addition, the Red Car transit system previously ran down the middle of Hawthorne, so the layout of the road and commercial businesses along Hawthorne provide the perfect setting for the Metro extension.

It is absolutely mind boggling that the Metro Board is saying that we, the residents that will be affected by moving forward with the Hybrid option, are happy with and even prefer this choice. WE DO NOT. I moved to this community to raise my family, and if things move forward as proposed, I will likely have to move my family away from the amazing community that we love so much.

I urge and implore the Metro Board to do the right thing for the citizens of Redondo Beach and Lawndale and choose Hawthorne Blvd. as the extension route for Metro Green Line.

--

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 10:50 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable LA Metro Board of Directors,

As a resident of the South Bay and a lifelong resident of Redondo Beach, I write to share my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations. It's time we get this built!

I would like to express my support for the staff recommendation for the Hybrid ROW Alternative. This route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined because Metro already owns the right-of-way. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit.

The Hybrid Alternative addresses neighborhood concerns about safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner. Metro has successfully delivered complex transit projects throughout the County and this project is no different. The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here. Thank you for advancing public transit in LA County and the South Bay.

I want to add that the city of Redondo Beach is not adequately representing their constituents who support this project and the staff recommendation for Hybrid. They are not considering the transit

needs of the region and instead are trying to prioritize a few hundred homeowners over the 1.5 million new riders on this project. The city stands to gain immensely from this project: more tax revenue, more business and housing development, higher property values. The South Bay desperately needs this extension which will provide multimodal mobility, instead of more highway and road widening projects. Please approve this project and the staff recommendation; it can't be built soon enough.

Signed,

[redacted]

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 11:09 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: 5/23/24 Board Meeting: #30 - Support FOR Hybrid ROW for C Line Extension to Torrance

Good Morning to the Honorable LA Metro Board of Directors,

As a resident of the South Bay, I want to express my support for the C Line Extension to Torrance project. Specifiically, I strongly support the staff recommendation for the Hybrid ROW Alternative.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations.

It's time we get this built! There are no more reasons for delay.

The staff recommendation for the Hybrid ROW Alternative is the best because this route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals. It is simply a boondoggle as well as would be a waste of money.

Furthermore, Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined because Metro already owns the right-of-way. I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit. The Hybrid Alternative addresses neighborhood concerns with safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner.

Metro has successfully delivered similar transit projects throughout the County. The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here.

Thank you for advancing public transit in LA County and the South Bay.

Signed,

[redacted]

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 11:27 AM
To: Board Clerk <BoardClerk@metro.net>; ForthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; anajarian@glendaleca.gov; fdurta@cityofwhittier.org; firstdistrict@bos.lacounty.gov; mayor.helpdesk@lacity.org
Subject: BOD item 30; Oppose Staff Recommendation ROW Hybrid

To All on the address line.
Please use common sense and authorize the Hawthorne Blvd rather than the ROW. There are many dangers with the ROW approach. Where the Hawthorne alternative would pose less risk. Also if the 50 year plan is to limit or eliminate automobiles the use of existing roadways makes much more sense.
Please seriously consider the Hawthorne option!
Thank you for your time and consideration.

[redacted]

Sent from my iPhone

From: [redacted]
Sent: Wednesday, May 22, 2024 11:42 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: METRO C LINE SHOULD GO DOWN HAWTHORNE

For the life of me, I cannot understand why you would want to destroy people's lives and homes to put passenger trains on unstable, hazardous ground that would run nowhere near businesses. It literally makes no sense, even economically. While it may cost less initially, it will cost you millions more over time, if from nothing else but lost revenue. When I take the train, it's to get to a business or a venue, not to take a scenic route through people's backyards. I would never take this route if it were on the ROW. Not to mention the obscenity of making our neighbors' lives a living nightmare. What on Earth could you possibly be thinking?

Be wise and kind — choose the elevated Hawthorne route.

[redacted]

30-year Redondo Beach resident

From: [redacted]
Sent: Wednesday, May 22, 2024 12:07 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org; Cc: <anajarian@glendaleca.gov>; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: To Metro and Metro Board Members Re: Locally Preferred Alternative is Hawthorne Blvd.

The Hawthorne alternative is the locally preferred alternative.

According to the study, it will bring much more business to the city and not disrupt quiet neighborhoods.

The Red Car transit system previously ran down the middle of Hawthorne, so the layout of the road and commercial businesses along Hawthorne provide the perfect setting for the Metro extension.

Please take into account the sanctity of the neighborhoods and increase the revenue of the city by extending Metro down Hawthorne Blvd.

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 12:30 PM
To: Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: BOD Item 30, Oppose Staff Recommendation of ROW Hybrid

Hello,

My name is Lori Smalling. My husband Matt and I are homeowners in the Ruxton Ridge 3-story townhome complex that borders/overlooks the train tracks on the possible Right of Way (ROW) option in Redondo Beach. **I firmly ask that you please advocate for the Hawthorne Blvd. option for the Green Line Extension through the South Bay** and please take the time to read this email.

We purchased our home in 2001, with my husband's inheritance money he received from the passing of his mother. We were concerned about the couple of freight trains that pass by per day but loved the location and neighbors, and more importantly, it was what we could afford. Now with the proposed Green Line Extension, those few freight trains go from a couple of times per day to adding high-speed passenger trains every few minutes from 5am until midnight daily. This would be a considerable safety and quality of life change to our family, home, and community.

As you know it is very difficult to own property in the South Bay and we have worked very hard to live in this amazing community and city. I cannot imagine how disruptive the Green Line Extension will be for people who have put their hard-earned savings into living along the ROW option in Redondo Beach. It would be unfair to us if the better option is Hawthorn Blvd. because of the businesses and few residences if any.

It just makes sense!

Here are a few important and reasonable concerns:

1. **Safety issues of freight and passenger trains in such proximity to each other**.
2. **Disruption of unstable soil and movement/placement of natural gas pipelines.** Our neighbors in the Ruxton Place townhome complex have been dealing with sinkhole issues for years due to the pipelines running near our homes. I can't imagine the level of disruption to the soil in this neighborhood if Metro were to need to move those pipelines, dig trenches, and build retaining walls to accommodate the additional trains. And where, exactly, would those natural gas pipelines go? Closer to our homes? The trenching option would likely exacerbate any soil and pipeline issues, making the project more expensive and complicated - and would put our property in danger.
3. **Construction of retaining walls.** Again, I worry about the detrimental effects of soil instability, loss of natural light, and the overall eyesores that huge retaining walls would have on our neighborhood. What about very rainy days like what we just had in January? Our complex's sump pumps were working extra hard, and with retaining walls preventing natural water drainage and absorption, I worry about stability for all the homes near and below the walls.
4. **Noise pollution.** Even though Metro claims they will mitigate noise to the thousands of residents along the Right of Way with at-grade noise mitigation, our 3-story townhome looks down onto the tracks (including my bedroom window), and Metro admitted there was nothing they could do to mitigate noise above the tracks. They suggested "possibly" exploring double-paned windows for the "quiet" hours from midnight to 5 am in the middle of the night, but that would only make a difference, if at all INSIDE my home – but what does that do to mitigate noise during the day when we would like to be outside? Trains whizzing by every few minutes would be a huge nuisance. And of course, what will that do to impact my family's sleep if we are above the retaining wall? That noise would be far from the peaceful environment we currently enjoy.
5. **Traffic.** Our neighborhood will be negatively impacted by the train traffic at lights, particularly 182nd and near the Galleria Mall where a new bus terminal has been built. I can't imagine the additional traffic issues during both morning and evening rush hour in our quiet residential neighborhoods, nor access to emergency vehicles.
6. **Change to the community.** Ruxton Ridge is a close community of townhome families that spend time with each other mainly outdoors. I worry about what the constant noise and traffic of the Green Line would mean to our little community, our older neighbors at Breakwater Village (a 55+ community), our neighbors at Ruxton Place (with ongoing sinkhole issues), and other neighborhoods all along the ROW in Redondo Beach and Lawndale. This possible ROW extension goes against so much of why we bought our home where we did. We wanted to walk to school, spend time with our kids and neighbors outside, and live a peaceful life. If we wanted an urban lifestyle, we would have chosen that – but this might be forced upon us, and we'd be devastated.

Thank you for your consideration to advocate for the Green Line Extension on Hawthorn Blvd. and give hard-working homeowners who cannot afford to live anywhere else in the South Bay the quality of life we deserve.

Sincerely,

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 12:47 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Subject: SUPPORT Item 30 - Hybrid ROW for C Line to Torrance

Dear LA Metro Board,

As a resident of the El Segundo, I am writing to express my strong support for the Hybrid ROW for the C Line Extension to Torrance project.

The extension will provide an affordable, convenient, and efficient light rail trip from Torrance and Redondo Beach, to the rest of the metro system. I boggles my mind that we ripped up the old Pacific Electric line and need to rebuilt transit in the area, but I want to see the extension built.

The community supports the extenion. Of the possible options, the community supports the Hybrid ROW; over 67% of Torrance, Redondo Beach, and Lawndale residents support the Hybrid ROW. I agree with the community and the staff and support the Hybrid ROW as well.

We need transit in this part of the South Bay and we need it now. For far too long, the region has been plagued by crippling traffic, high gas prices, and reduced mobility for seniors and students. The current bus system is inefficient and slow. Adding Metro stops will allow folks to get around easier, reduce traffic, and lower the demand for gas and therefore gas prices. It will provide an economic windfall to a community with an already high cost of living.

We need this, and the Hawthorne Boulevard alignment, while attractive from a location and convenience standpoint, just won't cut it. It will require a lot more money ($730 MILLION) and a lot more time that we just don't have. We needed good transit in this area yesterday, but the next best time to start is now. Let's listen to the experts and get this done with the Hybrid ROW.

Thank you for your time.

Sincerely,

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 1:06 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>
Cc: mayor.helpdesk@lacity.org; assemblymember.mckinnor@assembly.ca.gov; RPMLawndale@aol.com; senator.bradford@senate.ca.gov
Subject: We will remember, come November!

To the Metro Board:

Those who destroy our neighborhood by voting for the "Hybrid" ROW: **We will remember, come November (and beyond!)**

We have garnered over **1300 signatures** (and growing by the minute!) with emails on our online petition to protect the ROW, and to **choose Hawthorne Boulevard instead for the C-line extension.** (We also have additional paper signatures from community members who did not have emails.)

Sign the Petition

change.org

Metro knows the ROW was never the "locally preferred" alternative, and is "railroading" this choice in a very deceitful, disrespectful manner.

Students at the local high school have gotten involved. We have walked door-to-door, talked to neighbors at local events, and visited the local elementary school, and El Camino College. **This has brought our entire community together, and we vow to fight any politician who cares more about the METRO than our community's well-being!**

LA METRO LINE
LA METRO LINE
ELEVATED (Elevado)
LA METRO LINE
LA METRO LINE
BNSF TRAIN
PIPELINES
AT-GRADE* (a nivel)
Traducción Española de imagen - Azul: dos trenes del metro de LA. Naranja: trenes del BNSF. Roja: 5+ gasoducto para avión y carros
The LA Metro wants to KILL this tree and 220 other trees! The Green Line/C-Line Extension along the ROW is dangerous and terrible for this green space. Voice your preference for the Hawthorne Blvd route by scanning the QR code.
SAVE THIS TREE.
Learn more at RightOfSay.com
¡LA Metro quiere MATAR a este árbol y 220 más! La extensión de la Verde Line/ C-line a lo largo de ROW es peligrosa y terrible para el medio ambiente. Para apoyar la ruta por Hawthorne Blvd, puedes escanear al código QR.
¡Salva este árbol!
Más información en RightOfSay.com
*Trains at grade or street level in this area. LA Metro line will go into a trench under 170th and 182nd.
*Trenes de ferrocarril ligero a nivel. LA metro ferrocarril ligero entrará a una zanja bajo las calles 170 y 182.

We will be watching carefully tomorrow, and not only will we NOT support any politician who votes for to destroy our community, we will actively work AGAINST any of your future elections.

Please make sure this gets into the official record.

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 1:14 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Comment for Board Meeting on Metro C Line Extension to Torrance

Dear Board Members,

I am a Lawndale resident who lives a half block away from the proposed project site. You should vote for the Locally Preferred Alternative for the Metro C Line Extension. The other option will ruin a quaint community. The noise, the sight of constant trains, and the construction will be a burden to all who live here.

As a side note, I don't appreciate the late notice given for your meetings. It doesn't give enough time to attend the meeting or organize a proper response or objection.

Sincerely,

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 1:40 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: jbutts@cityofinglewood.org; fourthdistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>
Subject: Routing for Metro Extension to Redondo Beach and Torrance - Swift Resident Preference

Hello LA Metro,

I'm a resident of Torrance (I live on Acacia Ave) and I'm interested in the routing for the C line (soon to be K line) extension to Redondo Beach and Torrance as mentioned here: https://x.com/southbayforward/status/1792386492574392382

I support having this route follow the existing freight railroad as recommended by the metro staff (the Hybrid ROW Alternative I believe it's called). I do NOT support the route a few streets over (the hawthorne option) as suggested by other folks which seems to be expensive and needs far more approvals and less efficient. The alternative just seems... silly like its trying to dodge a few specific homes without doing the best overall solution. I trust the metro staff's expertise.

The upgrades associated with the freight tracks route also seem to be much safer and quieter for the community.

I'm excited to use the metro effectively since the transit center is close to my home, reducing traffic on the roads and shortening my transit time to other places and spending less money on gas/parking and emitting pollutants in the environment. I'm unable to use the metro rail now since current train options are inconvenient getting onto the rail, and I'm concerned the added cost with the alternate route will kill the project (and/or just waste money). I also support more people having access to the metro beyond just myself.

[redacted]

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 1:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #30 - For - May 23 2024 LA Metro BOD Meeting

Hello LA Metro. My name is Faraz Aqil, I use LA Metro to work in Inglewood daily, and I support the LA Metro's staff recommendation **Hybrid Alternative**, for the C Line Extension to Torrance.

Benefits:
1) This alternative is 100% grade separated (meaning it will not come in contact with any cars, pedestrians in a potential accident, and trains will not have to wait at intersections for car/pedestrian traffic). Also the train's speeds won't have to be reduced and this will increase the frequency on the rail line.
2) It'll connect directly to the Redondo Beach Transit Center (unlike the Hawthorne option).
3) It doesn't need CalTrans approval since it doesn't use property on the 405 FWY (unlike the Hawthorne option).

I hope that once the extension to Torrence is built, LA Metro will consider building a line extension from Torrance to Long Beach.

Thank you.

Sincerely,
[redacted]

From: [redacted] >
Sent: Wednesday, May 22, 2024 1:52 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment Item 30 for May 23, 2024 Board Meeting

May 23, 2024 Meeting

Agenda Item 30

I was able to view the video prepared by the LA Metro staff. Please support their recommendations.

I am FOR:

APPROVING the 170th/182nd Grade-Separated Light Rail Transit Alternative, also referred to as the Hybrid Alternative, as the Proposed Project for the Environmental Impact Report (EIR) and Locally Preferred Alternative (LPA) for the Metro C (Green) Line Extension to Torrance.

And authorizing the final preparation for an EIR.

The Hawthorne elevated train option would be more costly & dangerous to pedestrians. There are many crosswalks & bus stops along the heavily congested boulevard. An elevated train and platform would create another distraction for drivers and I fear they would not notice pedestrians as the drivers speed along this boulevard.

The Hawthorne train station does not provide parking spaces near this platform. (Unlike the Redondo Beach Transit Center) Consequently, some people will most likely park using the commercial parking spaces nearby.

Thank you,

From: [redacted]
Sent: Wednesday, May 22, 2024 2:03 PM
To: Board Clerk <BoardClerk@metro.net>; Kedron EMAIL ADDRESS <kedronjones@yahoo.com>
Subject: YES to HAWTHORNE BLVD

To whom it may concern,

I am a north Redondo Beach resident and have lived in the South Bay (Carson. Gardena, Torrance and Redondo Beach) for 24 years. I work in Manhattan Beach and my 2 children attend Redondo Beach schools.

I am 100% in favor of the HAWTHORNE BLVD ELEVATED option. I do NOT support the ROW option. I live near the existing train and it's already loud, my home rattles when it passes by and if it derails in my neighborhood it would tear through residential homes. There's no buffering space.

However, Hawthorne Blvd. is wide enough to support this type of infrastructure and the commercial district along Hawthorne NEEDS revitalization. The new mixed use area to replace the South Bay Galleria will be more successful as patrons can easily transport to and from the location.

You must choose Hawthorne Blvd!!!

NO on ROW Hybrid!!!!

YES to HAWTHORNE BLVD!!!!

Thank you,

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 2:29 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment Item 30 for May 23, 2024 Board Meeting

•• PROTECTED 関係者外秘

May 23, 2024 Meeting Agenda Item 30

I reviewed the video prepared by LA Metro staff and support their recommendation.

I am FOR:

APPROVING the 170th/182nd Grade-Separated Light Rail Transit Alternative, also referred to as the Hybrid Alternative, as the Proposed Project for the Environmental Impact Report (EIR) and Locally Preferred Alternative (LPA) for the Metro C (Green) Line Extension to Torrance as well as authorizing the final preparation for an EIR.

The Hawthorne option would require state approval, SCE infrastructure modification, add considerable cost, extend the overall build schedule, and create a traffic nightmare for commuters during construction. Utilizing the ROW will keep all trains away from traffic and make use of the existing station in Redondo Beach creating a convenient method of transferring to buses.

Sincerely,

[redacted]

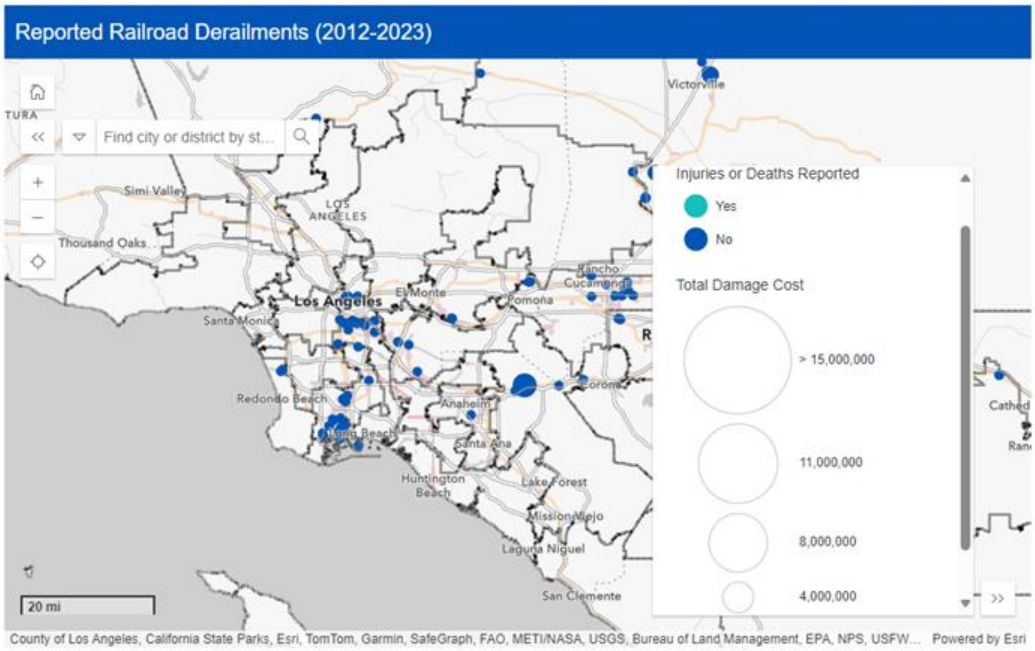
From: [redacted]
Sent: Wednesday, May 22, 2024 2:33 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro BOD Meeting 5.23.24- Item 30, Oppose Staff Recommendation of ROW Hybrid

Dear Metro Board,

I am writing regarding item 30 on the agenda for the May 23, 2024 Metro Board Meeting. As a resident of the Franklin Park neighborhood of Redondo Beach, I have serious concerns regarding the staff recommendation of choosing the Hybrid Option as the Locally Preferred Alternative for the proposed Metro C (Green) Line Extension to Torrance Project (Project). As a local resident, the option of aligning the line down Hawthorne Blvd is a much safer and preferred alternative. If this can't be done, the residents living along the ROW would be better served by the no-build option. This is a matter of safety first and foremost, but also has long lasting financial, aesthetic and climate resiliency impacts.

Through Hawthorne, Lawndale and Redondo Beach, residential properties are nestled against the ROW. Running the extension down the ROW will increase the likelihood of a derailment event that will negatively impact the communities and will increase the likelihood of increasing the severity of such a derailment event which may result in loss of property and more importantly loss of life.

The following figure is a screenshot from the National League of Cities *Interactive Rail Safety Map* (https://www.nlc.org/resource/interactive-rail-safety-map-see-derailments-in-communities-across-the-u-s/).



It depicts local train derailment events from 2012-2023. As you can see, derailments can, and have, occurred locally. Thankfully, the events that have occurred to date in the region have been relatively

minor, with minimal financial cost and impacts to human safety. However, In looking at rail safety regionwide, an average of 3 derailments occur everyday, half of which involve hazardous material (https://www.nlc.org/resource/interactive-rail-safety-map-see-derailments-in-communities-across-the-u-s/). The considerable impacts that resulted from the derailment in East Palestine, Ohio last year should be a stark reminder of how things can go terribly wrong when a rail accident does happen in a community.

If the Metro extension follows the Hybrid alternative, tracks will be moved closer to homes and the volume of rail traffic down the ROW will massively increase (possibly 100s of times more if we compare the current traffic of 2-3 passes per day to the proposed 200 or more passes per day that will come with the new service). The closer proximity and sheer increased number of passages down the ROW greatly increases the risk to the community members living along the ROW.

I recently heard a Metro press conference on the radio, where one of the Board members stated "safety is foundational to Metro's mission". While the press conference was focused on the current state of emergency for public safety, if that statement is true and safety is foundational, the Metro Board should not run the extension down the ROW but rather should select the Hawthorne Corridor alternative or the no-build alternative. These are by far the safer options for the residents that live along the ROW.

In addition to being a safer option, the Hawthorne Alignment also provides broader public access to the line compared to the ROW alternatives. Metro's own documents show the Hawthorne alignment is expected to draw more ridership compared to the others (ATTACHMENT A: Metro C (Green) Line Extension to Torrance Comparison of Alignments & Alternatives Evaluated in Draft EIR). Running the line down Hawthorne will also support the businesses along Hawthorne as it will more efficiently bring riders directly to the commercial area rather than dropping them on the edge of a residential neighborhood where they still have to figure out transfer to the commercial corridor.

There is also the additional consideration that the Hawthorne alignment may support future climate resiliency efforts over the ROW alignment. Urban areas in general and Los Angeles County, in particular suffer from a lack of greenspace and canopy cover. Increasing canopy cover aids in reducing urban heat sinks. The Hawthorne corridor is already covered in impermeable surfaces and there is limited ability to build in canopy coverage in the future. The ROW on the other hand is mostly open space and could be harnessed for additional canopy capacity in the future.

There are a number of reasons to not run the extension down the ROW and instead choose the Hawthorne alignment or no project. However, the safety of residents looms large over all of these. Given that derailments do happen, and the increased traffic of the extension will increase the probability of a derailment, please consider the long-term safety of residents and run the extension down the Hawthorne Corridor or choose no option at all.

Sincerely,

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 2:36 PM
To: GreenlineExtension <GreenlineExtension@metro.net>; Board Clerk <BoardClerk@metro.net>; executiveoffice@bos.lacounty.gov
Subject: Re: C Line Extension to Torrance Project: Support the Project at Metro's May Board Meeting!

PUBLIC COMMENT

Despite the misleading rhetoric and PR barrage of Metro - the community surrounding the project OBJECTS. If Metro does not choose the Hawthorne Blvd alternative, then CANCEL the project.

On Wed, May 22, 2024 at 2:29 PM Metro C Line (Green) Extension to Torrance <greenlineextension@metro.net> wrote:

Error! Filename not specified.

Participate in the Upcoming Metro Board Meeting for the C Line Extension to Torrance Project

On May 23, Metro Staff will present the Hybrid Alternative as their recommendation for the Locally Preferred Alternative (LPA) to define the Proposed Project in the Final Environmental Impact Report (EIR) to the full Metro Board of Directors. Public feedback at the Board Meeting is crucial as the project reaches this milestone.

The public will be able to participate and comment (Metro Board allows for one-minute public comment) at the Board meeting in-person but if you prefer or are unable to speak you may also comment by email at boardclerk@metro.net, or US Mail or by phone. Details are below:

Thursday, May 23, 10:00am
Staff Recommendation for LPA
Regular Board Meeting
In Person: One Gateway Plaza, Los Angeles, CA 90012, 3rd Floor, Metro Board Room
Watch online: boardagendas.metro.net
By phone: at 202-735-3323 and enter Access Code: 5647249# (English) or 7292892# (Español).
US Mail: at attn. Board Clerk—Metro, One Gateway Plaza, Los Angeles, CA 90012
Email: boardclerk@metro.net

Updated FAQs, Outreach Summaries & Video

Reminder that we've updated the list of frequently asked questions and answers and summaries of the most recent community engagement events based on the recent project updates. To access these documents, please go to the Project Filing Cabinet (Project Dropbox site). You can also access a shorter explanation of the Hybrid Alternative alignment to share with friends, family, and neighbors: in English and in Spanish. As well as a longer video that covers commonly asked questions about the Hybrid Alternative here.

Next Steps

If the Metro Board approves an LPA, the Project team will move forward with a Final EIR based on the selected LPA, perform additional analysis and design refinements, respond to public comments and questions received during the Draft EIR review period, and prepare a Mitigation, Monitoring & Reporting Program (MMRP) for the Proposed Project. More information can be found on the project website, www.metro.net/clineext.

Contact Us

You can contact us with questions or comments at greenlineextension@metro.net.

Participe en la próxima reunión de la Junta de Metro sobre la extensión de C Line Hacia Torrance

El 23 de mayo, el equipo de Metro presentará la recomendación de la alternativa híbrida como la alternativa preferida a nivel local para definir el proyecto propuesto en el Informe de Impacto Ambiental Final ante la Junta de Metro completa. La opinión del público en la reunión es crucial a medida que el proyecto llega a este hito. Visite el sitio web de Metro la semana del 20 de mayo para confirmar la publicación de este tema en la agenda en boardagendas.metro.net.

El público podrá participar y comentar (la Junta de Metro permite comentarios por parte del público de un minuto) en la reunión, ya sea de manera presencial, por correo electrónico a boardclerk@metro.net, por correo postal o por teléfono. Los detalles se encuentran a continuación:

Jueves, 23 de mayo a las 10:00 a. m.
Recomendación del equipo sobre la alternativa preferida a nivel local
Asamblea ordinaria de la Junta
Presencial: One Gateway Plaza, Los Angeles, CA 90012, 3er piso, Sala de la Junta de Metro
Véala por internet: boardagendas.metro.net

Por teléfono: al 202-735-3323 e ingrese el código de acceso: 5647249# (para inglés) o 7292892# (para español).
Por correo postal a: Board Clerk—Metro, One Gateway Plaza, Los Angeles, CA 90012
Correo electrónico: boardclerk@metro.net

Preguntas frecuentes actualizadas y video y resúmenes de difusión

Le recordamos que hemos actualizado la lista de preguntas frecuentes, las respuestas y los resúmenes de los eventos de participación comunitaria más recientes con base en las últimas actualizaciones del proyecto. Para acceder a estos documentos, visite las carpetas del proyecto (el sitio de Dropbox del proyecto).

También puede acceder a una explicación resumida de la alineación de la alternativa híbrida para compartir con amigos, familiares y vecinos en inglés y en español. Y, además, a un video más extenso que cubre las preguntas comúnmente hechas sobre la alternativa híbrida aquí.

Próximos pasos

Si la Junta de Metro aprueba una Alternativa preferida a nivel local, el equipo del proyecto avanzará con el Informe de Impacto Ambiental Final con base en la alternativa elegida, llevará a cabo análisis adicionales y refinará el diseño, responderá a comentarios públicos y a las preguntas recibidas durante el periodo de revisión del plan preliminar del Informe de Impacto Ambiental y preparará un programa de mitigación, monitoreo e informe para el proyecto propuesto. Puede encontrar más información en el sitio web del proyecto: www.metro.net/clineext.

Comuníquese con nosotros

Puede comunicarse con nosotros para hacer preguntas o comentarios en greenlineextension@metro.net.

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You have subscribed to receive Metro information, edit your preferences, manage subscriptions, or unsubscribe.
Your privacy is important to us, please review the Privacy Policy.
View this email online.

© 2024 Metro (LACMTA) One Gateway Plaza, Los Angeles, CA 90012-2952

This email was sent to menelson@gmail.com

From: [redacted]
Sent: Wednesday, May 22, 2024 2:50 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: c line against the ROW and Hybrid for Hawthorne blvd

We are against the proposed plan and voting for the C-Line Extension down HAWTHORNE BLVD RAIL ROUTE and not the ROW. Please listen to the people living along the proposed line.

We are against the right of way ROW and hybrid and concerned with safety, increased neighborhood traffic and noise just feet from our home in lawndale. Please use the HAWTHORNE BLVD RAIL ROUTE that is presently used for car and bus traffic now.

thanks

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 2:50 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: LPA study

Could you provide us with every detail the metro did to choose a LPA?

All local officials in Lawndale, Redondo Beach and Hawthorne support the Hawthorne Blvd option. Plus, the majority of the local residents support the Hawthorne Blvd. option.

There seems to be something terribly off here. We need to do a deep dive into why this study is so inaccurate.

Thank you,

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 3:10 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro Green Line Extension

To Metro and Metro Board Members,

I live on Ruxton Lane in Redondo Beach, and have happily lived here for 23 years with my family of 5. I am extremely against placing the Metro rail on the ROW, as it would disturb and completely change our peaceful and joyful lives here. I wanted to clearly communicate to you that my neighbors and I do not want the Metro line next to our homes. I urge you to please place the metro line along Hawthorne Blvd, where it belongs. It just makes sense.
Please, keep me, my family, and my neighbors in mind when making your decision.
Thanks for your time,
[redacted]
Sent from my iPhone

From: [redacted]
Sent: Wednesday, May 22, 2024 3:13 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; info@rightofsay.com; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: BOD 5/23, Item 30 - We OPPOSE Staff Recommendation ROW Hybrid

Dear Board Clerk, Directors et all,

This comment is coming from our collective community group Right Of Say. We are comprised of original members dating back to 2017 and have since partnered with Redondo Beach Quality of Life Coalition in Dec. 2020 and LawndaleGnomeKing in Feb 2023.

Let it go on record that we emphatically **OPPOSE the Metro staff recommendation of ROW Hybrid** and take offense at this being presented as a "compromise". The separated grade alternative was created out of necessity ONLY due to emergency response clearance per the cities of Lawndale and Redondo Beach raising this issue in their scoping letters.

We strongly oppose the language used, "Locally Preferred Alternative".

We have been communicating with Metro for over 5 years that not only do we as a community group support the Hawthorne Blvd option and oppose any form of the ROW, but our collective cities, Redondo Beach and Lawndale plus the City of Hawthorne officially support the Hawthorne Blvd option. That is the true Locally Preferred Alternative.

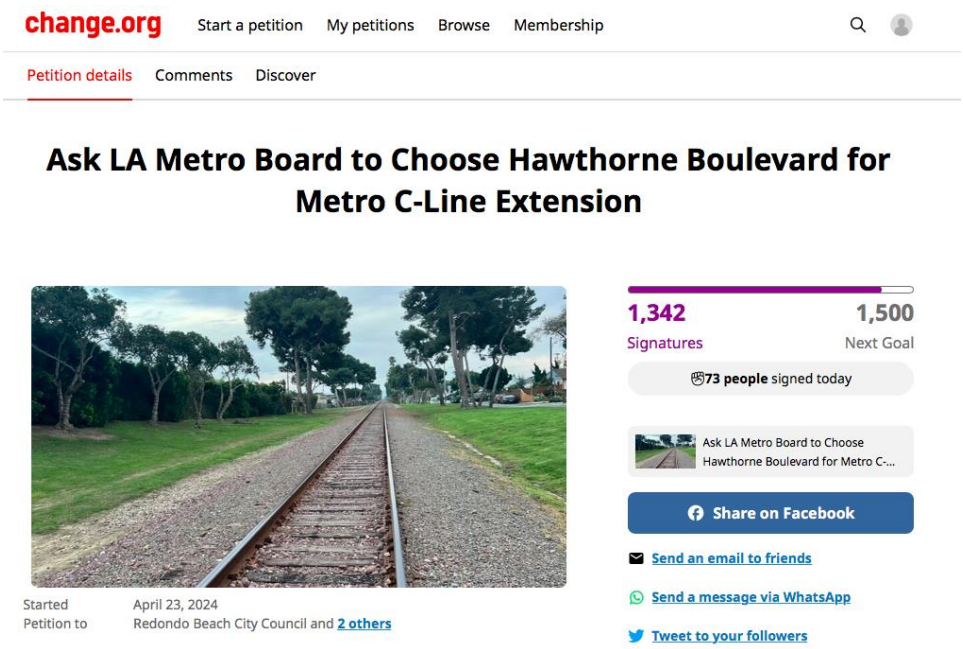
Please do not allow Metro to mince words in this way.

We have conducted our own reconnaissance to show you proof that this is a true non-debatable fact, Hawthorne Blvd elevated is the TRUE Locally Preferred Alternative. See screenshot below taken at 3:00pm Weds 5/22 to show **1,342** signatures. Wet signatures are also STILL BEING COLLECTED. As of now they are at approximately 200. At this link you will see the real time numbers as they continue to climb by the hour. Hawthorne Elevated is True LPA

As of this moment, 3pm Weds 5/22/24, we are counting a total of 1,542 signatures to include online and canvassed wet signatures asking the Metro Board of Directors to select the Hawthorne Blvd Elevated option as the TRUE Locally Preferred Alternative for the C-Line Extension to the South Bay route!

Respectfully,

[redacted]



From: [redacted]
Sent: Wednesday, May 22, 2024 3:20 PM
To: GreenlineExtension <GreenlineExtension@metro.net>; anajarian@glendaleca.gov; jdupontw@aol.com; FourthDistrict@bos.lacounty.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; James Butts <jbutts@cityofinglewood.org>; Kathryn@bos.lacounty.gov; Councilmember Yaroslavsky <councilmember.yaroslavsky@lacity.org>; paul.krekorian@lacity.org; info@timsandoval.com; tina.backstrom@lacity.org; randall.winston@lacity.org; lawndalegnomeking@gmail.com; Kidada.Malloy@lacity.org; ThirdDistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>
Subject: Urgent Appeal: Support Hawthorne Blvd. for C Line Extension to Torrance

Dear Members of the Metro Board of Directors,

I hope this letter finds you well. My name is Chelsea Schreiber, and I am writing to you on behalf of our community's concerned residents and stakeholders regarding the upcoming decision on the C Line Extension to Torrance.

Enclosed with this letter, you will find a comprehensive packet of information compiled from our community. This packet contains heartfelt letters, detailed analyses, and fervent pleas from residents, business owners, and community leaders who all share a common goal: to advocate for the Hawthorne Blvd. alignment for the C Line Extension.

We believe that the Hawthorne Blvd. option is the true locally preferred option, not the compromise Metro Staff presents it as. This sentiment is echoed by the overwhelming majority of our community members, who have repeatedly expressed their support for this alignment.

Hawthorne Blvd. preserves the integrity of our neighborhoods, respects the community member's wishes, and provides many benefits to all of the South Bay. It represents a solution that balances the need for improved transit connectivity with preserving our community's character and quality of life.

We understand the complexities and challenges involved in making this decision, and we sincerely appreciate your diligence and commitment to serving our region. However, we urge you to consider the voices of our community and recognize that the Hawthorne Blvd. option is the most viable and beneficial choice for all stakeholders involved.

As you review the information provided in this packet, we hope that you will carefully consider the overwhelming support for the Hawthorne Blvd. alignment and make the decision that best serves the interests of our community.

Over the past few weeks, we have collected over 1,300 signatures (and they're growing by the hour) in an updated petition requesting that you choose the Hawthorne Blvd. route. (Here is the petition - https://shorturl.at/LNPkY) as well as over 50 letters from businesses along Hawthorne Blvd. and around the South Bay, also requesting that you choose Hawthrone Blvd. (Those were emailed to you yesterday) We have come across a very small amount of people who are for the ROW route, and most of the people we come across conclude that Hawthorne Blvd. is the obvious answer. We hope you agree.

Thank you for your attention to this matter. We eagerly anticipate your thoughtful consideration of our community's concerns.

Sincerely,

[redacted]

p.s.,

I have attached the link to the community packet as well as a PDF version for your consideration. It was also hand-delivered to most of the board and mailed to three of them. Please share this with the board members, as our community truly poured their heart and soul into researching the information included in it.

Link - https://drive.google.com/file/d/1RHn5ACablH3mmV6v7kGJ479IhkdZgw17/view?usp=sharing

LawndaleCommunityGroup-Packet.pdf

From: [redacted]
Sent: Wednesday, May 22, 2024 3:29 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Comments for C Line Extension to Torrance

Hi Metro Board,

As a Lawndale resident with a family, I believe it is crucial that we have a metro station in Lawndale for me and my family to use to get to work and other places we need to get to. A possible location could be on the south side of Manhattan Beach Blvd. between Inglewood and Firmona Ave. because that vacant area is close to homes and stores. In conclusion, please reconsider and look into putting a station in Lawndale. Please let me know.

Yours,

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 3:35 PM
To: Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; info@timsandoval.com; jbutts@cityofinglewood.org; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; paul.krekorian@lacity.org; randall.winston@lacity.org
Subject: Metro Green Line Extension

To Metro and Metro Board Members,

I am a resident of 23 years who has lived on Ruxton Lane in Redondo Beach. We are a family of 5. I am 100% extremely against placing the Metro rail on the ROW, as it would disturb and completely change our peaceful and joyful lives here. No one here, all of my neighbors and their families DO NOT want the Metro here disturbing our lives! We are peaceful people who want to continue to live in peace! Please put this project where it belongs on Hawthorne Blvd. It clearly is where it belongs! Enough already. We want to live in peace and feel safe. Please, keep me, my family, and my neighbors in mind when making your decision.
Thanks for your time,
[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 3:59 PM
To: Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; karen.bass47@gmail.com; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; paul.krekorian@lacity.org; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: BOD 5/23, Item 30 - We OPPOSE Staff Recommendation ROW Hybrid

Dear Board Clerk, Directors et all,

This comment is coming from our collective community group Right Of Say. We are comprised of original members dating back to 2017 and have since partnered with Redondo Beach Quality of Life Coalition in Dec. 2020 and LawndaleGnomeKing in Feb 2023.

Let it go on record that we emphatically **OPPOSE the Metro staff recommendation of ROW Hybrid** and take offense at this being presented as a "compromise". The separated grade alternative was created out of necessity ONLY due to emergency response clearance per the cities of Lawndale and Redondo Beach raising this issue in their scoping letters.

We strongly oppose the language used, "Locally Preferred Alternative".

We have been communicating with Metro for over 5 years that not only do we as a community group support the Hawthorne Blvd option and oppose any form of the ROW, but our collective cities, Redondo Beach and Lawndale plus the City of Hawthorne officially support the Hawthorne Blvd option. That is the true Locally Preferred Alternative.

Thank You

[redacted]

[redacted]

Sent from my iPhone

From: [redacted]
Sent: Wednesday, May 22, 2024 4:14 PM
To: Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; karen.bass47@gmail.com; fdutra@cityofwhittier.org; tina.backstrom@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; paul.krekorian@lacity.org; Kathryn@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org
Subject: BOD Item #30, Oppose Staff Recommendation of ROW Hybrid

Good Day Metro Board,

I oppose the Metro C-line extension-ROW hybrid through Lawndale and Redondo Beach residential areas. NO ROW C-line extension of any kind!! Hawthorne Elevated is NOW the LOCALLY PREFERRED ROUTE!! The Hawthorne route delivers higher ridership, economically largest potential and is SAFER!! Running freight trains carrying fuel, gas and dangerous chemicals with a single crew member(potentially), right next to commuter trains through dense residential areas is a disaster waiting to happen!! The ROW needs to GO! Elevated Hawthorne Route is the safer ailment. Please stand with Redondo Beach, Hawthorne and Lawndale Cities and vote NO on the ROW and Yes on Elevated Hawthorne !!
Thank You
[redacted]
Resident of Redondo

Sent from my iPhone

From: [redacted]
Sent: Wednesday, May 22, 2024 4:22 PM
To: RightOfSay/RBQoL <info@rightofsay.com>
Cc: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; HollyJMitchell@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; jbutts@cityofinglewood.org; anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Re: BOD 5/23, Item 30 - We OPPOSE Staff Recommendation ROW Hybrid

NOTE: Petition signatures are still being added collected

We hope the Board has scheduled enough time to engage with the community members during tomorrows' meeting

[redacted]

On Wed, May 22, 2024 at 3:13 PM RightOfSay/RBQoL <info@rightofsay.com> wrote:

Dear Board Clerk, Directors et all,

This comment is coming from our collective community group Right Of Say. We are comprised of original members dating back to 2017 and have since partnered with Redondo Beach Quality of Life Coalition in Dec. 2020 and LawndaleGnomeKing in Feb 2023.

Let it go on record that we emphatically **OPPOSE the Metro staff recommendation of ROW Hybrid** and take offense at this being presented as a "compromise". The separated grade alternative was created out of necessity ONLY due to emergency response clearance per the cities of Lawndale and Redondo Beach raising this issue in their scoping letters.

We strongly oppose the language used, "Locally Preferred Alternative".

We have been communicating with Metro for over 5 years that not only do we as a community group support the Hawthorne Blvd option and oppose any form of the ROW, but our collective cities, Redondo Beach and Lawndale plus the City of Hawthorne officially support the Hawthorne Blvd option. That is the true Locally Preferred Alternative.

Please do not allow Metro to mince words in this way.

We have conducted our own reconnaissance to show you proof that this is a true non-debatable fact, Hawthorne Blvd elevated is the TRUE Locally Preferred Alternative. See screenshot below taken at 3:00pm Weds 5/22 to show **1,342** signatures. Wet signatures are also STILL BEING COLLECTED. As of now they are at approximately 200. At this link you will see the real time numbers as they continue to climb by the hour. Hawthorne Elevated is True LPA

As of this moment, 3pm Weds 5/22/24, we are counting a total of 1,542 signatures to include online and canvassed wet signatures asking the Metro Board of Directors to select the Hawthorne Blvd Elevated option as the TRUE Locally Preferred Alternative for the C-Line Extension to the South Bay route!

Respectfully,

[redacted]

Ask LA Metro Board to Choose Hawthorne Boulevard for Metro C-Line Extension

Started April 23, 2024
Petition to Redondo Beach City Council and 2 others

1,342 Signatures
1,500 Next Goal

73 people signed today

Ask LA Metro Board to Choose Hawthorne Boulevard for Metro C-...

Share on Facebook

Send an email to friends

Send a message via WhatsApp

Tweet to your followers

From: [redacted]
Sent: Wednesday, May 22, 2024 4:31 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: No to the ROW!

Please, I strongly urge you to choose the Hawthorne Blvd option. Please don't put these tracks in our neighborhood. Please don't disrupt our neighborhood. Please think of our families, our children, our safety, our homes. Please vote with intention and heart. How would you vote if this was your home? Your family? Your life savings and your home value/equity in jeopardy? How would you feel if your safe space was being threatened? Our family has occupied this home for over 50 years. This home and this neighborhood is our safe space. We are proud of our little community. We love our community. Please don't disrupt the community in this way when there is another option that is entirely feasible. We are real people, not numbers. These trains will disrupt our entire lives and community if they run in our literal backyards.

You have the responsibility of making this choice, please make one that is equitable and one you would want for yourself and family.

Thank you,

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 4:38 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: BOD Item 30 - OPPOSE Staff Recommendation of ROW Hybrid

Dear Board of Directors,

After reviewing the information of both the Metro Staff's recommendation (Hybrid option) and the **residents' preferred option (Hawthorne Blvd.)**, my family and I advocate for the Hawthorne option for the following reasons:

1. Most Useful Place: The extension could go underground from the intersections of Manhattan Beach Blvd and the ROW through the 405 and transition to above grade (elevated) south of the 405 on Hawthorne Blvd. This option could connect focused equity communities with a 100% ridership rail option, not just a mere 60 to 65% ridership rail.

2. DEIR Considerations: The DEIR **does not** study the proposed Metro Staff Hybrid option. If it isn't in the DEIR report, Metro staff does not have to address any questions or concerns related to the Hybrid option.

3. Environmental Conservation: The Hawthorne alternative prioritizes the preservation of open space and existing trees. This not only maintains the natural beauty of our area but also supports local biodiversity. The existing trees provide habitats for **Great Blue Herons** and potentially other species. Residents have reported sightings of Great Blue Herons in the ROW **(see the attached picture)**. Preserving their habitat through the Hawthorne option supports local wildlife and enhances our community's and visitors' connection with nature.

4. Shade and Cooling: The mature trees already present offer significant shade, which is beneficial during the warmer months. This natural cooling effect can improve the comfort of our residents and visitors.

5. Residents Feedback: Aligning your decisions with the interests of the residents fosters a stronger, more engaged community. As of yesterday, we had **1,349 signatures on Change.org supporting our preference**.

In conclusion, the Hawthorne Blvd. option is the most useful place; it not only aligns with our environmental goals but also resonates with the preferences and well-being of our residents. By conserving open space and existing trees, we uphold our commitment to sustainability and community satisfaction.

Thank you for considering this perspective. I am confident that choosing the Hawthorne Blvd. option will be a decision that benefits our environment, community, and commuters.

Respectfully,

Maricela Guillermo

Redondo Beach Resident

From: [redacted]
Sent: Wednesday, May 22, 2024 4:46 PM
To: Board Clerk <BoardClerk@metro.net>; GreenlineExtension <GreenlineExtension@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Jbutts@cityofinglewood.org
Cc: anajarian@glendaleca.gov; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; mayor.helpdesk@lacity.org; mbohlke@sbcglobal.net; councilmember.yaroslavsky@lacity.org; Kathryn@bos.lacounty.gov; paul.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; info@timsandoval.com; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Metro C Line Extension – Peculiar Petroleum Pipeline Paths – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

Subject: Metro C Line Extension – Peculiar Petroleum Pipeline Paths – AGAINST Hybrid Alternative (ROW); FOR Hawthorne Option

To: Metro and Metro Board Members

Two of the petroleum pipelines cross underneath the Freight Main Tracks. This adds to the challenges of shoehorning the Light Rail Tracks into the ROW, which will necessitate careful planning and cautious construction. The Hawthorne Elevated Option doesn't have these kinds of challenges.

Reference: Draft EIR (January 2023) – 3.9 Hazardous Materials, page 3.9-16.

I've written a lot of emails, and I'm sure you've read a lot of emails. I put some intentional embedded humor into this email. Sometimes a variation of style and tone helps to communicate.

Slide 1 (attached) is an excerpt from Draft EIR (January 2023) – 3.9 Hazardous Materials, page 3.9-16, which states that one of the petroleum pipelines that runs within the ROW, is a 20-inch Chevron gas line. I don't know if this is the largest of the 8 (by my count pipelines) but it is the largest pipeline listed in the Draft EIR. And as "engineering luck" would have it, the biggest has to be a peculiar pipeline.

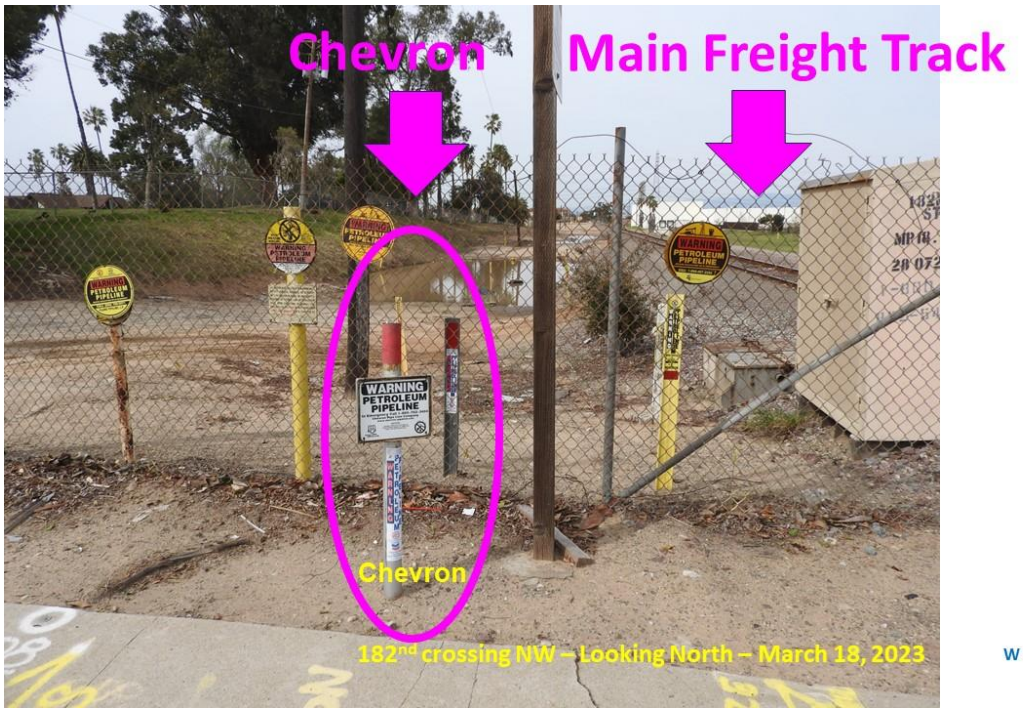
3.9-3.1.6 Petroleum Hydrocarbons

The term petroleum hydrocarbons is a general designation for a variety of compounds of various uses, origins, and hazardous characteristics. Types of petroleum hydrocarbons include gasoline and diesel (flammable fuels), crude oil, motor oil, waste oil, lubricating oil, hydraulic oil, hydrocarbon gases and others. Petroleum hydrocarbon mixtures, such as gasoline, can also contain other chemicals (such as benzene) that pose environmental concerns. Health effects associated with swallowing or inhaling hydrocarbons include lung irritation, with coughing, choking, shortness of breath, neurologic problems, irregular heartbeats, rapid heart rate, or sudden death, particularly after exertion or stress. Of the major types of hydrocarbons noted above, gasoline and diesel would be associated with petroleum pipelines, underground (or aboveground) storage tanks and leaking tanks; motor oil, waste oil, and hydraulic oil would be associated with auto repair shops and similar facilities. Releases of these materials, which are typically point source locations, are typically straightforward to identify and remediate.

Several oil and gas pipelines run within the Metro ROW including a 10-inch Shell crude oil, 8-inch ExxonMobil jet fuel, and 20-inch Chevron gas lines. Due to various reasons, the subsurface utility lines could potentially leak and contaminate the subsurface. Therefore, it is possible to encounter hydrocarbon contamination during construction that can be a potential concern, particularly if swallowed or inhaled. As noted in PF-US-1 in Section 3.11, Utilities and Service Systems, prior to ground-disturbing activities, all oil and gas pipelines within the Project ROW would be identified and marked onsite in coordination with the well owners to avoid damaging the pipelines.

S1

Slide 2 shows the northwest corner of where the Freight Main Track crosses 182nd Street. The Chevron buried pipeline warning sign has been annotated with a magenta circle and arrow.



S2

N
W E
S

Slide 3 shows the northwest corner of where the Freight Main Track crosses the bridge over Hawthorne Blvd. The Chevron buried pipeline warning sign has been annotated with a magenta circle and arrow.

S3

So, the one on the left, is on the right, to echo an old Johnny Cash song. It appears to cross underneath the Freight Main Track, somewhere between 182nd Street and Hawthorne Blvd., perhaps somewhere along the curve and the berm.

Slides 4, 5, 6, 7, 8, and 9 were taken during a recent walk along Firmona Avenue. In between the home, what appear to be red, white and blue Chevron buried pipeline warning markers, can be seen on top of the berm, near the Freight Main Track.

Slides 4 and 5 provide a street view and a zoomed in view that is in between 906 and 904 Firmona.

S4

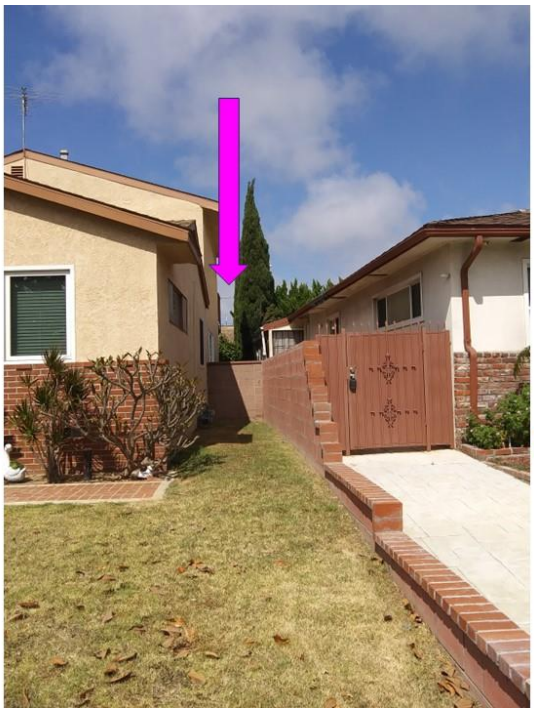
906
Firmona

904
Firmona

S5

Slides 6 and 7 provide a street view and a zoomed in view that is in between 904 and 902 Firmona.

904 Firmona



902 Firmona

S6

904 Firmona

902 Firmona

S7

Slides 8 and 9 provide a street view and a zoomed in view that is in between 802 and 800 Firmona.

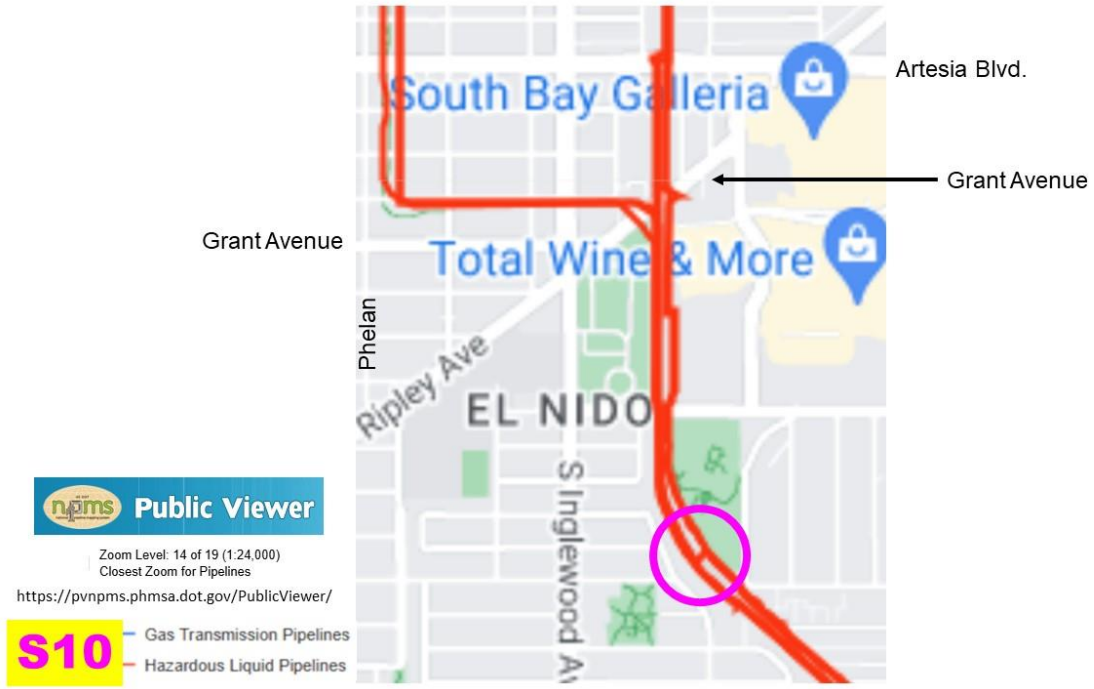
S8

802
Firmona

800
Firmona

S9

Slide 10 contains a screen snapshot from the Department of Transportation (DOT) website that shows the gas and hazardous pipeline network, which is zoomed in to the limit of what is allowed for public access. It is further enlarged to focus on a one-mile area, from a little north of Artesia Blvd., to a little north of 190th Street. I have annotated the screen snapshot with a magenta circle to show what may be an indication of where the Chevron 20-inch gas pipeline crosses underneath the Freight Main Track.



Another pipeline apparently crosses underneath the Freight Main Track. This crossing is at the bridge where the Freight Main Track crosses over Artesia Blvd.

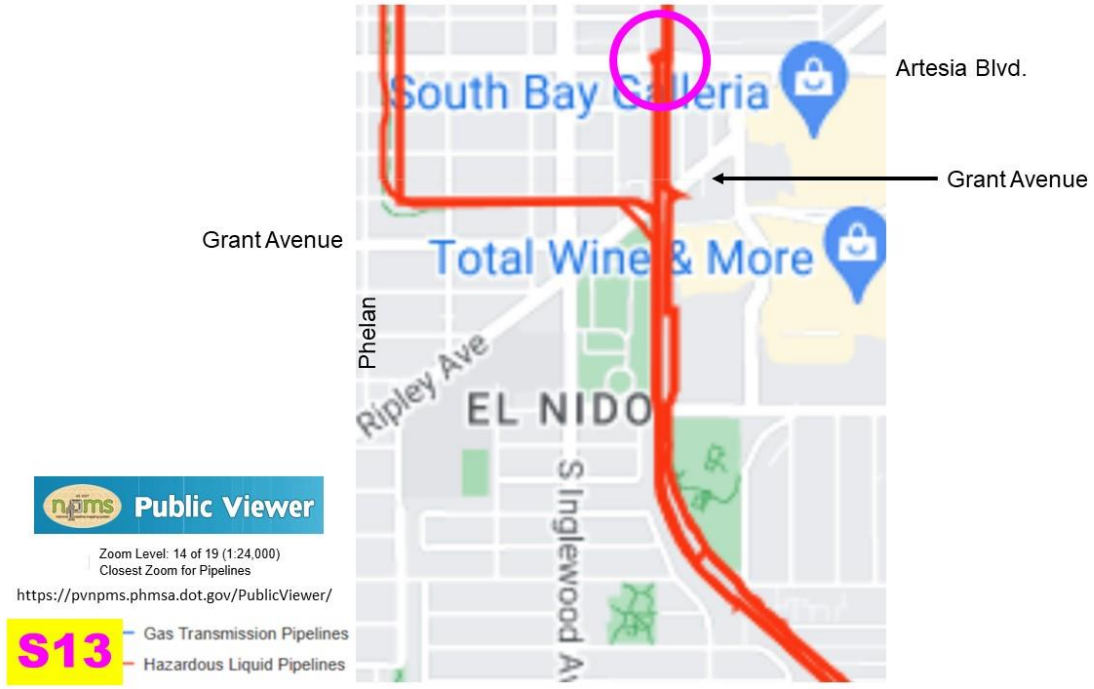
Slide 11 shows the <u>northeast corner</u> of where the Freight Main Track crosses the bridge over Artesia Blvd. The Torrance Logistics buried pipeline warning sign has been annotated with a yellow arrow and a zoomed in picture of the sign.

Slide 12 shows the <u>southwest corner</u> of where the Freight Main Track crosses the bridge over Artesia Blvd. The Torrance Logistics buried pipeline warning sign has been annotated with a yellow arrow and a zoomed in picture of the sign.

Looking southeast at Southwest corner of Artesia and Freight Track Bridge

So, the one on the right, is on the left, to again echo the old Johnny Cash song. It appears to cross underneath Artesia Blvd. somewhere under the Freight Main Track bridge.

Slide 13 contains a screen snapshot from the Department of Transportation (DOT) website that shows the gas and hazardous pipeline network, which is zoomed in to the limit of what is allowed for public access. It is further enlarged to focus on a one-mile area, from a little north of Artesia Blvd., to a little north of 190th Street. I have annotated the screen snapshot with a magenta circle to show what may be an indication of a pipeline crossing underneath Artesia under the Freight Main Track bridge.



So far, this has been “a tale of two pipelines.” But there is yet another peculiarity that I found. As I’ve said in a previous email, I believe I should share what I see.

Slide 14 gives a view of the northwest corner of where the Freight Main Track crosses the bridge over Artesia Blvd., which has been annotated with a magenta arrow. What is this? Could that be buried pipeline warning marker? Let’s take a closer look.

S14

Slide 15 gives a zoomed view. Yes indeed. It is a buried pipeline warning mark. Why is it so far away from the ROW?

S15

Slide 16 gives some excerpts from page 2-4 of the BNSF Railway Utility Accommodation Policy, Part 2 Utilities Paralleling Railroad Property, C. Underground Installations, 5. Underground Utility Installations …, b. Pipelines. The following 2 subsections have been highlighted with magenta underlines. "i. Any pipeline installation paralleling BNSF property shall be within ten (10) feet of property line and a minimum of forty (40) feet from track." (ii. If the pipeline is proposed to be located forty (40) feet or less from centerline of nearest track, the pipeline shall be encased in a steel pipe subject to approval from BNSF. No pipe may be placed closer than twenty-five (25) feet from centerline of any track. Pipe must be buried with a minimum cover of six (6) feet."

UTILITY ACCOMMODATION POLICY

BNSF RAILWAY

Engineering Services
February 15, 2024

PART 2 - UTILITIES PARALLELING RAILROAD PROPERTY

C. Underground Installations

5. Underground utility installations should be located on top of the back slope at the outer limits of railroad property as follows:

b. Pipelines

i. Any pipeline installation paralleling BNSF property shall be within ten (10) feet of property line and a minimum of forty (40) feet from track.

ii. If the pipeline is proposed to be located forty (40) feet or less from centerline of nearest track, the pipeline shall be encased in a steel pipe subject to approval from BNSF. No pipe may be placed closer than twenty-five (25) feet from centerline of any track. Pipe must be buried with a minimum cover of six (6) feet. If less than minimum depth is necessary because of existing utilities, water table, ordinance or similar reasons, the line shall be rerouted.

page 2-4

https://www.bnsf.com/bnsf-resources/pdf/about-bnsf/utility.pdf

S16

I wonder what the process and requirement are, for petroleum pipelines that cross underneath a railroad track?

In summary, **two of the petroleum pipelines cross underneath the Freight Main Tracks. This adds to the challenges of shoehorning the Light Rail Tracks into the ROW, which will necessitate careful planning and cautious construction. The Hawthorne Elevated Option doesn't have these kinds of challenges.**

From:

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
Sent: Wednesday, May 22, 2024 4:50 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: +FourthDistrict@bos.lacounty.gov; +HollyJMitchell@bos.lacounty.gov; +jbutts@cityofinglewood.org; GreenlineExtension <GreenlineExtension@metro.net>
Subject: 5/23/24 Board Meeting: #30 - FOR Hybrid ROW for C Line Extension to Torrance

Honorable LA Metro Board of Directors,

As a resident of the South Bay, I write to share my strong support for the C Line Extension to Torrance project and for the staff recommendation for the Hybrid ROW Alternative. The extension will provide an affordable, convenient, and efficient light rail trip from Torrance to Redondo Beach, El Segundo, LAX, and Inglewood as part of the K Line. It will serve residents and equity-focus communities in the South Bay and along the K Line with convenient access to jobs, schools, and destinations. It's time we get this built!

I would like to express my support for the staff recommendation for the Hybrid ROW Alternative. This route makes the best use of existing funds and local transit investments by connecting directly to the Redondo Beach and Torrance transit centers for multimodal connectivity and modernizing the existing rail corridor. The Hawthorne option is significantly more costly ($730 million more than Hybrid ROW), would involve lengthy Caltrans and NEPA approvals, and is not recommended by staff. Redondo Beach Transit Center was located with a future light rail station in mind and will best serve transit riders instead of a highway median station on Hawthorne Blvd (SR 107). No homes will be taken with Hybrid ROW and construction will be streamlined because Metro already owns the right-of-way.

I support Metro's extensive community engagement process and engineering studies and would like to see this built without further delay along the right-of-way so that more people can benefit. The Hybrid Alternative addresses neighborhood concerns with safety and noise while providing a cost-effective and deliverable project. Hybrid is the all-inclusive solution adding light rail, grade separations, freight rail safety upgrades, and neighborhood trails in a cost-effective and timely manner. Metro has successfully delivered similar transit projects throughout the County.

The extension will bring numerous benefits to the entire South Bay region, providing equity and mobility for all who live and work here. Thank you for advancing public transit in LA County and the South Bay. Respectfully,

[redacted]

Redondo Beach CA

From: [redacted]
Sent: Wednesday, May 22, 2024 4:56 PM
To: Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; GreenlineExtension <GreenlineExtension@metro.net>; jbutts@cityofinglewood.org
Subject: Metro Green Line Extension

Hi, I am a resident of Ruxton Lane in Redondo Beach where the metro is planned on being built. I know myself as well as my neighbors are highly against this. We have voiced many times. I have been here for 20 years peacefully and planned to live here to raise my family. If this is built, the peace will be gone. Hawthorne boulevard is a great place to build the metro as it will not be in the way of any resident homes. How would it feel if this metro was being built right in your backyard.

[redacted]

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
Los Angeles, CA 90012-2952

Stephanie N. Wiggins
Chief Executive Officer
213.922.7599 Tel
213.922.7447 Fax
wigginss@metro.net

May 20, 2024

VIA EMAIL

Mr. Sergio Gonzalez
City Manager
City of Azusa
213 E. Foothill Blvd.
Azusa, CA 91702

Dear Mr. Gonzalez:

Thank you for your comments and support in our efforts to expand improvements to public safety and cleanliness throughout our Metro system. Your comments are well received, and I wanted to share some insight in our approach to APU/Citrus College end-of-line station. While we did not specifically call out APU/Citrus College Station in the February 7, 2024 presentation to the Technical Advisory Committee, I want to assure you that we are working on a number of interventions to improve this and other end-of-line stations. We have conducted multiple site visits, initiated a conversation with the Azusa Police Department, and interviewed our frontline employees who work here, including our station ambassadors. As you know, these issues are symptomatic of the larger societal challenges related to people experiencing homelessness (PEH), mental health, and the drug crisis, and we are stepping up efforts to ensure appropriate activity within Metro stations and trains.

As stated in our recent presentation, these station improvements have included tactical environmental design interventions paired with a human-centered approach to offer supportive services to those in need and an increased cleaning regimen.

Specifically at APU/Citrus College Station, this has included the following:

- Daily HOME outreach from Monday through Friday at 7:00 AM each morning
    - Includes Multi-Disciplinary Teams (MDTs) consisting of:
        - Social workers
        - Mental health specialists
        - Substance use specialists
        - Outreach workers with lived experience
        - Healthcare workers
    - Resulted in nearly 100 enrollments into supportive services since October 2023
- Weekly high pressure washing and scrubbing of the station and parking structure
- Around-the-clock security and law enforcement partner presence, including resources to close the station after the last train of the service day, and specialized Mental Evaluation Teams (MET) from LASD

However, our work doesn't stop here. On April 18, 2024, our Station Experience team convened an onsite meeting at APU/Citrus College Station, which included representatives from our multilayered deployment, as well as the Chief of Police for the Azusa Police Department and his leadership team. The station walkthrough was very helpful, as we identified potential areas for improvement and collaboration. As part of this effort, Azusa PD has offered to work more closely with the Los Angeles County Sheriff's Department (LASD), our law enforcement partner at this station, on increased visibility of this station and the immediate area. Further, we identified several city light poles that were inoperable, and where we identified several individuals loitering in these dark areas. We have worked with your team to have those lights repaired so that visibility is uniform throughout the Metro station and surrounding area.

In May 2024, we will begin a new Parking Lot User Safety (PLUS) Program initiative, which will include an ambient sound device pilot within the parking structure designed to reinforce appropriate park and ride activity within the parking structure. We will be instituting this pilot in close coordination with LASD, Azusa PD, HOME Outreach, Transit Ambassadors, and Security.

As you noted, the challenges at APU/Citrus College Station are uniquely related to the end-of-line, and that the circumstances may change once the next A Line extension opens to Pomona. Therefore, we will continue to work on improving public safety and cleanliness with a commitment to pivot resources and tactics as we see changes in activity. Further, we were also informed that the Azusa Downtown Parking Structure that is jointly utilized by the City of Azusa has similar challenges as our end-of-line station at APU/Citrus College. We would be happy to work closely with you on how we can reimagine the parking structure utilization and oversight to better serve the City of Azusa community.

I want to thank you again for your comments and support for Metro. If you have any further feedback, please reach out to our Deputy Executive Officer of Station Experience, Stephen Tu, who is leading this effort. Stephen can be reached at 213-418-3005 or tus@metro.net.

May 2024 RBM General Public Comments

From: [redacted]
Sent: Tuesday, May 7, 2024 7:16 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Comments for Item 22 - Bridge to Farelessness Motion (if public comment is not allowed for this item, please move to General Public Comment)

Comments for Item 22 - Bridge to Farelessness Motion
If public comment is not allowed for this item, pleace consider the following as General Public Comment:

Mayor Karen Bass, and Metro Board of Directors,

My name is Libby Sarkin. I have been a resident of Los Angeles since 2002 when I moved here to complete my college education. I was overjoyed when the metro lines were first opened, bridging an opportunity to be more green, faster commute, and a chance to compete with other major global cities in transportation.

I am now a mom. Prior to being a mom, I worked as a child development specialist for 18 years with LA's autistic and special needs children. We always took the train. Whether for fun to ride the train, to get to the rose garden or natural history museum or even just to get to Union Station and walk to a park for a picnic, or go quickly to the beach and not deal with parking!!

I have just returned to La after my husband's job relocated us during the pandemic. We bought a beautiful home in Hyde park and I am thrilled my daughters will get to see and learn this amazing city.

I cannot for the life of me understand why not more is being done to improve the metro lines. The woman who was murdered, the accidents, the safety of the employees… I am saddened and frustrated. I live so close to E line and was excited to share the ease of transportation with my kids. I won't step foot on the trains now. It would be gambling mine and my kids lives.

More must be done to stop the dangerous, rule breaking people who demonstrate a disregard for authority and thus humanity and not allow them to ride the trains. Homeless or with home. More must be done to enforce a safe transport for all people of Los Angeles. Every major city in the world except ours has figured out methods to minimize dangerous crimes on trains, homeless living on trains and offer protection for those on trains.

I beg you to please make this a priority to make the necessary changes for the sake of Angelenos who not only depend on metro lines for their livelihood but for those who desire to leave less carbon footprint and enjoy public transport.

Thank you,
[redacted]
Sent from my iPhone

From: [redacted]
Sent: Friday, May 10, 2024 5:30 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: 🚶‍♀️🛴🚲🚋 Please Support Monthly Open Streets for LA County!

Dear Metro Board Members,

As an LA County resident who cares deeply about the health and safety of our streets, I urge the Board to fund at least one Open Streets event a month for calendar years 2024-2025.

A decade ago, the Metro Board of Directors had the foresight to create an Open Streets program, supporting the rise of transformational, car-free events like cicLAvia. These inspiring days have become among the most popular free gatherings in Los Angeles County. Yet they only occur a few times a year.

We can do better. Cities across the world host ciclovias weekly. Safe, open streets inspire Angelenos to walk, bike, and ride transit, supporting Metro's long-term goals. Please allocate additional funding to this important program to make open streets a monthly celebration of sustainable mobility in Los Angeles County.

Thank you,

[redacted]

From: [redacted]
Sent: Thursday, May 16, 2024 1:57 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Transit Safety and more

Hello Metro Board,

I have never thought to contact you before, but this morning's press conference on safety has motivated me. First, thank you for the updates on safety. I look forward to the Mayor's plans becoming reality.

As an infrequent rider on the system, I can add my voice to those who say I'd use it more if I felt safer. (It's the best way to get downtown for jury duty!) I'm sure you've heard multiples of times that it is usually the obviously mentally unstable, and possibly drug influenced, riders that make it feel, and be, unsafe. Most appear homeless, some might be in gangs. Many are not overtly threatening, but still manage to convey menace. Last summer on the subway, I watched an unhinged, unkempt, young man literally follow a young lady from seat to seat, berating her as his "girlfriend" who had apparently wronged him. Eventually some male passengers moved to stand near her (oddly, she appeared just as annoyed by them?), while several of us relaxed on her behalf when we saw this. It shouldn't have been needed. My guess is that for some a menacing appearance is a way to put off any interaction with fellow passengers. I think there's a feeling of power. But it's unnecessarily scary to the rest of us, who have no idea if there's intention behind the appearance, and just want to reach our destination in one piece, still in possession of everything we brought with us. We don't want to find out the hard way which threats are real. So, an increased presence of carefully trained law enforcement and other safety officers will definitely be a welcome sight. More cameras, also.

I totally agree, it would be very nice to just stop certain riders from getting on the busses and trains in the first place. But, how do we know who's legitimately got a place to go, versus who's just riding from station to station as a way to stay busy, or sleep, or any other possible nefarious reasons? How is this handled elsewhere?

However (sorry, there's always a however), a secondary issue, which I think is related, is cleanliness. The interiors are allowed to become absolutely filthy. I'm speaking mostly of the subway cars here. Not just the graffiti, and trash, which is disrespectful. But dirt, food, and bugs! After another subway passenger moved seats and pointed out why, I watched what looked like bedbugs crawling around the floor and up the wall. I've seen ants and cockroaches. Many seats are unusable, from spilled food and drink, and general grime. There's shoeprints on the seatbacks, and walls. If all modes of public transportation, the trains especially, were kept cleaner,

there might be a higher sense of pride for those riding, an unspoken agreement to keep it that way. One can hope?

How do other cities, especially in other countries, handle those issues? Some use social pressures to keep everyone on the same page, to care for what they have. It'd be nice if the general population of LA felt the same.

Again, thank you for making public and worker safety a higher priority. I look forward to seeing the statistics change for the better, so I can ride more often, with a new sense of security.

Respectfully,

[redacted]

From: [redacted]
Sent: Thursday, May 16, 2024 2:28 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Good afternoon

SEPTA Launches 3D Fare Gates Pilot Program with Conduent Transportation to Detect and Deter Fare Evasion

SEPTA Launches 3D Fare Gates Pilot Program with Conduent Transportation to Detect and Deter Fare Evasion

morningstar.com

Transit Solutions

Public Transit Management Solutions - Conduent Transportation

transportation.conduent.com

5 Reasons to Switch to Contactless Payments on Public Transport

5 Reasons to Switch to Contactless Payments on Public Transport

ridango.com

Contactless Ticketing For Public Transport: All You Need To Know

Contactless Ticketing For Public Transport: All You Need To Know

modeshift.com

Case studies

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Metro

MINUTES

Thursday, May 23, 2024

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Karen Bass, Chair
Fernando Dutra, 2nd Vice Chair
Kathryn Barger
James Butts
Jacquelyn Dupont-Walker
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Hilda Solis
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:21 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 9, 10, 13, 16, 17, 20, 21, 22, 23, and 28.

Consent Calendar items were approved by one motion and no items were held by a Director for discussion and/or separate action.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	Y	Y	Y	Y	A	Y	Y	A	Y	A	Y

**Voting Deviations:*
Item 6 – the following Directors were conflicted: JH, KB, and LH
Item 8 – the following Director was conflicted: KRB
Item 16 – the following Directors were conflicted: JH, HS, KY, and KRB

2. SUBJECT: MINUTES **2024-0351**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held April 25, 2024.

3. SUBJECT: REMARKS BY THE CHAIR **2024-0352**

RECEIVED remarks by the Chair.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	P	P	P	P	P	A	P	P	A	P	A	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER **2024-0353**

RECEIVED report by the Chief Executive Officer.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	P	P	P	P	P	A	P	P	A	P	A	P

****

KB = K. Barger	FD = F. Dutra	HJM = H.J. Mitchell	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	PK = P. Krekorian	HS = H. Solis	

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

5. SUBJECT: COMMUTER OPTIONS AND REGULATORY COMPLIANCE SUPPORT - REGIONAL RIDESHARE SOFTWARE AGREEMENT **2024-0165**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute a five-year Regional Rideshare Software Partnership Funding Agreement (Agreement) with the five bordering County Transportation Commissions for an estimated average annual budget of $224,798 per year, or a total not to exceed five-year amount of $1,123,986.

6. SUBJECT: NORTH HOLLYWOOD JOINT DEVELOPMENT **2024-0252**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer or designee to extend the existing Exclusive Negotiation Agreement and Planning Document with NOHO Development Associates, LLC, a Delaware limited liability company (Developer) for the North Hollywood Joint Development Project for an additional six (6) months.

7. SUBJECT: REGIONAL RAIL ON-CALL SERVICES **2024-0021**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to EXECUTE:

A. Modification No. 2 to the Regional Rail Engineering and Design On-Call Services Contract Nos. AE56750000 through AE56750004 to exercise the first one-year option term in the amount of $2 million increasing the not-to-exceed (NTE) cumulative contract amount from $11 million to $13 million and extending the period of performance from August 14, 2024, to August 13, 2025;

B. Modification No. 2 to the Regional Rail Project Management On-Call Services Contract Nos. AE5664300001, AE5664300102, AE5664300202, and AE5664300302 to exercise the first one-year option term in the amount of $2 million increasing the NTE cumulative contract amount from $10 million to $12 million and extending the period of performance from August 14, 2024, to August 13, 2025; and

C. Individual task orders for Engineering and Design On-Call services in the cumulative NTE amount of $13 million and for Project Management On-Call services in the cumulative NTE amount of $12 million.

8. SUBJECT: DUARTE/CITY OF HOPE STATION JOINT DEVELOPMENT **2023-0448**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute an 18-month Exclusive Negotiation Agreement and Planning Document (ENA), with the option to extend for an additional two, 12-month periods, with Jamboree Housing Corporation (Developer) for the development of Metro-owned property at the Duarte/City of Hope A Line Station (Site), subject to resolution of all properly submitted protest(s), if any.

9. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - SAN GABRIEL VALLEY SUBREGION **2024-0232**

APPROVED ON CONSENT CALENDAR:

A. inter-program borrowing and programming of $5,543,000 from Measure M Multi-Year Subregional Program (MSP) - Highway Demand Based Programs to Measure M MSP - Highway Efficiency Program to support grade separation projects;

B. programming of an additional $124,800 for Planning Activities for Measure M MSP; and

C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

10. SUBJECT: HIGH DESERT CORRIDOR FY25 WORK PROGRAM **2024-0084**

APPROVED ON CONSENT CALENDAR:

A. $4,374,000 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way acquisition to be repurposed to the High Desert Corridor (HDC) Joint Powers Agency (JPA) for the Fiscal Year (FY) 2025 work program;

B. $2,200,000 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way acquisition to be repurposed to complete the HDMC High Speed Rail (HSR) Service Development Plan (SDP); and

C. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary funding agreements with the HDC JPA.

11. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 - PROJECT APPROVAL AND CERTIFICATION OF FINAL ENVIRONMENTAL IMPACT REPORT **2024-0190**

APPROVED:

A. the Board selected full nine-mile Eastside Transit Corridor Phase 2 with the Lambert Station in the City of Whittier as the terminus for the Project;

B. the refinement to the Board selected Locally Preferred Alternative (LPA), a 4.6-mile extension of the existing Metro E-Line to

(continued on next page)

(Item 11 – continued from previous page)

Greenwood Station as the Initial Operating Segment; with design options for Atlantic/Pomona (open underground station) and Greenwood Station (at-grade) and a Maintenance and Storage Facility (including both at-grade and aerial yard lead design options) located in the City of Montebello;

C. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (EIR);

D. ADOPTING, in accordance with CEQA, the:
   1. Findings of Fact and Statement of Overriding Considerations, and
   2. Mitigation Monitoring and Reporting Plan (MMRP); and

E. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	Y	A	Y	Y	A	Y	Y	A	Y	A	Y

13. SUBJECT: FY25 AUDIT PLAN **2024-0256**

ADOPTED ON CONSENT CALENDAR the Fiscal Year 2025 (FY25) Proposed Annual Audit Plan.

14. SUBJECT: TAP PLUS **2023-0617**

CARRIED OVER TO JUNE 2024:

~~AUTHORIZE the Chief Executive Officer to:~~

~~A. EXECUTE Modification No. 176 to Contract No. OP02461010001, with Cubic Transportation Systems, Inc. ("Cubic"), in the amount of $66,423,946 for upgrading the current fare payment system to include open payment and account-based functionality and expand its capabilities to improve the customer experience, including acceptance of credit and debit cards as payment on buses and at rail stations for 27 Los Angeles County transit agencies;~~

~~B. EXECUTE Modification No. 155.02 to Contract No. OP02461010MAINT000, with Cubic Transportation Systems, Inc. ("Cubic"), in the amount of $78,883,737 to support the current fare collection system, as well as the upgrade, and to extend the period of performance for an additional four years from January 1, 2025 to December 31, 2028; and,~~

(continued on next page)

(Item 14 – continued from previous page)

~~C. NEGOTIATE and execute all agreements, contract awards, including contract modifications, not to exceed $6.5 million for software development and/or integration to implement open payment and account-based functionality.~~

~~D. AMEND the FY25 Budget by $33,000,000 to accommodate for the cash flow requirements of FY25 for the first-year implementation of the TAP Plus project.~~

14.1. SUBJECT: EXPANDING THE LIFE PROGRAM THROUGH TECHNOLOGY MOTION **2024-0367**

CARRIED OVER TO JUNE 2024:

~~APPROVE Motion by Mitchell, Sandoval, Solis, Najarian, Dupont-Walker, and Bass that the Board direct the Chief Executive Officer to:~~

~~A. Include social benefit cards as fare media as part of Phase II account-based system launch of TAP Plus. If unable to implement as part of Phase II launch, report to the Board on reasons for the delay.~~

~~B. Coordinate with relevant federal, state, and County agencies, such as the Los Angeles County Department of Public Social Services, to make necessary technical and system upgrades to TAP in order to:~~

~~1. Enroll members into LIFE upon qualification without undergoing an additional LIFE application; and~~

~~2. Enable social benefit cards (when upgraded to contactless EMV – Europay, Master card, Visa) to be used in lieu of Metro fare media to access the Metro's system and LIFE's free and discounted rides.~~

~~C. Report back in September 2024 with an update on the LIFE program enrollment strategy and TAP system upgrades, including a progress update on the above that includes but is not limited to:~~

~~1. Social benefit programs identified for automatic LIFE enrollment, including availability of a social benefit card;~~

~~2. Technical and system upgrades along with supportive state or federal legislative actions required to enable utilization of social benefit cards as fare media by respective social benefit programs;~~

~~3. Capabilities and upgrade requirements to Metro's TAP system to use social benefit cards;~~

(continued on next page)

~~4. A plan to implement automatic LIFE enrollment and social benefit card utilization as fare media~~

~~D. Include in all future board reports on TAP Plus upgrades a specific section outlining progress on enabling TAP system compatibility with social benefit card utilization as fare media.~~

15. SUBJECT: FISCAL YEAR 2025 (FY25) PROPOSED BUDGET **2024-0227**

APPROVED:

A. ADOPTING the proposed FY25 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net <https://www.metro.net/about/financebudget/>);

1. AUTHORIZING $9.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals;

2. AUTHORIZING a total of 11,283 FTEs, of which 9,275 are Represented FTEs and 2,008 are Non-Represented FTEs;

3. AUTHORIZING an average 4% performance-based merit increase for Non-Represented employees;

4. AMENDING the proposed budget to include $16.4 million for the federal fund awarded to Metro from the Reconnecting Communities and Neighborhoods (RCN) grant for the first set of projects from the Games Mobility Concept Plan;

5. AMENDING the proposed budget to include $3.5 million in FY25 for the Operations Central Instruction (OCI) project and approve a Life-of-Project (LOP) budget of $24.5 million, which will centralize training and onboarding for Bus Operators and essential front-line staff;

6. the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding $5.0 million are presented in;

7. AMENDING the proposed budget to include any Board approved actions currently under consideration from now to the end of the fiscal year (June 30, 2024);

~~B. APPROVING the programming of $10 million in Measure M funds for the SR-71 Project to support design activities for the SR-71 North Segment project; and~~

(continued on next page)

(Item 15 – continued from previous page)

C. the Reimbursement Resolution declaring Metro's intention to issue debt in FY25 for capital projects, with the provision that actual debt issuance will require separate Board approval.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	Y	A	Y	Y	A	Y	Y	A	Y	A	Y

CARRIED OVER TO JUNE 2024:

B. APPROVING the programming of $10 million in Measure M funds for the SR-71 Project to support design activities for the SR-71 North Segment project.

15.1. SUBJECT: ENHANCING METRO'S MULTI-LAYERED PUBLIC SAFETY PRESENCE AND RESPONSE MOTION **2024-0360**

APPROVED Motion by Horvath, Hahn, Dutra, Butts, and Solis, as amended by Barger that the Board direct the Chief Executive Officer to:

A. Invite the multi-agency law enforcement partners (LASD, LAPD, LBPD) to participate in a discussion about public safety on the Metro system at the June 2024 Board Meeting, to include, but not be limited to discussion of staffing and deployment levels; system-wide coverage and response times; interagency coordination; an analysis of high-profile incidences; and efforts to provide a safe and comfortable riding experience;

B. Report back at the June 2024 Board Meeting with a per hour cost analysis for law enforcement personnel (LASD, LAPD, LBPD) transit security officers, private security and transit ambassadors, including an assessment of the number of security personnel, coverage levels, and visible staff presence to achieve optimal coverage and to address ongoing safety concerns; and

BARGER AMENDMENT:

C. As part of the June discussion, the law enforcement partners shall be prepared to discuss an enhanced role, and how they would be able to exercise those roles and responsibilities in a way that ensures code of conduct violators are not criminalized.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	Y	A	Y	Y	A	Y	Y	A	Y	A	Y

16. SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT - FINAL DESIGN SERVICES **2024-0063**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD Contract No. AE112357000 to prepare Plans, Specifications, and Estimates (PS&E) for the North Hollywood to Pasadena Bus Rapid Transit Project (Project) to HDR Engineering, Inc., in the amount of $29,846,544 subject to resolution of properly submitted protest(s), if any; and

B. EXECUTE individual Contract Modifications within the CEO's Board approved authority.

17. SUBJECT: PURPLE (D LINE) EXTENSION PROJECT SECTION 1 **2023-0397**

APPROVED ON CONSENT CALENDAR amending the Life-of-Project (LOP) budget for the Purple (D Line) Extension Project Section 1 (Project) by $225,000,000 from $3,128,879,593 to $3,353,879,593 using the fund sources and consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy.

20. SUBJECT: ELEVATOR AND ESCALATOR CONSULTING SERVICES **2024-0082**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. OP1107770008370 to ATIS Elevator Inspections, LLC (ATIS) to provide regular and as-needed elevator and escalator consulting services systemwide, in the not-to-exceed (NTE) amount of $1,015,470 for the three-year base period, $390,590 for option year one, and $385,990 for option year two, for a total combined NTE amount of $1,792,050, effective July 1, 2024, subject to resolution of any properly submitted protest(s), if any.

21. SUBJECT: P3010 LIGHT RAIL VEHICLE COMPONENT OVERHAUL OF TRUCK SYSTEMS (POWER AND NON-POWER AXLE) ASSEMBLIES **2024-0186**

APPROVED ON CONSENT CALENDAR:

A. AMENDING the Life of Project Budget for the P3010 Fleet Component Overhaul project by $14,542,000 for a total of $50,532,000; and

B. AUTHORIZING the Chief Executive Officer to award a firm fixed price Contract No. MA101250000 to ORX Railway Corporation for transporting, inspecting, overhauling, and testing a total of 257 P3010 fleet truck systems assemblies including 88 individual gear unit spares for a firm fixed price amount of $39,551,971.00, for a period of 49 months after the issuance of Notice to Proceed, subject to the resolution of any properly submitted protest(s), if any.

22. SUBJECT: LANDSCAPE AND IRRIGATION MAINTENANCE SERVICES FOR REGIONS 1, 2 AND 3 **2024-0203**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a firm fixed unit rate Contract No. OP91244-20008370, for Regions 1 and 2, to Woods Maintenance Services, Inc. to provide landscape and irrigation maintenance services in the not-to-exceed (NTE) amount of $16,988,820 for the three-year base term, and $12,761,800 for the one, two-year option term, for a total combined NTE amount of $29,750,620, effective July 1, 2024, subject to resolution of any properly submitted protest(s), if any; and

B. AWARD a firm fixed unit rate Contract No. OP91244-20018370 for Region 3 to Parkwood Landscape Maintenance, Inc. to provide landscape and irrigation maintenance services in the NTE amount of $6,451,745 for the three-year base term, and $4,486,560 for the one, two-year option term, for a combined NTE amount of $10,938,305, effective July 1, 2024, subject to resolution of any properly submitted protest(s), if any; and

C. EXECUTE individual contract modifications within the Board approved contract modification authority.

23. SUBJECT: BUS DIVISIONS AND FACILITIES FIRE ALARM MODERNIZATION **2024-0207**

APPROVED ON CONSENT CALENDAR an increase to the Life-of-Project (LOP) budget for the Bus Divisions and Facilities Fire Alarm Modernization Project by $6,356,000, increasing the LOP budget from $3,474,000 to $9,830,000.

28. SUBJECT: MEMBERSHIP ON METRO'S GATEWAY CITIES SERVICE COUNCIL **2024-0233**

APPROVED ON CONSENT CALENDAR nominees for membership on Metro's Gateway Cities Service Council.

30. SUBJECT: PROPOSED PROJECT AND LOCALLY PREFERRED ALTERNATIVE FOR THE C LINE EXTENSION TO TORRANCE **2024-0272**

APPROVED AS AMENDED:

A. the 170th/182nd Grade-Separated Light Rail Transit Alternative, also referred to as the Hybrid Alternative, as the Proposed Project for the Environmental Impact Report (EIR) and Locally Preferred Alternative (LPA) for the Metro C (Green) Line Extension to Torrance Project (Project); and

B. AUTHORIZING the preparation of the Final EIR through the California Environmental Quality Act (CEQA) based on the LPA.

(continued on next page)

(Item 30 – continued from previous page)

BUTTS AMENDMENT:

A. Approve the staff recommendation on the LPA and continue the EIR process in compliance with CEQA;

B. Complete studies to respond fully to public comments received on the ROW and Hawthorne Blvd Alignments in the Final EIR; and

C. Continue to develop refined cost estimates for the LPA on the ROW alignment and develop a refined funding plan that includes the identification of all federal, state, and local funding sources to implement the project.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	Y	Y	Y	Y	A	Y	Y	A	Y	A	Y

31. SUBJECT: METRO PUBLIC SAFETY SURGE MOTION 2024-0365

APPROVED Motion by Bass, Barger, Hahn, Solis, Najarian, and Yaroslavsky that the Board direct the Chief Executive Officer to:

A. Increase the daily planned deployment of public safety personnel, adjusting deployment to focus on the rail cars, buses, and stations with the highest incidents of crime and public safety issues so that riders and frontline employees feel safe.

B. Direct public safety personnel, including Los Angeles Police Department, Los Angeles Sheriff's Department, Long Beach Police Department, and Metro Transit Security officers to be physically present on buses and trains.

C. Direct public safety personnel to proactively walk through rail cars and ride buses. Public safety personnel must also schedule overlapping or staggered shift times to ensure continuity and avoid gaps in coverage.

D. Establish a unified command led by Metro's Systems Security & Law Enforcement Department, with representation from all public safety resources.

E. Ensure that cellular service is enabled and working at all underground metro rail stations, on the platforms, and during transit throughout the rail system, and bolster education and awareness of Metro's Transit Watch Mobile App so riders can directly access an emergency response.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	Y	A	Y	Y	A	Y	Y	A	Y	A	Y

32. SUBJECT: STATE AND FEDERAL REPORT **2024-0259**

CARRIED OVER TO JUNE 2024:

~~RECEIVE AND FILE May 2024 State and Federal Legislative Report.~~

33. SUBJECT: CLOSED SESSION **2024-0361**

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

1. Robert James v. LACMTA, LASC Case No. 22STCV26199

APPROVED settlement in the amount of $300,000.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	Y	A	Y	Y	A	Y	Y	A	Y	A	Y

2. Pastor Ortiz, et al. v. LACMTA, LASC Case No. 21STCV13418

APPROVED settlement in the amount of $280,000.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	Y	A	Y	Y	A	Y	Y	A	Y	A	Y

3. Elias Pineda v. LACMTA, LASC Case No. 21STCV02225

APPROVED settlement in the amount of $300,000.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	Y	Y	A	Y	Y	A	Y	Y	A	Y	A	Y

B.1. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(2)

Significant Exposure to Litigation (One case)

NO REPORT.

B.2. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)

Initiation of Litigation (One case)

NO REPORT.

(continued on next page)

(Item 33 – continued from previous page)

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

Agency Designated Representative: Cristian Leiva and Ilyssa DeCasperis (or designees).
Employee Organizations: ATU, AFSCME, TCU, and Teamsters

NO REPORT.

ADJOURNED AT 4:53 P.M.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration

Collette Langston, Board Clerk

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

Metro

Board Report

File #: 2024-0332, **File Type:** Formula Allocation / Local Return **Agenda Number:** 6.

FINANCE, BUDGET, AND AUDIT COMMITTEE
JUNE 20, 2024

SUBJECT: LOCAL RETURN PROPOSITION A AND MEASURE R CAPITAL RESERVE - PALMDALE AND SOUTH PASADENA

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Account as approved; and

B. ESTABLISHING new Local Return funded Capital Reserve Accounts for the Cities of Palmdale (Proposition A), and South Pasadena (Measure R) (Attachment A).

ISSUE

A local jurisdiction may need additional time to accumulate sufficient funding to implement a project, or to avoid lapsing of funds. Similar to previous years, many cities require a lapsing extension due to the limited spending caused by project delays that occurred during the pandemic.

BACKGROUND

According to the Local Return Guidelines, Board approval is required to extend the deadline for lapsing Local Return funds. Typically, the local jurisdiction requests that funding be dedicated in a Capital Reserve Account. Once approved, a local jurisdiction may be allowed additional years to accumulate and expend its Local Return funds from the date that the funds are made available.

DISCUSSION

Staff uses a First-In-First-Out (FIFO) calculation to determine if a city may be in jeopardy of losing their Local Return funds. Proposition A and Proposition C utilize a “three year plus current year” period for a total of four years for the timely use of funds requirement. Measure R and Measure M

utilize a five-year period for the timely use of funds requirement.

Considerations
Capital Reserve Accounts are permitted with approval from the Board of Directors. These accounts may be established so that Los Angeles County local jurisdictions may extend the life of their Local Return revenue to accommodate longer term financial and planning commitments for specific capital projects.

Should Local Return funds lapse due to time constraints, per Local Return Guidelines, those lapsed funds would them be returned to Metro so that the Board may redistribute the funds to jurisdictions for discretionary programs of county-wide significance or redistribute to each Los Angeles County local jurisdiction by formula on a per capita basis.

The City of Palmdale has an existing large project that has experienced project delays, and as a result may lapse some of its funding. The time extension is needed to avoid losing its project funds. These streets cover vast areas of Palmdale and need repair. The City of South Pasadena is a small city that needs the time extension to accumulate more Local Return funds to complete its street improvement project for their Pavement Management System.

DETERMINATION OF SAFETY IMPACT

Approval of the new Capital Reserve Accounts will allow for Street and Road improvement projects, that would provide additional safety features for local communities.

FINANCIAL IMPACT

Adoption of staff recommendations would have no impact on the Metro Budget, or on Metro's Financial Statements. The Capital Reserve Account funds originate from Propositions A and Measures R funds. As specified by the ordinances, these funds are allocated to and held by each Los Angeles County local jurisdiction by formula. Some of the city's funds could lapse due to time constraints, and other cities with small apportionments may need additional time to accumulate the needed funds for capital projects.

Impact to Budget
Adoption of staff recommendations would have no impact on the Metro Budget as these funds have been previously disbursed to the cities. These funds are not eligible for Metro bus and rail operations.

EQUITY PLATFORM

Under Board-adopted guidelines, this item enables the programming of funds to recipients to support the implementation of various transportation projects and improvements throughout the region. For Palmdale and South Pasadena, these projects will provide better street conditions to enhance mobility for pedestrians, cyclists, transit users, and individuals with disabilities. Palmdale, especially,

is a vast city with 37% of its population residing in Equity Focus Communities. Through the process of public input, the engagement during local decision making and project implementation, cities and unincorporated areas of the county are empowered to appropriately and equitably address the needs of their communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro's Strategic Plan Goals #1 and #2 by improving mobility, ease of travel, and safety. The local jurisdictions' improvement projects to be funded by their apportionments presented in Attachment A, will assist in achieving those goals.

ALTERNATIVES CONSIDERED

Should the Board choose not to approve the recommendations above, which staff does not recommend, the cities may not be able to accumulate sufficient funds necessary to implement the capital projects as described in Attachment A and the projects may not be constructed in a timely manner.

NEXT STEPS

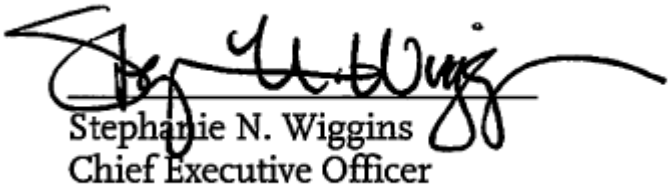
With the Board's approval of the recommendation, staff will negotiate and execute all necessary agreements between Metro and the listed cities for their Capital Reserve Accounts as approved. Staff will continue to monitor the accounts, including the annual Local Return audit, to ensure that the cities comply with the Local Return Guidelines and the terms of the agreement.

ATTACHMENTS

Attachment A - Project Summary for Proposed Capital Reserve Accounts

Prepared by: Susan Richan, Director, Budget (213) 922-3017
Cosette Stark, Deputy Executive Officer, Finance, (213) 922-2822

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

PROPOSED CAPITAL RESERVE ACCOUNTS
(Project Summary)

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Palmdale (New)	Project: Asphalt Rubber Aggregate Membrane (ARAM) Cape Seal Street Improvement Project Justification: The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds	$5,000,000	Prop C 20% Local Return Potential lapse of $200,000	6/30/29
City of South Pasadena (New)	Project: Street Repairs per Pavement Management System Justification: The capital reserve will assist in the completion of this long-term project and in the non-lapsing of funds	$85,000	Measure R 15% Local Return Potential lapse of $85,000	6/30/29

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

Metro

Board Report

File #: 2024-0333, **File Type:** Resolution **Agenda Number:** 7.

FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 20, 2024

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

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT:

A. Findings and Recommendations (Attachment A) for allocating fiscal year 2025 (FY25), Transportation Development Act (TDA) Article 8 funds estimated (Attachment B) at $42,918,656 as follows:

1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet. Therefore TDA Article 8 funds in the amount of $202,757 may be used for street and road projects or transit projects;

2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale, and the unincorporated portions of North County, transit needs can be met by using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of $10,490,346 and $10,039,029 (Lancaster and Palmdale, respectively) may be used for street and road projects or transit projects as long as their transit needs continue to be met;

3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of $13,956,331 for the City of Santa Clarita may be used for street and road projects or transit projects as long as their transit needs continue to be met;

4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of $8,230,193 may be used for street and road projects or transit projects as long as their transit needs continue to be met; and

B. A resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

ISSUE

State law requires that the Los Angeles County Metropolitan Transportation Authority (Metro) make findings regarding unmet transit needs in areas outside Metro's service area. If there are unmet transit needs that are reasonable to meet, then these needs must be met before TDA Article 8 funds may be allocated for street and road purposes.

BACKGROUND

Under the State of California TDA Article 8 statute, state transportation funds are allocated to the portions of Los Angeles County outside Metro's service area. These funds are for "unmet transit needs that may be reasonable to meet." However, if no such needs exist, the funds can be spent for street and road purposes. See Attachment D for a summary of the history of TDA Article 8 and definitions of unmet transit needs.

Before allocating TDA Article 8 funds, the Act requires Metro to conduct a public hearing process (Attachment E). If there are determinations that there are unmet transit needs, which are reasonable to meet and Metro adopts such a finding, then these transit needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, Metro must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment C presents the FY25 Resolution. The proposed findings and recommendations are based on the results of the public hearing process and the recommendations of the Social Service Transportation Advisory Council (SSTAC) and the Hearing Board.

Bus Stop Improvements

Starting in FY20 and continuing to current fiscal year, the City of Santa Clarita launched bus stop improvement projects in which benches, shelters, and shade structures were installed or replaced throughout the service area. The second round of bus stop improvements focuses on refurbishing and replacing real-time electronic signage at the bus stops (700 bus stops).

AVTA continues to work with the cities of Lancaster and Palmdale, on new bus shelters, amenities, and improvements throughout AVTA service area. Currently, both Lancaster and Palmdale purchase shelters, conduct the planning and engineering of the shelter locations, and AVTA staff handles the installation/maintenance of shelters and trash cans. In FY24, AVTA continued safety improvements on shelters by adding solar lighting on shelters in the cities and the rural areas that need additional lighting. This year, AVTA also added real-time electronic signage at two new transit centers.

DISCUSSION

Findings

Staff has followed state law in conducting public hearings and obtaining input from the SSTAC

regarding unmet transit needs. The SSTAC is comprised of riders representing seniors, people with disabilities as well as social service providers and other interested parties in the North County areas.

- Attachment F summarizes the recommendations made and actions taken by area transit agencies during FY2024 (for the FY25 allocation estimates)
- Attachment A is the proposed recommendations of the FY25 SSTAC.

On May 13, 2024, the TDA Article 8 Hearing Board was convened on behalf of the Metro Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

Funds will be released for allocation to the eligible jurisdictions upon:
1. Transmittal of the Metro Board-adopted findings and recommendations,
2. Transmittal of public hearing documentation to Caltrans, and
3. Caltrans approval

A delay in adopting the findings, recommendations, and the resolution contained in Attachments A and C would delay the allocation of $42,918,656 in TDA Article 8 funds to the recipient local jurisdictions.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

FINANCIAL IMPACT

The TDA Article 8 funds for FY25 are estimated at $42,918,656 (Attachment B). The funding for this action is included in the FY25 Adopted Budget in cost center 0443, project number 410059 TDA Subsides - Article 8. TDA Article 8 funds are state sales tax revenues designated, by law, for use by Los Angeles County local jurisdictions outside Metro’s service area. Metro allocates TDA Article 8 funds based on population and disburses them monthly, once each jurisdiction’s claim form is received, reviewed, and approved.

EQUITY PLATFORM

This process is set by the State and is approved by Caltrans prior to release of the funds, including allocation of funds based on jurisdiction population and local control of eligible expenditure decisions. On March 5, 2024, in-person and virtual public hearings were conducted in Palmdale/Lancaster and Santa Clarita, and on March 19, 2024, in the City of Avalon, in conjunction with their council meeting. The public hearing notices were posted in the Daily News and La Opinión in each jurisdiction and the

local papers in Antelope Valley, Santa Clarita, San Fernando Valley, Catalina Island, and Long Beach. Additionally, notifications were sent to all the businesses in the area. Santa Clarita Transit published the notice on their system and posted notices in the public areas of the cities. Avalon included the posting in their social media outlets. All hearings offered a Spanish interpreter, and all the public hearing spaces were American with Disabilities Act (ADA) accessible. In addition, members of the public had a chance to participate virtually.

After the comment period, staff convened the SSTAC consisting of representatives from the senior (65 and older) and disability communities. Per law, staff included representatives from community-based organizations that assist seniors, people with low incomes, and people with disabilities. This meeting was hybrid, allowing attendees to participate in-person or online. A Spanish language interpreter was also present for this meeting. Based on the public hearing process, no unmet transit needs were identified in the above jurisdictions. There are no equity impacts anticipated as a result of this action.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goals 2 and 4 by improving mobility, ease of travel and safety. Per state requirement, the TDA funds are allotted to the municipal and Tier II operators to support the operation of their services countywide.

ALTERNATIVES CONSIDERED

The Board of Directors could adopt findings or conditions other than those developed in consultation with the Hearing Board, with input from the state required SSTAC (Attachment A), and through the public hearing process. However, this is not recommended because adopting the proposed findings and recommendations made by the SSTAC and adopted by the Hearing Board have been developed through a public hearing process, as described in Attachment E, and in accordance with the TDA statutory requirements.

NEXT STEPS

Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, we will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

ATTACHMENTS

Attachment A - FY25 Proposed Findings and Recommended Actions
Attachment B - TDA Article 8 Apportionments: Estimates for FY25

Attachment C - FY25 TDA Article 8 Resolution
Attachment D - History of TDA Article 8 and Definitions of Unmet Transit Needs
Attachment E - TDA Article 8 Public Hearing Process
Attachment F - Summary of Recommendations and Actions Taken

Prepared by: Armineh Saint, Director, Budget (213) 922-2369
Cosette Stark, Deputy Executive Officer, Finance (213) 922- 2822

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

Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

FY25 TDA ARTICLE 8

HEARING BOARD AND

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL

PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

- Proposed Findings - In the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.

- Recommended Actions - City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ANTELOPE VALLEY AREA

- Proposed Findings – There are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

- Recommended Actions – Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - There are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

- Recommended Actions - Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.

ATTACHMENT B

Los Angeles County Metropolitan Transportation Authority
FY25 TDA ARTICLE 8 APPORTIONMENTS
(Transit/Streets & Highways)

AGENCY		POPULATION [1]	ARTICLE 8 PERCENTAGE		ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon		3,351	0.47%	$	202,757
Lancaster		173,376	24.44%		10,490,346
Palmdale		165,917	23.39%		10,039,029
Santa Clarita		230,659	32.52%		13,956,331
LA County Unincorporated	[2]	136,022	19.18%		8,230,193
Total		709,325	100.00%	$	42,918,656
			Estimated Revenues:	$	42,918,656

[1] Population estimates are based on the State of California Department of Finance's (DOF) 2023 population estimates.
[2] The Unincorporated Population figure is based on 2007 estimates by Urban Research.

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY MAKING A DETERMINATION AS TO UNMET PUBLIC TRANSPORTATION NEEDS IN LOS ANGELES COUNTY FOR FISCAL YEAR 2025

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles and is, therefore, responsible for the administration of the Transportation Development Act, Public Utilities Code Section 99200 et seq.; and

WHEREAS, under Sections 99238, 99238.5, 99401.5 and 99401.6, of the Public Utilities Code, before any allocations are made for local street and road use, a public hearing must be held and from a review of the testimony and written comments received and the adopted Regional Transportation Plan, make a finding that 1) there are no unmet transit needs; 2) there are no unmet transit needs that are reasonable to meet; or 3) there are unmet transit needs, including needs that are reasonable to meet; and

WHEREAS, at its meetings of June 25, 1998 and June 24, 1999, the Board of Directors approved definitions of unmet transit need and reasonable to meet transit need; and

WHEREAS, public hearings were held by LACMTA in Los Angeles County in Palmdale/Lancaster on March 5, 2024, Santa Clarita on March 5, 2024 and in Avalon on March 19, 2024, after sufficient public notice of intent was given, at which time public testimony had the opportunity to be made and received; and

WHEREAS, a Social Service Transportation Advisory Council (SSTAC) was formed by LACMTA and has recommended actions to meet the transit needs in the areas outside the LACMTA service area; and

WHEREAS, a Hearing Board was appointed by LACMTA, and has considered the results of the public hearing process and the recommendations of the SSTAC; and

WHEREAS, the SSTAC and Hearing Board reaffirmed the definitions of unmet transit need and reasonable to meet transit need; and

WHEREAS, staff in consultation with the Hearing Board recommends the finding that in the City of Avalon there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects; and

WHEREAS, staff in consultation with the Hearing Board recommends the finding that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects; and

WHEREAS, staff in consultation with the Hearing Board recommends the finding that there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

NOW THEREFORE,

1.0 The Board of Directors approves on an on-going basis the definition of Unmet Transit Needs as any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services; and the definition of Reasonable to Meet Transit Need as any unmet transit needs that can be met, in whole or in part, through the allocation of available transit revenue and be operated in a cost efficient and service effective manner, without negatively impacting existing public and private transit options.

2.0 The Board hereby finds that, in the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

3.0 The Board hereby finds that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

4.0 The Board hereby finds that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

C E R T I F I C A T I O N

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, June 27, 2024.

_____
COLLETTE LANGSTON
LACMTA Board Clerk

DATED: June 27, 2024

ATTACHMENT D

History of Transportation Development Act (TDA) 8

The Mills-Alquist-Deddeh act, better known as the Transportation Development Act (SB325), was enacted in 1971 to provide funding for transit or non-transit related purposes that comply with regional transportation plans. Funding for Article 8 was included in the original bill.

In 1992, after the consolidation of SCRTD and LACTC, AB1136 (Knight) was enacted to continue the flow of TDA 8 funds to outlying cities which were outside of the SCRTD's service area.

Permanent Adoption of Unmet Transit Needs Definitions

Definitions of Unmet Transit Need and Reasonable to Meet Transit Need were originally developed by the SSTAC and Hearing Board and adopted by Metro Board Resolution in May 1997 as follows:

- Unmet Transit Need - any transportation need, identified through the public hearing process, that could be met through the implementation or improvement of transit or paratransit services.

- Reasonable to Meet Transit Need - any unmet transit need that can be met, in whole or in part, through the allocation of additional transit revenue and be operated in a cost-efficient and service-effective manner, without negatively impacting existing public and private transit options.

Based on discussions with and recommendations from Caltrans Headquarters' staff, these definitions have been adopted on an ongoing basis by the resolution. The Metro Board did approve the definitions of unmet transit need and reasonable to meet transit need at its meetings held on June 25, 1998 and June 24, 1999.

These definitions will continue to be used each year until further action by the Metro Board.

ATTACHMENT E

TDA ARTICLE 8 PUBLIC HEARING PROCESS

Article 8 of the California Transportation Development Act (TDA) requires annual public hearings in those portions of the County that are not within the Metro transit service area. The purpose of the hearings is to determine whether there are unmet transit needs which are reasonable to meet. We established a Hearing Board to conduct the hearings on its behalf in locations convenient to the residents of the affected local jurisdictions. The Hearing Board, in consultation with staff, also makes recommendations to the Board of Directors for adoption: 1) a finding regarding whether there are unmet transit needs that are reasonable to meet; and 2) recommended actions to meet the unmet transit needs, if any.

In addition to public hearing testimony, the Hearing Board received input from the Social Service Transportation Advisory Council (SSTAC), created by state law and appointed by staff, to review public hearing testimony and written comments and, from this information, identify unmet transit needs in the jurisdictions.

FY25 Hearing Board:

Dave Perry represented Supervisor Kathryn Barger
Marvin Crist, Vice Mayor, City of Lancaster
Eric Ohlsen, Council member, City of Palmdale
Richard Loa, Mayor Pro Tem, City of Palmdale represented the North County
Cameron Smyth, Mayor, City of Santa Clarita
Bill Miranda, Mayor Pro Tem, City of Santa Clarita represented Santa Clarita Valley

Also, membership was formed on the FY25 Social Service Transportation Advisory Council (SSTAC) required of the *Transportation Development Act Statutes and California Code of Regulations*. Staff had adequate representation of the local service providers and represented jurisdictions, therefore the SSTAC meeting convened with proposed recommendations as included in Attachment A.

Hearing and Meeting Dates

In-person and virtual public hearings were held by the Hearing Board in Santa Clarita and the North County areas on March 5, 2024, as well as in Avalon in conjunction with the Council meeting on March 19, 2024. No members of the public attended the public hearings nor were there any comments submitted during the public comment period.

The SSTAC met on April 29, 2024. Attachment A contains the SSTAC's recommendations, which were considered by the Hearing Board at its May 13, 2024 meeting.

ATTACHMENT F

Antelope Valley Transit Authority

Board of Directors

Chairman
Marvin Crist
City of Lancaster

Vice Chair
Dianne M. Knippel
County of Los Angeles

Director
Richard Loa
City of Palmdale

Director
Eric Ohlsen
City of Palmdale

Director
Raj Malhi
City of Lancaster

Director
Michelle Flanagan
County of Los Angeles

Executive Director/CEO
Martin J. Tompkins

March 5, 2024

TDA Article 8 Hearing Board Chair
c/o Armineh Saint, Program Manager
Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, California 90012

RE: Fiscal Year 2023/2024 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

At the 2023 TDA Article 8 Unmet Needs Hearing, the Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be addressed through existing funding sources. During the 2023 Hearing, some comments regarding AVTA's services and facilities were received from the public and are addressed below, as well as updates on current service improvements and FY25 projects.

Responses to Public Testimony and Written Comments

Item #2.1, AVTA Route 1 leaves Palmdale Transit Center at 10:35 pm, five minutes before the last Metrolink train arrives (10:40pm): The new Metrolink train schedule doesn't arrive at 10:40pm any longer. Metrolink eliminated the 10:35pm train in their current schedule. This new schedule eliminates this issue.

Item # 2.2, AVTA Route 4 has an hour and half gap, which requires the use of two tickets: AVTA Route 4 currently runs on 60 minutes headways. AVTA's two-hour free transfers can be used in this situation. AVTA will review our two-hour free transfer policy to ensure that it meets the needs it was designed to meet.

Item #2.4, Add Antelope Valley Transit Authority 790 service on weekends. To fill the service gaps that currently Metrolink doesn't fulfill & expand service hours and lengths.: AVTA Route 790 is a commuter route designed to better connect commuters using Metrolink during the work week. AVTA commuter routes do not run on the weekends.

Service Improvements:

FY24 Projects:

AVTA also continues our efforts to replace all existing gas-powered service and support vehicles with EV, as funding sources and infrastructure become available. AVTA has received 16 of the 19 new electric paratransit vehicles on order.

AVTA is pleased to announce that AV Union High School District and Antelope Valley College have joined AVTA and LA Metro's GoPass program, providing bus passes to all students enrolled in high schools in AV Union High School District or enrolled at AVC. AVTA is continuing to encourage middle schools in the Antelope Valley to join this program. Currently, Lancaster School District has joined, and other middle school districts are evaluating the program.

AVTA has completed the installation of high-power wireless inductive chargers for our zero-emission buses at a new transit center at Antelope Valley College.

In January of 2024, AVTA completed 14 million electric service miles. In March of 2024, AVTA will mark a decade of electric service as we pass the ten-year mark of our first electric bus entering local service.

FY25 Projects:

In response to a suggested community need, AVTA is proceeding with plans for a new route connecting the Antelope Valley to the Victor Valley. The proposed route, the High Desert Connector, would run between Lancaster/Palmdale transit centers and the Victor Valley Transit Center.

AVTA continues to evaluate an "off-the-grid" charging solution using a solar farm and battery storage. AVTA is working with the City of Lancaster on this solution.

AVTA launched our Regional Transit Plan planning committee to identify and address transportation needs in the community and possible service improvements. This will result in service changes in the coming years.
AVTA will place into service our first electric vehicle with a bariatric gurney and service capabilities for our Non-Emergency Medical Transport service.

Community Outreach Efforts:

AVTA is dedicated to serving the community and to providing excellent customer service. Community outreach is a high priority goal, and we continually seek to improve our efforts.

- To keep a close relationship with our riders (and potential riders), AVTA participates in community gatherings throughout our service area maintaining key partnerships with the cities of Lancaster and Palmdale, and exhibiting at rural northern Los Angeles County town events and town councils.
- AVTA continues our ongoing outreach to a community advisory group, consisting of key stakeholders within the community.
- Our community outreach and travel training programs continue to educate and connect our residents, especially veterans, seniors, those with disabilities, and students, to our transportation system and services.
- AVTA continues to outreach to the local business community, by providing services to help address the transportation needs of local businesses and their customers.
- AVTA continues to promote our Non-Emergency Medical Transport program to the health care service providers in the Antelope Valley. We also provide transportation assistance to health fairs for those who are low-income and/or homeless, to connect them with the vital services that are offered there.

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

Sincerely,

Martin Tompkins, Executive Director/CEO

ATTACHMENT F

City of
SANTA CLARITA

23920 Valencia Boulevard • Santa Clarita, California 91355-2196
Phone: (661) 259-2489 • FAX: (661) 259-8125
www.santa-clarita.com

March 5, 2024

Santa Clarita Valley Area
TDA Article 8 Hearing

Over the past year, the City of Santa Clarita has continued its efforts to promote public transportation and build the vital infrastructure needed to support public transit now, and in the future. Ridership aboard the City's local fixed-route service continued to increase, exceeding pre-pandemic levels. Additionally, we continue to see ridership growth aboard the City's on-demand service known as Go! Santa Clarita.

In the 12 months since the last hearing, the City of Santa Clarita has accomplished a number of key milestones such as:

- Awarded the contract for the update of the City's Transit Development Plan. The City kicked-off the update in May 2023, and anticipate the completion of the update in the summer of 2024.
- Experienced ridership growth with local ridership, exceeding pre-pandemic levels
- Continued to experience ridership growth on the City's on-demand service, Go! Santa Clarita.
- Awarded the contract for the purchase of three zero-emission fuel cell electric buses
- Began the design of a hydrogen electrolyzer and fueling station at the City Transit Maintenance Facility. The 60 percent design plans have been completed, and we expect to start construction this summer.
- Celebrated the grand opening of the Vista Canyon Metrolink Station and Bus Transfer Station.
- Took delivery of five CNG powered local buses.
- Partnered with Access Services to apply for federal funding to offset the cost of purchasing zero-emission paratransit vehicles.
- Completed the installation of improved signage and QR codes at nearly 700 bus stop locations across the region.
- Expanded service to the FivePoint development, located north of Magic Mountain.

This is just a snapshot of what the City of Santa Clarita and Santa Clarita Transit has accomplished over the past 12 months.

In the coming year, the City of Santa Clarita and Santa Clarita Transit will continue to evaluate local, state, and federal funding opportunities for transit services, addressing the sole recommendation from the 2023 public hearings. Additionally, the City will work closely with our transportation partners as we strive towards our goal of providing effective and efficient service that improves the quality of life for all residents within the Santa Clarita Valley.

Thank you,

Adrian Aguilar
Transit Manager

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

Metro

Board Report

File #: 2024-0337, **File Type:** Formula Allocation / Local Return **Agenda Number:** 8.

FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 20, 2024

SUBJECT: FISCAL YEAR 2024-25 TRANSIT FUND ALLOCATIONS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING $3.2 billion in fiscal year 2024-25 (FY25) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators, and Metro Operations as shown in Attachment A. These allocations comply with federal, state, and local regulations and Metro Board approved policies and guidelines;

B. APPROVING fund exchanges in the estimated amount of $3,566,564 of Metro's Transportation Development Act (TDA) Article 4 allocation with Municipal Operators' shares of the Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;

C. APPROVING fund exchanges in the estimated amount of $1,056,205 of Metro's Proposition (Prop) C 40% allocation with Antelope Valley, Santa Clarita, Burbank, and Glendale's shares of the Low Carbon Transit Operations Program (LCTOP). Funding will be adjusted based on LCTOP actual allocations;

D. APPROVING fund exchange in the amount of $780,652 of Metro's TDA Article 4 allocations with Claremont's share of FY19-FY23 Federal Section 5307 funding;

E. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCRTTC) through Long Beach Transit in the amount of $360,000 with Metro's TDA Article 4 allocation, the second year of a three-year agreement;

F. APPROVING fund exchanges in the amount totaling $15.6 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;

G. APPROVING an additional $422,893 to the previously approved amount for the City of Pasadena, to purchase nine buses for servicing lines 177 and 256 in a new amount not to exceed

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$4,546,716, as part of the NextGen Bus Plan;

H. AUTHORIZING the Chief Executive Officer to adjust FY25 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities), and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Administration and amend the FY25 Budget as necessary to reflect the adjustments;

I. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment C); and

J. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements and FY25 Budget amendments to implement the above funding programs.

ISSUE

Each year, transit operating and capital funds consisting of federal, state, and local revenues are allocated to Metro Operations, transit operators, and Los Angeles County local jurisdictions for programs, projects, and services according to federal guidelines, state laws, and established funding policies and procedures. The Board of Directors must approve allocations for FY25 prior to fund disbursement. As in prior years, the proposed transit allocations include fund exchanges of Metro funding for municipal and local transit operator shares of federal and State grant programs to enable them to draw down funding quickly with fewer requirements.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (Metro), as the Regional Transportation Commission for Los Angeles County, is responsible for planning, programming, and allocating transportation funding to Los Angeles County jurisdictions, transit operators, and Metro Operations. The Metro Board approval will allow the continued funding of transportation projects, programs, and services in Los Angeles County.

The recommended FY25 Transit Fund Allocations are developed according to federal, state, and local requirements, as well as policies and guidelines previously approved by the Metro Board. Details of significant information, methodologies, and assumptions are described in Attachment B.

Staff has reviewed the recommended allocations, related methodologies, and assumptions with Metro Operations, transit operators, Los Angeles County local jurisdictions, Technical Advisory Committee (TAC), Bus Operations Subcommittee (BOS), and the Local Transit Systems Subcommittee (LTSS). The TAC, BOS, and LTSS have all formally adopted the recommended FY25 Transit Fund Allocations.

DISCUSSION

Fund Exchanges

Metro has been requested to facilitate fund exchanges with the municipal and local transit operators to help them access funding more rapidly and with fewer administrative requirements as follows:

- The Municipal operators are requesting fund exchanges of their Federal Sections 5339 and 5337 allocations with Metro's share of Federal Section 5307 allocation to minimize the impact on administrative processes associated with these funding programs.

- The Municipal operators, Burbank, and Glendale are requesting fund exchanges of their LCTOP allocations with Metro's TDA Article 4 and Prop C 40% fund allocations to minimize the impact on administrative processes associated with these funding programs.

- Claremont is requesting a fund exchange of their shares of FY19 - FY23 Federal Section 5307 allocations with Metro's TDA Article 4 to streamline the administrative processes associated with the federal grant program.

- Long Beach Transit is requesting a fund exchange of their share of Section 5307 15% Discretionary funds with Metro's TDA Article 4 funds for the Southern California Regional Transit Training Consortium (SCRTTC). In April 2023, BOS awarded $360,000 a year for three years for the regional training program through an award to Long Beach Transit.

- Fifteen (15) Los Angeles County Low Carbon Transit Operations Program (LCTOP) recipients (Contributing Sponsors) have submitted "Letters of Intent" to transfer $4,252,074 in PUC 99314 FY 2023-24 LCTOP funds to Metro which was approved by the Metro Board on April 25, 2024. Subsequent to the approval of the FY 2023-24 LCTOP funds, staff received a "Letter of Intent" from the City of Torrance to transfer an additional $370,695 of PUC 99314 FY 2023-24 LCTOP funds to Metro to fund Metro's FY 2023-24 LCTOP E Line Operations Project.

Avalon Special Demonstration Project

Avalon's Prop A Incentive subsidy total remains unchanged. The City has requested that Metro adjust the Ferry and Land Transit subsidy from a $700,000/$300,000 split to an $800,000/$200,000 split, reflecting the increase in ferry fares. In the past, these services were grouped under a single funding amount, allowing Avalon to allocate funds between the two services as needed. This approach was later modified to assign specific amounts to each service. Staff updates the MOU with Avalon annually, adjusting these amounts in each agreement. The total subsidy has remained constant since 2020.

Pasadena NextGen Capital Grant

As part of the NextGen Bus Plan, Metro and the City of Pasadena are working to integrate service lines 177 & 256 into Pasadena's transit system within the period July 1, 2024, to June 30, 2029, with an option to extend it to June 30, 2031. In July 2023, the Metro Board approved operating and capital funding for this effort because Pasadena can operate these lines more cost-effectively than Metro's current contracted services. However, the amount approved for Pasadena's bus purchase costs was not the total amount now needed to meet Metro's commitment to cover 70% of the bus purchase costs. Therefore, Staff is requesting to increase the funding amount by $422,893 from $4,123,823 to $4,546,716 so Pasadena can purchase the nine buses needed to operate the service.

DETERMINATION OF SAFETY IMPACT

Adoption of this item will provide funding for increased safety efforts.

FINANCIAL IMPACT

The FY25 Transit Fund Allocations are included in the FY25 Budget in multiple cost centers and multiple projects. Approval of these recommendations authorizes Metro to disburse these funds to the Los Angeles County jurisdictions and transit operators.

EQUITY PLATFORM

Under Board-adopted guidelines, this item enables the programming of funds to recipients to support the implementation of various transportation projects and improvements throughout the region. The FY25 Transit Fund Allocations referenced in Attachment A are intended to enhance mobility for pedestrians, cyclists, transit users, and individuals with disabilities. Through the process of public input and engagement, local decision-making, and project implementation, cities and unincorporated areas of the county and transit operators have control to appropriately and equitably address the needs of their communities.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the FY25 Transit Fund Allocations and instruct staff to use an alternative methodology for allocation. This alternative is not recommended as federal, state, and local requirements, as well as prior Metro Board policies and guidelines, require an annual allocation of funding to Los Angeles County jurisdictions, transit operators, and Metro Operations for programs, projects, and services. Allocation methodologies and assumptions comply with federal, state, and local requirements, as well as policies and guidelines previously approved by the Metro Board and have been agreed upon by affected operators and jurisdictions.

NEXT STEPS

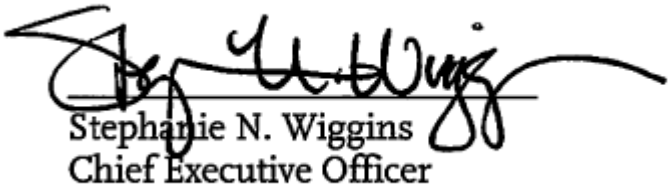
Upon Board approval of the recommended allocations and adoption of the resolution, we will work with Los Angeles County jurisdictions, transit operators, Southern California Association of Governments (SCAG), and Metro Operations to ensure the proper disbursement of funds.

ATTACHMENTS

Attachment A - FY25 Transit Fund Allocations
Attachment B - TDA and STA Resolution
Attachment C - Summary of Significant Information, Methodologies and Assumptions

Prepared by: Manijeh Ahmadi, Senior Manager, Transport. Planning, (213) 922-3083
Cosette Stark, Deputy Executive Officer, Finance, (213) 922-2822
Michelle Navarro, Senior Executive Officer, Finance, (213) 922-3056

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Metro

Los Angeles County Metropolitan Transportation Authority

Fiscal Year 2025

Transit Fund Allocations

PROPOSED

July 1, 2024 – June 30, 2025

ATTACHMENT A

FY 2025
Transit Fund Allocations

PROPOSED

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

Table of Contents

I. BUS TRANSIT SUBSIDIES

State and Local Funds:

Preliminary Revenue Estimates 1-2
State and Local Funds Summary..... 3
Bus Transit Funding % Shares..... 4
Included and Eligible Operators Estimated Funding Levels..... 5
Proposition C 5% Transit Security Funding Allocation 6
Proposition C 40% Discretionary Programs..... 7
Municipal Operators Service Improvement Program (MOSIP) ,
Zero-Fare Compensation for Commerce, Foothill Transit Mitigation ,
Transit Service Expansion , Discretionary Base Restructuring ,
BSIP, Overcrowding Relief
Measure R 20% Bus Operation Allocations 8
Measure M 20% Transit Operations 9
Senate Bill 1 STA and SGR Funding Allocations..... 10
Low Carbon Transit Operations Program Fund Exchange..... 11
Tier 2 Operators Estimated Funding Levels 12

II. LOCAL SUBSIDIES

Incentive Programs 13-15
Local Returns, TDA Articles 3 & 8 16-18

III. FEDERAL FORMULA GRANTS

Revenue Estimates 19
Summary 20
Federal Section 5307 Urbanized Formula Program 21
Federal Section 5337 State of Good Repair..... 22
Federal Section 5339 Bus and Bus Facilities 23
Capital Allocation Procedure - % Share Calculation 24-25

IV. Metro and Municipal Operators Fund Exchange

State and Federal Fund Exchange between Metro and Municipal Operators 26

ATTACHMENT A

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ATTACHMENT A

I. BUS TRANSIT SUBSIDIES

STATE & LOCAL FUNDS

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

Fiscal Year 2025
PRELIMINARY REVENUE ESTIMATES

	STATE AND LOCAL		FY25 Estimated Revenue	Carryover FY23 Budget vs Actual	Interest FY23 Actual	FY25 Total Funds Available	NOTE	FY24 Total Funds
	Transportation Development Act:							
	Planning & Administration:							
1	Planning - Metro		$ 5,780,000			$ 5,780,000		$ 6,000,000
2	Planning - SCAG		4,335,000			4,335,000		4,500,000
3	Administration - Metro		4,378,855			4,378,855		4,378,855
4	Sub-total		14,493,855			14,493,855		14,878,855
5	Article 3 Pedestrian & Bikeways	2.0000%	11,270,123	310,354	231,823	11,812,301		13,591,611
6	Article 4 Bus Transit	90.7332%	511,287,308	14,079,729	10,517,042	535,884,080		617,003,660
7	Article 8 Streets & Highways	7.2668%	40,948,714	1,127,638	842,304	42,918,656		48,985,266
8	**Total**		**578,000,000**	**15,517,721**	**11,591,170**	**605,108,891**		**694,459,391**
	Proposition A:						a	
9	Administration	5.0000%	57,800,000	3,968,890		61,768,890		71,310,295
10	Local Return	25.0000%	274,550,000	n/a		274,550,000	b	285,000,000
11	Rail Development	35.0000%	384,370,000	26,393,121		410,763,121		474,213,460
	Bus Transit:	40.0000%						
12	95% of 40% Capped at CPI 3.00%		287,721,591	n/a		287,721,591	c	279,341,351
13	95% of 40% Over CPI		129,594,409	n/a		129,594,409	d	153,858,649
14	Sub-total		417,316,000	-		417,316,000		433,200,000
15	5% of 40% Incentive		21,964,000	1,508,178		23,472,178		27,097,912
16	**Total**		**1,156,000,000**	**31,870,190**		**1,187,870,190**		**1,290,821,666**
	Proposition C:						a	
17	Administration	1.5000%	17,340,000	1,190,661		18,530,661		21,393,045
18	Rail/Bus Security	5.0000%	56,933,000	3,909,336		60,842,336		70,240,498
19	Commuter Rail	10.0000%	113,866,000	7,818,671		121,684,671		140,480,996
20	Local Return	20.0000%	227,732,000	n/a		227,732,000	b	236,400,000
21	Freeways and Highways	25.0000%	284,665,000	19,546,678		304,211,678		351,202,489
22	Discretionary	40.0000%	455,464,000	31,274,685		486,738,685		561,923,983
23	**Total**		**1,156,000,000**	**63,740,030**		**1,219,740,030**		**1,381,641,011**
	State Transit Assistance:						e	
24	Bus (PUC 99314 Rev Base Share)		76,459,817	33,802,137	1,631,033	111,892,986		79,902,182
25	Rail (PUC 99313 Population Share)		57,860,883	25,165,156	1,298,086	84,324,124		84,812,758
26	**Total**		**134,320,700**	**58,967,292**	**2,929,119**	**196,217,110**		**164,714,940**
	SB 1 State Transit Assistance:						e,f	
27	Bus (PUC 99314 Rev Base Share)		62,362,016	27,238,545	1,353,398	90,953,959	g	65,826,324
28	Rail (PUC 99313 Population Share)		47,192,387	20,266,327	1,077,125	68,535,839		69,765,394
29	**Total**		**109,554,403**	**47,504,872**	**2,430,522**	**159,489,798**		**135,591,719**
	SB 1 State Of Good Repair						f	
30	Bus (PUC 99314 Rev Base Share)		20,358,271	1,777,134	763,073	22,898,478	g	13,407,997
31	Rail (PUC 99313 Population Share)		15,406,100	1,317,198	191,185	16,914,482		16,360,217
32	**Total**		**35,764,371**	**3,094,332**	**954,257**	**39,812,960**		**29,768,214**

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

Fiscal Year 2025

PRELIMINARY REVENUE ESTIMATES (Continued)

	STATE AND LOCAL		FY25 Estimated Revenue	Carryover FY23 Budget vs Actual	Interest FY23 Actual	FY25 Total Funds Available	NOTE	FY24 Total Funds
	Measure R:						a	
33	Administration	1.5000%	17,340,000	1,183,688	575,239	19,098,928		21,018,185
34	Transit Capital - "New Rail"	35.0000%	398,531,000	27,205,102	(898,952)	424,837,150		494,706,666
35	Transit Capital - Metrolink	3.0000%	34,159,800	2,331,866	336,442	36,828,107		41,694,802
36	Transit Capital - Metro Rail	2.0000%	22,773,200	1,554,577	350,562	24,678,339		27,952,753
37	Highway Capital	20.0000%	227,732,000	15,545,772	3,264,773	246,542,546		279,471,590
38	Operations "New Rail"	5.0000%	56,933,000	3,886,443	1,684,386	62,503,829		69,159,295
39	Operations Bus	20.0000%	227,732,000	15,545,772	6,550,332	249,828,104		276,239,947
40	Local Return	15.0000%	170,799,000	n/a	n/a	170,799,000	b	177,300,000
41	**Total**		**1,156,000,000**	**67,253,221**	**11,862,782**	**1,235,116,003**		**1,387,543,237**
	Measure M:						a	
	Local Return Supplemental & Administration:							
42	Administration	0.5000%	5,953,400	383,039	106,193	6,442,633		7,288,075
43	Supplemental transfer to Local Return	1.0000%	11,386,600	n/a	n/a	11,386,600	b,h	11,820,000
44	Sub-total		17,340,000	383,039	106,193	17,829,233		19,108,075
45	Local Return Base	16.0000%	182,185,600	n/a	n/a	182,185,600	b,h	189,120,000
46	Metro Rail Operations	5.0000%	56,933,000	3,663,048	744,168	61,340,215		69,103,169
47	Transit Operations (Metro & Municipal Providers)	20.0000%	227,732,000	14,652,190	6,476,327	248,860,518		276,006,413
48	ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	22,773,200	1,465,219	145,500	24,383,919		28,165,126
49	Transit Construction	35.0000%	398,531,000	25,641,333	4,609,203	428,781,536		494,572,652
50	Metro State of Good Repairs	2.0000%	22,773,200	1,465,219	632,903	24,871,322		27,899,063
51	Highway Construction	17.0000%	193,572,200	12,454,362	13,479,756	219,506,318		232,114,873
52	Metro Active Transportation Program	2.0000%	22,773,200	1,465,219	1,213,743	25,452,162		27,461,672
53	Regional Rail	1.0000%	11,386,600	732,610	248,820	12,368,029		13,951,170
54	**Total**		**1,156,000,000**	**61,922,239**	**27,656,613**	**1,245,578,852**		**1,377,502,212**
55	**Total Funds Available**		**$ 5,481,639,474**	**$ 349,869,897**	**$ 57,424,464**	**$ 5,888,933,834**		**$ 6,462,042,390**
56	**Total Planning & Admin Allocations: (Lines 4, 9, 17, 33 and 42)**		$ 112,927,255	$ 6,726,279	$ 681,432	$ 120,334,966		$ 135,888,454

Notes:

a) Sales tax is projected to be $1,156.0 million per ordinance, an increase of 2.0% over the FY24 reforecast of $1,122.0 million

b) Local Return Subfunds are not reflected with carryover balances. The distribution of these funds occurs within the same period they are received.

c) The Consumer Price Index (CPI) increase of 3.0% represents the average anticipated growth rate, as derived from a range of forecasting sources and historical trends. This rate is specifically applied to the Proposition A discretionary funds allocated to Included operators.

d) Proposition A 95% of 40% Bus Transit growth over CPI estimate will be used to fund Eligible and Tier 2 operators. The carryover is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.

e) The STA revenue estimates (including SB1/STA) from the State Controller's Office have been adjusted downward by 10% for the purposes of FAP allocation, in anticipation of a revenue shortfall in FY25. The actual funds will be revised two years from now, once we have received the concrete figures from the state.

f) To qualify for SB1-SGR funds, eligible agencies are required to fulfill a number of reporting obligations. Additionally, the SGR revenue estimate from the State Controller's Office has been adjusted downward by 5% for the purpos of FAP allocation in anticipation of a revenue shortfall for FY25. The actual funds will be revised two years later, following the receipt of the actual revenue from the state.

g) STA and SGR portion of SB1 will be allocated based on Measure R allocation methodology.

h) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% Administration.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

Fiscal Year 2025

SUMMARY OF STATE AND LOCAL FUNDS

	Operators	Formula Allocation Procedure				Proposition C 5% Security	Proposition C 40% Discretionary	Measure R		Measure M	Senate Bill 1		Total
		TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40 % Discretionary	Sub-Total FAP			20% Bus Operations	Clean Fuel & Facilities		STA	State of Good Repair	
	Included Operators:												
1	Metro Bus Operations	$ 394,225,226	$ 83,297,385	$ 214,190,870	$ 691,713,480	$ 45,008,391	$ 26,701,024	$ 173,538,098	$ -	$ 172,865,983	$ 63,179,349	$ 15,856,136	$ 1,188,862,461
	Municipal Operators:												
2	Arcadia	462,989	90,596	232,960	786,546	6,512	108,289	188,745	-	188,014	68,716	17,246	1,364,066
3	Claremont	929,842	29,426	75,666	1,034,935	1,557	26,982	61,305	-	61,068	22,319	5,601	1,213,767
4	Commerce	772,289	145,240	373,471	1,291,001	75,556	1,636,106	302,588	-	301,416	110,162	27,647	3,744,475
5	Culver City	7,691,393	1,548,205	3,981,053	13,220,651	377,512	1,892,209	3,225,461	-	3,212,969	1,174,281	294,710	23,397,793
6	Foothill Transit	34,648,106	7,234,550	18,602,919	60,485,574	1,286,961	9,246,828	15,072,142	-	15,013,767	5,487,257	1,377,138	107,969,667
7	Gardena	7,546,689	1,523,685	3,918,004	12,988,378	316,268	2,399,719	3,174,379	-	3,162,084	1,155,684	290,042	23,486,554
8	La Mirada	132,805	24,423	62,802	220,030	4,629	22,394	50,882	-	50,685	18,524	4,649	371,793
9	Long Beach	35,048,684	7,014,131	18,036,133	60,098,948	2,797,077	10,024,473	14,612,930	-	14,556,334	5,320,073	1,335,180	108,745,016
10	Montebello	11,648,998	2,356,339	6,059,091	20,064,428	417,543	3,730,245	4,909,094	-	4,890,081	1,787,235	448,543	36,247,169
11	Norwalk	4,372,320	878,205	2,258,217	7,508,743	170,239	870,337	1,829,614	-	1,822,528	666,101	167,171	13,034,734
12	Redondo Beach	928,667	182,921	470,363	1,581,951	46,203	172,346	381,090	-	379,614	138,742	34,820	2,734,766
13	Santa Monica	28,733,790	5,819,886	14,965,253	49,518,930	1,288,632	6,258,404	12,124,894	-	12,077,934	4,414,264	1,107,849	86,790,907
14	Torrance	8,742,281	1,747,993	4,494,789	14,985,063	303,788	3,656,183	3,641,692	-	3,627,588	1,325,817	332,741	27,872,871
15	Sub-Total	141,658,854	28,595,602	73,530,722	243,785,178	7,092,478	40,044,513	59,574,816	-	59,344,082	21,689,174	5,443,337	436,973,578
	Eligible Operators:												
16	Antelope Valley	-	-	7,081,309	7,081,309	207,282	1,962,528	3,916,140	-	3,900,972	1,425,734	357,817	18,851,782
17	LADOT	-	-	34,953,640	34,953,640	2,058,339	7,095,238	8,709,948	-	8,676,214	3,170,997	795,826	65,460,202
18	Santa Clarita	-	-	4,491,505	4,491,505	391,612	1,168,324	2,345,362	-	2,336,279	853,867	214,295	11,801,245
19	Foothill BSCP	-	-	6,997,753	6,997,753	-	633,451	1,743,740	-	1,736,987	634,837	159,325	11,906,093
20	Sub-Total	-	-	53,524,207	53,524,207	2,657,234	10,859,542	16,715,190	-	16,650,452	6,085,435	1,527,263	108,019,324
	Tier 2 Operators:												
21	LADOT Community Dash	-	-	6,880,097	6,880,097	-	-	-	-	-	-	-	6,880,097
22	Glendale	-	-	1,148,981	1,148,981	-	-	-	-	-	-	-	1,148,981
23	Pasadena	-	-	434,456	434,456	-	-	-	-	-	-	-	434,456
24	Burbank	-	-	199,657	199,657	-	-	-	-		-	-	199,657
25	Sub-Total	-	-	8,663,191	8,663,191	-	-	-	-	-	-	-	8,663,191
26	Lynwood Trolley	-	-	-	-	-	249,576	-	-	-	-	-	249,576
27	Total Excluding Metro	141,658,854	28,595,602	135,718,120	305,972,576	9,749,711	51,153,632	76,290,006	-	75,994,534	27,774,610	6,970,600	553,905,669
28	County of Los Angeles											71,741	71,741
29	**Grand Total**	$ 535,884,080	$ 111,892,986	$ 349,908,990	$ 997,686,056	$ 54,758,102	$ 77,854,655	$ 249,828,104	$ -	$ 248,860,518	$ 90,953,959	$ 22,898,478	$ 1,742,839,871

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

FISCAL YEAR 2025

BUS TRANSIT FUNDING PERCENTAGE SHARES

	Operators	Vehicle Service Miles (VSM) FY23 Data (1)	Passenger Revenue	Base Fare	Fare Units	Fare Units Prior to Fare Increase/ decrease	Fare Units Used in FAP (2)	Sum 50% VSM + 50% Fare Units	Proposition A Base Share	DAR Cap Adjustment (3)	TDA/STA Share
	Included Operators										
1	Metro Bus Operations (4)	67,347,408	$ 89,877,098	$ 1.75	51,358,342	197,161,600	**197,161,600**	132,254,504	74.4438%	0.0000%	74.4438%
2	Arcadia DR	62,871	4,249	0.50	8,498	72,829	**72,829**	67,850	0.0382%	0.0000%	0.0382%
3	Arcadia MB	146,881	2,553	0.50	5,106	-	5,106	75,994	0.0428%	0.0000%	0.0428%
4	Claremont	11,602	10,455	2.50	4,182	81,840	**81,840**	46,721	0.0263%	0.0000%	0.0263%
5	Commerce	461,208	-	-	-	-	-	230,604	0.1298%	0.0000%	0.1298%
6	Culver City (5)	1,243,082	1,065,143	1.00	1,065,143	3,673,208	**3,673,208**	2,458,145	1.3836%	0.0000%	1.3836%
7	Foothill Transit	8,752,153	6,581,228	1.75	3,760,702	14,221,000	**14,221,000**	11,486,577	6.4656%	0.0000%	6.4656%
8	Gardena	1,134,829	1,244,962	1.00	1,244,962	3,703,600	**3,703,600**	2,419,215	1.3617%	0.0000%	1.3617%
9	La Mirada	56,692	20,863	1.00	20,863		20,863	38,778	0.0218%	0.0000%	0.0218%
10	Long Beach	6,300,761	8,541,032	1.25	6,832,826	15,972,456	**15,972,456**	11,136,609	6.2686%	0.0000%	6.2686%
11	Montebello	1,626,948	1,632,872	1.10	1,484,429	5,855,556	**5,855,556**	3,741,252	2.1059%	0.0000%	2.1059%
12	Norwalk	694,654	496,703	1.25	397,362	2,094,068	**2,094,068**	1,394,361	0.7849%	0.0000%	0.7849%
13	Redondo Beach DR	53,272	7,138	1.00	7,138		7,138	30,205	0.0170%	0.0000%	0.0170%
14	Redondo Beach MB	368,684	151,768	1.00	151,768		151,768	260,226	0.1465%	0.0000%	0.1465%
15	Santa Monica	3,819,587	5,717,734	1.25	4,574,187	14,661,333	**14,661,333**	9,240,460	5.2013%	0.0000%	5.2013%
16	Torrance	1,040,714	716,297	1.00	716,297	4,510,000	**4,510,000**	2,775,357	1.5622%	0.0000%	1.5622%
17	Sub-Total	93,121,346	116,070,095		71,631,805		262,192,365	177,656,856	100.0000%	0.0000%	100.0000%
	Eligible Operators										
18	Antelope Valley	2,835,455	1,903,364	1.50	1,268,909	3,543,241	**3,543,241**	3,189,348	1.6799%	0.0000%	1.6799%
19	Santa Clarita	2,180,713	1,639,466	1.00	1,639,466		1,639,466	1,910,090	1.0061%	0.0000%	1.0061%
20	LADOT Local	2,661,459	70,762	0.50	141,524	6,727,520	**6,727,520**	4,694,490	2.4727%	0.0000%	2.4727%
21	LADOT Express	1,645,148	657,948	1.50	438,632	3,152,832	**3,152,832**	2,398,990	1.2636%	0.0000%	1.2636%
22	Foothill - BSCP	1,211,649	810,759	1.75	463,291	1,650,000	**1,650,000**	1,430,825	0.7480%	0.0000%	0.7480%
23	Sub-Total	10,534,424	5,082,299		3,951,822		16,713,059	13,623,742	7.1704%	0.0000%	7.1704%
24	**Total**	**103,655,770**	**$ 121,152,394**		**75,583,627**		**278,905,424**	**191,280,597**			

Notes:

(1) Operators' statistics exclude BSIP, TSE, Base Restructuring and MOSIP services that are funded from PC 40% Discretionary. Also excluded are services funded from other sources (CRD, federal, etc.)

(2) Fare units used are frozen to the level prior to fare change in accordance with the Funding Stability Policy, adopted by the Board in November 2007.

(3) TDA cap of 0.25% is applied for DAR operators - Arcadia, Claremont, La Mirada and Redondo Beach DR.

(4) MTA Statistics include contracted services with LADOT for Lines 422, 601 and 602 (Consent Decree Lines), Glendale and Palos Verdes Peninsula Transit Authority (PVPTA).

(5) FY22 data.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

INCLUDED & ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS

	Operators	TDA & STA % Shares	TDA Article 4 plus interest: Allocated	TDA Article 4 plus interest: Fund Exchange (1)	TDA Article 4 plus interest: Net	STA Rev Base Share Plus Interest	Prop A Discretionary % Shares	Prop A Discretionary Allocations (2)	Total Formula Funds
	Included Operators								
1	Metro Bus Operations	74.4438%	$ 398,932,442	$ (4,707,216)	$ 394,225,226	$ 83,297,385	74.4438%	$ 214,190,870	$ 691,713,480
2	Arcadia DR	0.0382%	204,663	-	204,663	42,734	0.0382%	109,885	357,282
3	Arcadia MB	0.0428%	229,227	29,100	258,327	47,863	0.0428%	123,074	429,264
4	Claremont (3)	0.0263%	140,929	788,913	929,842	29,426	0.0263%	75,666	1,034,935
5	Commerce	0.1298%	695,594	76,695	772,289	145,240	0.1298%	373,471	1,291,001
6	Culver City	1.3836%	7,414,748	276,645	7,691,393	1,548,205	1.3836%	3,981,053	13,220,651
7	Foothill Transit	6.4656%	34,648,106	-	34,648,106	7,234,550	6.4656%	18,602,919	60,485,574
8	Gardena	1.3617%	7,297,318	249,371	7,546,689	1,523,685	1.3617%	3,918,004	12,988,378
9	La Mirada	0.0218%	116,968	15,837	132,805	24,423	0.0218%	62,802	220,030
10	Long Beach (4)	6.2686%	33,592,462	1,456,222	35,048,684	7,014,131	6.2686%	18,036,133	60,098,948
11	Montebello	2.1059%	11,285,111	363,887	11,648,998	2,356,339	2.1059%	6,059,091	20,064,428
12	Norwalk	0.7849%	4,205,950	166,370	4,372,320	878,205	0.7849%	2,258,217	7,508,743
13	Redondo Beach DR	0.0170%	91,110	-	91,110	19,024	0.0170%	48,918	159,052
14	Redondo Beach MB	0.1465%	784,946	52,611	837,557	163,897	0.1465%	421,445	1,422,899
15	Santa Monica	5.2013%	27,872,920	860,870	28,733,790	5,819,886	5.2013%	14,965,253	49,518,930
16	Torrance	1.5622%	8,371,586	370,695	8,742,281	1,747,993	1.5622%	4,494,789	14,985,063
17	Sub-Total Excluding Metro	100.0000%	535,884,080	-	535,884,080	111,892,986	100.0000%	287,721,591	935,498,658
	Eligible Operators		Formula Equivalent Funded from Proposition A 95% of 40% Growth over CPI (5)						
18	Antelope Valley (6)	1.6799%	-	$ 368,054	$ 368,054	$ 1,879,727	1.6799%	$ 4,833,528	$ 7,081,309
19	Santa Clarita (6)	1.0061%	-	470,960	470,960	1,125,762	1.0061%	2,894,784	4,491,505
20	LADOT Local	2.4727%	13,251,015		13,251,015	2,766,822	2.4727%	7,114,604	23,132,441
21	LADOT Express	1.2636%	6,771,567		6,771,567	1,413,908	1.2636%	3,635,723	11,821,199
22	Foothill - BSCP	0.7480%	4,008,541		4,008,541	836,986	0.7480%	2,152,226	6,997,753
23	Sub-Total	7.1704%	24,031,123	839,014	24,870,137	8,023,204	7.1704%	20,630,866	53,524,207
24	**Total FAP**		**$ 535,884,080**		**$ 535,884,080**	**$ 111,892,986**	**107.1704%**	**$ 287,721,591**	**$ 989,022,865**

	Proposition A Discretionary (95% of 40%) Growth Over CPI:	
25	Revenue	**$ 129,594,409**
	Uses of Fund:	
26	Eligible Operators - Formula Equivalent Funds	53,524,207
27	Tier 2 Operators (7)	8,663,191
28	Total Uses of Funds	**62,187,398**
29	Proposition A Discretionary (95% of 40%) GOI Transfer to PC 40% based on Board policy.	**67,407,010**
30	Backfill from (Transfer to) PC40% Discretionary	**(67,407,010)**
31	Total	**$ -**

Notes:

(1) Included Operators' share of LCTOP fund will be exchanged with Metro's TDA Article 4 allocation.

(2) Prop A Discretionary funds (95% of 40%) allocated to Included Operators have been capped at 3.00% CPI for FAP allocation.

(3) Claremont will exchange its 5307 grant funds, totaling $780,652 from FY19-FY23, for an equivalent value from Metro's TDA 4 funds allocated for FY25.

(4) Funds allocated to the SCRTTC through Long Beach Transit will be exchanged with Metro's TDA Article 4 share.

(5) Formula Equivalent funds are allocated by formula to Eligible Operators based on PUC 99207.5. Fund source is Prop A 95% of 40% growth over CPI.

(6) Antelope Valley and Santa Clarita's LCTOP fund will be exchanged with Metro's Prop C 40% Discretionary transfer to Proposition A Discretionary GOI.

(7)The Board has approved a funding adjustment for Tier II operators based on the CPI increase. This adjustment raises the annual cap from $6 million to $8.2 million in FY24 and further to $8.4 million in FY25.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

PROPOSITION C 5% TRANSIT SECURITY FUNDING ALLOCATION

	Operators	FY23 Unlinked Passengers	Percent of Total Unlinked Passengers	Total [1]
1	Antelope Valley	1,245,216	0.3785%	$ 207,282
2	Arcadia	39,121	0.0119%	6,512
3	Claremont	9,356	0.0028%	1,557
4	Commerce	453,890	0.1380%	75,556
5	Culver City [2]	2,267,843	0.6894%	377,512
6	Foothill Transit	7,731,219	2.3503%	1,286,961
7	Gardena	1,899,928	0.5776%	316,268
8	LADOT Local/Express	12,365,151	3.7590%	2,058,339
9	La Mirada	27,805	0.0085%	4,629
10	Long Beach	16,803,005	5.1081%	2,797,077
11	Montebello	2,508,327	0.7625%	417,543
12	Norwalk	1,022,686	0.3109%	170,239
13	Redondo Beach DR/MB	277,558	0.0844%	46,203
14	Santa Clarita	2,352,549	0.7152%	391,612
15	Santa Monica	7,741,258	2.3533%	1,288,632
16	Torrance	1,824,957	0.5548%	303,788
17	Sub-Total	58,569,869	17.8051%	9,749,711
18	Metro Bus/Rail Operations [3]	270,380,890	82.1949%	45,008,391
19	**Total**	**328,950,759**	**100.0000%**	**$ 54,758,102**

Notes:

(1) Total funding is 90% of Prop C 5% Transit Security:

Estimated Revenue:	$	60,842,336
90% Thereof:	$	54,758,102

(2) FY22 data.

(3) Metro operations data includes unlinked passengers for bus and rail.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

PROPOSITION C 40% DISCRETIONARY PROGRAMS

	Operators	MOSIP			Zero-fare Compensation (1)	Foothill Transit Mitigation	Transit Service Expansion	Discretionary Base Restructuring	BSIP Overcrowding Relief	Total
		Prop A % Share	% Share	$ Allocation						
	INCLUDED OPERATORS									
1	Metro Bus Operations					$ 13,336,355	$ -	$ -	$ 13,364,668	$ 26,701,024
2	Metro Exchange (2)					(1,056,205)				(1,056,205)
3	Metro Sub-total					12,280,150			$ 13,364,668	25,644,819
4	Arcadia	0.0810%	0.2474%	68,566		14,505	-	-	25,219	108,289
5	Claremont	0.0263%	0.0804%	22,270		4,711	-	-	-	26,982
6	Commerce	0.1298%	0.3966%	109,921	1,214,306	23,254	-	288,625	-	1,636,106
7	Culver City	1.3836%	4.2279%	1,171,718		247,876	278,204	-	194,410	1,892,209
8	Foothill Transit	6.4656%	19.7564%	5,475,280		-	385,059	2,310,694	1,075,795	9,246,828
9	Gardena	1.3617%	4.1609%	1,153,161		243,950	799,659	-	202,948	2,399,719
10	La Mirada	0.0218%	0.0667%	18,484		3,910	-	-	-	22,394
11	Long Beach	6.2686%	19.1544%	5,308,462		1,123,000	2,640,064	-	952,947	10,024,473
12	Montebello	2.1059%	6.4348%	1,783,334		377,263	-	1,318,100	251,548	3,730,245
13	Norwalk	0.7849%	2.3982%	664,647		140,605	-	-	65,084	870,337
14	Redondo Beach DR/MB	0.1635%	0.4995%	138,439		29,287	-	-	4,620	172,346
15	Santa Monica	5.2013%	15.8932%	4,404,629		931,795	-	-	921,980	6,258,404
16	Torrance	1.5622%	4.7735%	1,322,923		279,863	936,315	838,708	278,375	3,656,183
17	Sub-Total	25.5562%	78.0899%	21,641,835	1,214,306	3,420,018	5,039,301	4,756,127	3,972,927	40,044,513
	ELIGIBLE OPERATORS									
18	Antelope Valley	1.6799%	5.1332%	1,422,622		48,560	436,008	-	55,338	1,962,528
19	Santa Clarita	1.0061%	3.0743%	852,003		29,082	228,045	-	59,193	1,168,324
20	LADOT Local/Express	3.7364%	11.4169%	3,164,076		625,258	3,132,397	-	173,507	7,095,238
21	Foothill - BSCP	0.7480%	2.2857%	633,451		-	-	-	-	633,451
22	Sub-Total	7.1704%	21.9101%	6,072,153		702,900	3,796,450	-	288,039	10,859,542
23	City of Lynwood Trolley						249,576	-	-	249,576
24	Total Municipal Operators	32.7266%	100.0000%	27,713,988	1,214,306	4,122,919	9,085,327	4,756,127	4,260,966	51,153,632
25	**Total**	**32.7266%**	**100.0000%**	**$ 27,713,988**	**$ 1,214,306**	**$ 16,403,069**	**$ 9,085,327**	**$ 4,756,127**	**$ 17,625,634**	**$ 77,854,655**

26	Last Year	$ 26,906,784		$ 8,820,706	$ 4,617,599	$ 17,112,266
27	% Increase	3.00%		3.00%	3.00%	3.00%
28	Current Year	**$ 27,713,988**		**$ 9,085,327**	**$ 4,756,127**	**$ 17,625,634**

Note:

(1) Allocated as part of FAP to Commerce as compensation for having zero passenger revenues.

(2) The LCTOP funds of Antelope Valley, Santa Clarita, Burbank, and Glendale, totaling $1,056,205, are set to be swapped with Metro's "Foothill Mitigation" fund / Prop A Discretionary GOI fund.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

Measure R 20% Bus Operations and Capital Allocations

FISCAL YEAR 2025

MEASURE R 20% BUS OPERATIONS AND CAPITAL ALLOCATIONS

	Operators	20% Bus Operations			Clean Fuel Bus Capital Facilities and Rolling Stock Fund (1)	
		Proposition A Base Share %	MR Percentage Share	Bus Operations Allocation	Federal Section 5307 Capital Allocation Formula Share	$ Allocation
	Included Operators:					
1	Metro Bus Operations	74.4438%	69.4630%	$ 173,538,098	64.8516%	$ -
2	Arcadia	0.0810%	0.0755%	188,745	0.1678%	-
3	Claremont	0.0263%	0.0245%	61,305	0.0189%	-
4	Commerce	0.1298%	0.1211%	302,588	0.3959%	-
5	Culver City (2)	1.3836%	1.2911%	3,225,461	0.9234%	-
6	Foothill Transit (3)	6.4656%	6.0330%	15,072,142	9.0122%	-
7	Gardena	1.3617%	1.2706%	3,174,379	1.0491%	-
8	La Mirada	0.0218%	0.0204%	50,882	0.0682%	-
9	Long Beach	6.2686%	5.8492%	14,612,930	6.5832%	-
10	Montebello	2.1059%	1.9650%	4,909,094	1.5592%	-
11	Norwalk	0.7849%	0.7323%	1,829,614	0.6988%	-
12	Redondo Beach DR	0.0170%	0.0159%	39,634	0.3431%	-
13	Redondo Beach MB	0.1465%	0.1367%	341,456		
14	Santa Monica	5.2013%	4.8533%	12,124,894	4.1921%	-
15	Torrance	1.5622%	1.4577%	3,641,692	1.2708%	-
	Eligible Operators:					
16	Antelope Valley	1.6799%	1.5675%	3,916,140	2.1827%	-
17	Santa Clarita	1.0061%	0.9388%	2,345,362	1.9290%	-
18	LADOT Local	2.4727%	2.3073%	5,764,274	4.7540%	-
19	LADOT Express	1.2636%	1.1791%	2,945,674		
20	Foothill BSCP (3)	0.7480%	0.6980%	1,743,740	-	-
21	Total Municipal Operators	32.7266%	30.5370%	76,290,006	35.1484%	-
22	**Total Funds Allocated**	**107.1704%**	**100.0000%**	**$ 249,828,104**	**100.0000%**	**$ -**

Notes:

(1) Clean Fuel Capital Facilities and Rolling Stock Funds of $10M will be allocated every even fiscal year.

(2) Allocated based on FY22 data.

(3) Foothill Transit Clean Fuel allocation includes the allocation for the Foothill BSCP.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

FISCAL YEAR 2025

MEASURE M 20% TRANSIT OPERATIONS

(Metro and Municipal Providers)

	Operators	Measure M Percentage Share [1]	$ Allocation
	Included Operators:		
1	Metro Bus Operations	69.4630%	$ 172,865,983
2	Arcadia	0.0755%	188,014
3	Claremont	0.0245%	61,068
4	Commerce	0.1211%	301,416
5	Culver City [2]	1.2911%	3,212,969
6	Foothill Transit	6.0330%	15,013,767
7	Gardena	1.2706%	3,162,084
8	La Mirada	0.0204%	50,685
9	Long Beach	5.8492%	14,556,334
10	Montebello	1.9650%	4,890,081
11	Norwalk	0.7323%	1,822,528
12	Redondo Beach DR	0.0159%	39,480
13	Redondo Beach MB	0.1367%	340,134
14	Santa Monica	4.8533%	12,077,934
15	Torrance	1.4577%	3,627,588
	Eligible Operators:		
16	Antelope Valley	1.5675%	3,900,972
17	Santa Clarita	0.9388%	2,336,279
18	LADOT Local	2.3073%	5,741,949
19	LADOT Express	1.1791%	2,934,265
20	Foothill BSCP	0.6980%	1,736,987
21	Total Municipal Operators	30.5370%	75,994,534
22	**Total Funds Allocated**	**100.0000%**	**$ 248,860,518**

Notes:

(1) Metro adheres to the Measure R allocation methodology for Measure M 20% fund allocations.

(2) Allocated based on FY22 data.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

Senate Bill 1

FISCAL YEAR 2025

Senate Bill 1 - Road Repair and Accountability Act of 2017

	Operators	Measure R % Share (1)	State Transit Assistance	State of Good Repair (2)	Total
	Included Operators:				
1	Metro Bus Operations	69.4630%	$ 63,179,349	$ 15,856,136	$ 79,035,485
2	Arcadia	0.0755%	68,716	17,246	85,961
3	Claremont	0.0245%	22,319	5,601	27,921
4	Commerce	0.1211%	110,162	27,647	137,809
5	Culver City	1.2911%	1,174,281	294,710	1,468,991
6	Foothill Transit	6.0330%	5,487,257	1,377,138	6,864,395
7	Gardena	1.2706%	1,155,684	290,042	1,445,726
8	La Mirada	0.0204%	18,524	4,649	23,173
9	Long Beach	5.8492%	5,320,073	1,335,180	6,655,254
10	Montebello	1.9650%	1,787,235	448,543	2,235,778
11	Norwalk	0.7323%	666,101	167,171	833,272
12	Redondo Beach DR	0.0159%	14,429	3,621	18,051
13	Redondo Beach MB	0.1367%	124,313	31,199	155,511
14	Santa Monica	4.8533%	4,414,264	1,107,849	5,522,112
15	Torrance	1.4577%	1,325,817	332,741	1,658,557
	Eligible Operators:				
16	Antelope Valley	1.5675%	1,425,734	357,817	1,783,551
17	Santa Clarita	0.9388%	853,867	214,295	1,068,162
18	LADOT Local	2.3073%	2,098,577	526,680	2,625,258
19	LADOT Express	1.1791%	1,072,420	269,146	1,341,566
20	Foothill BSCP	0.6980%	634,837	159,325	794,162
21	Total Municipal Operators	30.5370%	27,774,610	6,970,600	34,745,210
22	County of Los Angeles		-	71,741	71,741
23	**Total Funds Allocated**	**100.0000%**	**$ 90,953,959**	**$ 22,898,478**	**$ 113,852,436**

Notes:

(1) The STA and SGR portions of SB1 fund will be distributed based on Measure R allocation methodology.
(2) Preliminary estimates. Subject to the submittal of eligible projects.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

Fund Exchange between LA County Transit Operators & Metro

	Operators	LCTOP Share [1]	TDA 4 Fund Exchange [2]	Prop A GOI / Prop C 40% Fund Exchange [3]	Net Funds Available [1]
1	**Metro Bus Ops.**		**$ (3,566,564)**	**$ (1,056,205)**	**$ (4,622,769)**
2	Antelope Valley	$ (368,054)		368,054	-
3	Arcadia	(29,100)	29,100		-
4	Claremont	(8,261)	8,261		-
5	Commerce	(76,695)	76,695		-
6	Culver City	(276,645)	276,645		-
7	Foothill Transit	-	-		-
8	Gardena	(249,371)	249,371		-
9	La Mirada	(15,837)	15,837		-
10	Long Beach	(1,096,222)	1,096,222		-
11	Montebello	(363,887)	363,887		-
12	Norwalk	(166,370)	166,370		-
13	Redondo Beach	(52,611)	52,611		-
14	Santa Clarita	(470,960)		470,960	-
15	Santa Monica	(860,870)	860,870		-
16	Torrance	(370,695)	370,695		-
17	**Tier Two Operators**				
18	Burbank	(68,260)		68,260	-
19	Glendale	(148,931)		148,931	-
20	Pasadena	-		-	-
21	**TOTAL**	**$ (4,622,769)**	**$ -**	**$ -**	**$ (4,622,769)**

Note:

(1) Estimated - To be adjusted based on actual allocations.

(2) Included Operators' share of LCTOP fund will be exchanged with Metro's TDA Article 4 allocation.

(3) LCTOP fund will be exchanged with Metro's "Foothill Mitigation Fund" share. Metro will allocate Proposition A Discretionary (95% of 40%) GOI fund to these operators.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

TIER 2 OPERATORS ESTIMATED FUNDING LEVELS

	Operators	Vehicle Service Miles FY23 data	Passenger Revenue	Base Fare	Fare Units (1)	50% VSM + 50% Fare Units	% Share
1	LADOT Community Dash	3,682,892	$ 1,825	$ 0.50	**16,808,232**	10,245,562	5.0258%
2	Glendale	790,633	456,162	1.00	**2,187,836**	1,489,235	0.7305%
3	Pasadena	656,127	478,366	0.75	637,821	646,974	0.3174%
4	Burbank	271,752	119,589	1.00	119,589	195,671	0.0960%
5	Sub-Total	5,401,404	1,055,942		19,753,478	12,577,441	6.1697%
6	Included and Eligible Operators	103,655,770	121,152,394		75,583,627	191,280,597	93.8303%
7	Total	109,057,174	$ 122,208,336		95,337,105	203,858,038	100.0000%

		% Share	TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40% Discretionary	Total
8	Funds Allocated to Included Operators		$ 535,884,080	$ 111,892,986	$ 287,721,591	$ 935,498,658
	Formula Equivalent Calculation					
9	LADOT Community Dash	5.0258%	$ 26,932,632	$ 5,623,553	$ 14,460,403	$ 47,016,589
10	Glendale	0.7305%	3,914,769	817,407	2,101,879	6,834,054
11	Pasadena	0.3174%	1,700,709	355,109	913,128	2,968,946
12	Burbank	0.0960%	514,361	107,399	276,166	897,926
13	Total	6.1697%	$ 33,062,471	$ 6,903,468	$ 17,751,576	$ 57,717,515

	Funds Allocated to Tier 2 Operators	**14.63% (2)**				**MTA Allocations (3)**	**LCTOP fund Exchange (4)**	**FY25 Total Funds Available**
	Actual Allocation							
14	LADOT Community Dash		$ 3,941,144	$ 822,914	$ 2,116,040	$ 6,880,097	$ -	**$ 6,880,097**
15	Glendale		572,861	119,614	307,575	1,000,050	148,931	**1,148,981**
16	Pasadena		248,870	51,964	133,621	434,456	-	**434,456**
17	Burbank		75,268	15,716	40,412	131,397	68,260	**199,657**
18	**Total**		**$ 4,838,144**	**$ 1,010,208**	**$ 2,597,648**	**$ 8,446,000**	**$ 217,191**	**$ 8,663,191**

	Prop A Incentive Allocation (5)	**Before Tier 2 GOI Allocation**	**GOI Allocation Deduction**	**Net Prop A Incentive Allocation**
19	LADOT Community Dash	$ 2,428,322	$ (355,345)	**$ 2,072,977**
20	Glendale	497,395	(72,785)	**424,609**
21	Pasadena	383,173	(56,071)	**327,102**
22	Burbank	122,809	(17,971)	**104,838**
23	**Total**	**$ 3,431,698**	**$ (502,172)**	**$ 2,929,526**

Notes:

(1) Funding Stability Policy is applied on LADOT and Glendale Fare Units.

(2) This percentage is applied as a deduction from Tier 2 Operators' Incentive Program allocations.

(3) The Board has approved an increase in the funding cap for Tier II operators for FY24, raising it from $6 million to $8.2 million. This will be followed by annual adjustments based on the Consumer Price Index (CPI). For FY25, the allocation has risen to $8,446,000, reflecting an estimated CPI increase of 3.0%.

(4) Burbank and Glendale's LCTOP fund will be exchanged with Metro's "Foothill Mitigation" Fund. Metro will allocate Prop A Discretionary (95% of 40%) GOI funds to these operators.

(5) Estimated - to be Adjusted to Actual apportionment.

II. LOCAL SUBSIDIES

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS

	PRIORITY I: EXISTING SUB-REGIONAL PARATRANSIT PROJECTS [1]	Total Allocation
1	Agoura Hills	$ 55,423
2	Antelope Valley, Elderly & Disabled	785,233
3	Culver City Community Transit and LA County	99,824
4	Gardena, Hawthorne and LA County	157,788
5	Glendale Paratransit and La Canada Flintridge	247,161
6	Inglewood Transit and LA County	256,462
7	LA County (Whittier et al)	205,166
8	LA County (Willowbrook)	72,762
9	Los Angeles Taxi & Lift Van, City Ride [2]	487,782
10	Los Angeles Dial-a-Ride, City Ride [2]	1,865,908
11	Monrovia D.A.R. and LA County	116,699
12	Palos Verdes PTA D.A.R.	33,168
13	Palos Verdes PTA - PV Transit	563,974
14	Pasadena Community Transit, San Marino and LA County	564,521
15	Pomona Valley TA - E&D (Get About)	911,868
16	Pomona Valley TA General Public (VC)	48,163
17	Santa Clarita D.A.R.	1,465,155
18	West Hollywood (DAR)	213,174
19	Whittier (DAR)	448,143
20	TOTAL EXISTING SUB-REGIONAL PARATRANSIT PROJECTS	$ 8,598,372
	PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION (IF PROP A DISC. CANNOT FULLY FUND THESE SYSTEMS)	
21	City of L.A. - Bus Service Continuation Project/DASH/Central City Shuttle	$ -
22	Santa Clarita - Local Fixed Route	-
23	Antelope Valley - Local Fixed Route	-
24	Foothill - Bus Service Continuation Project	-
25	**(IF PROP A DISC. CANNOT FULLY FUND THESE**	$ -
26	**PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT**	$ -
27	**PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES**	$ -

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)

(In Order of Priority)

	Priority V: VOLUNTARY NTD DATA REPORTING (Estimated - to be Adjusted to Actual apportionment) FY23 NTD Report Year	Estimate	Tier 2 Deduction	Total Allocation
28	City of Alhambra (MB and DR)	$ 146,594		**$ 146,594**
29	City of Artesia (DR)	2,679		**2,679**
30	City of Azusa (DR)	32,074		**32,074**
31	City of Baldwin Park (MB and DR)	119,591		**119,591**
32	City of Bell (MB, DR and DT)	28,209		**28,209**
33	City of Bell Gardens (MB and DR)	69,744		**69,744**
34	City of Bellflower (MB and DR)	49,002		**49,002**
35	City of Burbank (MB)* (2)	122,809	(17,971)	**104,838**
36	City of Calabasas (MB and DR)	51,130		**51,130**
37	City of Carson (MB, DR and DT)	56,698		**56,698**
38	City of Cerritos (MB and DR)	79,226		**79,226**
39	City of Compton (MB and DR)	102,345		**102,345**
40	City of Covina (DR)	26,919		**26,919**
41	City of Cudahy (MB and DR)	25,047		**25,047**
42	City of Downey (MB and DR)	80,378		**80,378**
43	City of Duarte (MB)	-		**-**
44	City of El Monte (MB and DR)	135,616		**135,616**
45	City of Glendora (MB and DR)	45,641		**45,641**
46	City of Glendale (MB)* (2)	497,395	(72,785)	**424,609**
47	City of Huntington Park (MB)	157,801		**157,801**
48	City of Los Angeles -- Community DASH* (MB) (2)	2,428,322	(355,345)	**2,072,977**
49	City of Los Angeles -- Department of Aging (DR) (2)	135,632		**135,632**
50	LA County Dept. of Public Works -- Avocado Heights (MB)	22,335		**22,335**
51	LA County Dept. of Public Works -- East Valinda (MB)	25,119		**25,119**
52	LA County Dept. of Public Works -- East LA (MB and DR)	142,942		**142,942**
53	LA County Dept. of Public Works -- Willowbrook (MB)	39,848		**39,848**
54	LA County Dept. of Public Works -- King Medical (MB)	19,094		**19,094**
55	LA County Dept. of Public Works -- Athens (MB)	20,985		**20,985**
56	LA County Dept. of Public Works -- Lennnox (MB)	15,731		**15,731**
57	LA County Dept. of Public Works -- South Whittier (MB)	104,598		**104,598**
58	LA County Dept. of Public Works -- Florance/Firestone (MB)	33,021		**33,021**
59	City of Lakewood (DR)	30,830		**30,830**
60	City of Lawndale (MB)	-		**-**
61	City of Lynwood (MB)	80,140		**80,140**
62	City of Malibu (DT)	1,571		**1,571**
63	City of Manhattan Beach (DR)	13,501		**13,501**
64	City of Maywood (MB and DR)	26,986		**26,986**
65	City of Monterey Park (MB and DR)	80,420		**80,420**
66	City of Pasadena (MB)*	383,173	(56,071)	**327,102**
67	City of Pico Rivera (DR)	9,701		**9,701**
68	City of Rosemead (MB and DR)	79,247		**79,247**
69	City of Santa fe Springs (DR)	8,354		**8,354**
70	City of South Gate (DT and MB)	131,024		**131,024**
71	City of South Pasadena (DR)	15,456		**15,456**
72	City of West Covina (MB and DR)	105,987		**105,987**
73	City of West Hollywood (MB)	65,379		**65,379**
74	**TOTAL VOLUNTARY NTD DATA REPORTING**	**$ 5,848,293**	**$ (502,172)**	**$ 5,346,121**

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)

(In Order of Priority)

	PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS	Total Allocation
75	Avalon Ferry Subsidy (3)	$ 800,000
76	Avalon Transit Services (Jitney and Dial-a-Ride) (3)	200,000
77	Hollywood Bowl Shuttle Service	1,057,000
78	TOTAL SPECIAL DEMONSTRATION PROJECTS	$ 2,057,000
79	Total funds	$ 16,001,493
80	Reserves for contingencies (4)	7,470,685
81	**TOTAL ESTIMATED REVENUE**	**$ 23,472,178**
82	Surplus (Deficit)	$ 1,337,139

NOTES:

(1) Priority I allocations are receiving 25% of their FY23 operating costs for pandemic recovery per Alliance request and LTSS approval.

(2) Tier 2 Operators' share have been reduced by % of GOI Funding per Tier 2 Operators Funding Program.

(3) Avalon's subsidy total remains unchanged. The City has requested that Metro adjust the Ferry and Land Transit subsidy from a $7K/$3K split to an $8K/$2K split, reflecting the increase in ferry fares.

(4) These funds are held in reserve for future contingency purposes such as deficit years, growth over inflation, approved new or existing expanded paratransit services, and new NTD reporters.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

LOCAL RETURN

& TDA Article 3 & 8

	LOCAL JURISDICTION	Population DOF Report 2023 data (1)	Population as % of County	Proposition A Local Return Estimate (2)	Proposition C Local Return Estimate (2)	Measure R Local Return Estimate (2)	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H) Population	TDA Article 8 (S & H) Article 8 Allocation	Total
1	AGOURA HILLS	19,770	0.2025%	$ 556,064	$ 461,240	$ 345,930	$ 392,054	$ 20,309		$ -	**$ 1,775,597**
2	ALHAMBRA	81,303	0.8329%	2,286,780	1,896,824	1,422,618	1,612,300	83,491			**7,302,013**
3	ARCADIA	55,503	0.5686%	1,561,113	1,294,902	971,176	1,100,667	57,000			**4,984,857**
4	ARTESIA	16,093	0.1649%	452,642	375,455	281,591	319,136	16,533			**1,445,357**
5	AVALON	3,351	0.0343%	94,252	78,180	58,635	66,453	5,000	3,351	202,757	**505,277**
6	AZUSA	49,483	0.5069%	1,391,790	1,154,453	865,840	981,285	50,818			**4,444,187**
7	BALDWIN PARK	70,368	0.7209%	1,979,215	1,641,707	1,231,280	1,395,451	72,263			**6,319,916**
8	BELL	33,370	0.3419%	938,586	778,532	583,899	661,752	34,273			**2,997,043**
9	BELLFLOWER	76,924	0.7881%	2,163,613	1,794,660	1,345,995	1,525,461	78,995			**6,908,725**
10	BELL GARDENS	38,447	0.3939%	1,081,385	896,980	672,735	762,433	39,486			**3,453,020**
11	BEVERLY HILLS	31,658	0.3243%	890,433	738,591	553,943	627,802	32,515			**2,843,284**
12	BRADBURY	889	0.0091%	25,005	20,741	15,555	17,630	5,000			**83,930**
13	BURBANK	104,535	1.0709%	2,940,218	2,438,833	1,829,125	2,073,008	107,346			**9,388,530**
14	CALABASAS	22,808	0.2337%	641,512	532,118	399,088	452,300	23,428			**2,048,446**
15	CARSON	92,186	0.9444%	2,592,882	2,150,727	1,613,046	1,828,118	94,666			**8,279,439**
16	CERRITOS	47,887	0.4906%	1,346,900	1,117,218	837,914	949,636	49,179			**4,300,847**
17	CLAREMONT	36,759	0.3766%	1,033,907	857,599	643,199	728,959	37,753			**3,301,417**
18	COMMERCE	12,036	0.1233%	338,532	280,804	210,603	238,683	12,367			**1,080,989**
19	COMPTON	93,719	0.9601%	2,636,000	2,186,493	1,639,870	1,858,519	96,240			**8,417,121**
20	COVINA	50,350	0.5158%	1,416,176	1,174,681	881,011	998,479	51,708			**4,522,055**
21	CUDAHY	22,270	0.2281%	626,380	519,566	389,674	441,631	22,876			**2,000,127**
22	CULVER CITY	39,682	0.4065%	1,116,121	925,793	694,345	786,924	40,754			**3,563,938**
23	DIAMOND BAR	53,381	0.5469%	1,501,428	1,245,395	934,046	1,058,586	54,821			**4,794,276**
24	DOWNEY	111,261	1.1398%	3,129,398	2,595,753	1,946,815	2,206,390	114,252			**9,992,608**
25	DUARTE	22,796	0.2335%	641,175	531,838	398,878	452,062	23,416			**2,047,368**
26	EL MONTE	106,377	1.0898%	2,992,027	2,481,808	1,861,356	2,109,537	109,237			**9,553,965**
27	EL SEGUNDO	16,928	0.1734%	476,128	394,935	296,202	335,695	17,391			**1,520,350**
28	GARDENA	59,809	0.6127%	1,682,226	1,395,362	1,046,522	1,186,058	61,421			**5,371,589**
29	GLENDALE	191,284	1.9596%	5,380,175	4,462,714	3,347,035	3,793,307	196,420			**17,179,652**
30	GLENDORA	51,159	0.5241%	1,438,931	1,193,555	895,166	1,014,522	52,539			**4,594,713**
31	HAWAIIAN GARDENS	13,546	0.1388%	381,003	316,032	237,024	268,627	13,918			**1,216,605**
32	HAWTHORNE	85,702	0.8780%	2,410,509	1,999,454	1,499,590	1,699,536	88,008			**7,697,097**
33	HERMOSA BEACH	19,018	0.1948%	534,912	443,696	332,772	377,141	19,537			**1,708,058**
34	HIDDEN HILLS	1,731	0.0177%	48,687	40,385	30,289	34,327	5,000			**158,688**
35	HUNTINGTON PARK	53,281	0.5458%	1,498,615	1,243,062	932,296	1,056,603	54,718			**4,785,294**

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

LOCAL RETURN

& TDA Article 3 & 8 (Continued)

	LOCAL JURISDICTION	Population DOF Report 2023 data (1)	Population as % of County	Proposition A Local Return Estimate (2)	Proposition C Local Return Estimate (2)	Measure R Local Return Estimate (2)	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H) Population	TDA Article 8 (S & H) Article 8 Allocation	Total
36	INDUSTRY (B)	427	0.0044%	12,010	9,962	7,472	8,468	-			**37,911**
37	INGLEWOOD	106,248	1.0885%	2,988,399	2,478,798	1,859,099	2,106,978	109,105			**9,542,379**
38	IRWINDALE	1,483	0.0152%	41,712	34,599	25,949	29,409	5,000			**136,669**
39	LA CANADA-FLINTRIDGE	19,930	0.2042%	560,564	464,973	348,730	395,227	20,473			**1,789,967**
40	LA HABRA HEIGHTS	5,505	0.0564%	154,837	128,433	96,325	109,168	5,661			**494,425**
41	LAKEWOOD	80,154	0.8211%	2,254,462	1,870,017	1,402,513	1,589,515	82,311			**7,198,818**
42	LA MIRADA	47,899	0.4907%	1,347,238	1,117,498	838,124	949,874	49,192			**4,301,925**
43	LANCASTER	173,376	1.7762%	4,876,484	4,044,915	3,033,686	3,438,178	178,032	173,376	10,490,346	**26,061,641**
44	LA PUENTE	37,356	0.3827%	1,050,699	871,527	653,645	740,798	38,366			**3,355,035**
45	LA VERNE	32,056	0.3284%	901,627	747,876	560,907	635,695	32,924			**2,879,030**
46	LAWNDALE	30,882	0.3164%	868,607	720,486	540,365	612,413	31,719			**2,773,590**
47	LOMITA	20,092	0.2058%	565,120	468,752	351,564	398,440	20,639			**1,804,516**
48	LONG BEACH	458,222	4.6943%	12,888,243	10,690,459	8,017,844	9,086,890	470,513			**41,153,949**
49	LOS ANGELES CITY	3,766,109	38.5824%	105,927,977	87,864,469	65,898,352	74,684,799	4,397,690			**338,773,287**
50	LYNWOOD	66,228	0.6785%	1,862,771	1,545,119	1,158,840	1,313,351	68,012			**5,948,093**
51	MALIBU	10,512	0.1077%	295,667	245,248	183,936	208,461	10,803			**944,115**
52	MANHATTAN BEACH	34,284	0.3512%	964,294	799,856	599,892	679,878	35,212			**3,079,131**
53	MAYWOOD	24,546	0.2515%	690,396	572,666	429,499	486,766	25,213			**2,204,540**
54	MONROVIA	37,539	0.3846%	1,055,846	875,796	656,847	744,427	38,554			**3,371,470**
55	MONTEBELLO	61,645	0.6315%	1,733,866	1,438,197	1,078,647	1,222,467	63,306			**5,536,484**
56	MONTEREY PARK	59,288	0.6074%	1,667,572	1,383,207	1,037,405	1,175,726	60,886			**5,324,796**
57	NORWALK	101,153	1.0363%	2,845,094	2,359,930	1,769,948	2,005,941	103,873			**9,084,785**
58	PALMDALE	165,917	1.6998%	4,666,687	3,870,894	2,903,171	3,290,260	170,373	165,917	10,039,029	**24,940,414**
59	PALOS VERDES ESTATE	12,935	0.1325%	363,818	301,777	226,333	256,511	13,290			**1,161,730**
60	PARAMOUNT	52,178	0.5345%	1,467,592	1,217,329	912,996	1,034,729	53,585			**4,686,231**
61	PASADENA	136,988	1.4034%	3,853,012	3,195,972	2,396,979	2,716,576	140,669			**12,303,207**
62	PICO RIVERA	60,975	0.6247%	1,715,022	1,422,565	1,066,924	1,209,181	62,618			**5,476,310**
63	POMONA	149,721	1.5338%	4,211,148	3,493,036	2,619,777	2,969,081	153,743			**13,446,786**
64	RANCHO PALOS VERDES	41,030	0.4203%	1,154,036	957,242	717,932	813,656	42,139			**3,685,005**
65	REDONDO BEACH	68,407	0.7008%	1,924,059	1,595,956	1,196,967	1,356,563	70,249			**6,143,794**
66	ROLLING HILLS	1,669	0.0171%	46,943	38,938	29,204	33,098	5,000			**153,183**
67	ROLLING HILLS ESTATES	8,446	0.0865%	237,558	197,048	147,786	167,491	8,681			**758,563**
68	ROSEMEAD	50,022	0.5125%	1,406,951	1,167,028	875,271	991,974	51,372			**4,492,596**
69	SAN DIMAS	34,079	0.3491%	958,528	795,073	596,305	675,812	35,001			**3,060,720**
70	SAN FERNANDO	23,487	0.2406%	660,610	547,959	410,969	465,765	24,125			**2,109,429**

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

LOCAL RETURN

& TDA Article 3 & 8 (Continued)

	LOCAL JURISDICTION	Population DOF Report 2023 data [1]	Population as % of County	Proposition A Local Return Estimate [2]	Proposition C Local Return Estimate [2]	Measure R Local Return Estimate [2]	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H) Population	TDA Article 8 (S & H) Article 8 Allocation	Total
71	SAN GABRIEL	38,466	0.3941%	1,081,919	897,423	673,068	762,810	39,506			**3,454,726**
72	SAN MARINO	12,206	0.1250%	343,314	284,770	213,577	242,054	12,542			**1,096,257**
73	SANTA CLARITA	230,659	2.3630%	6,487,662	5,381,345	4,036,009	4,574,143	236,851	230,659	13,956,331	**34,672,339**
74	SANTA FE SPRINGS	18,570	0.1902%	522,312	433,244	324,933	368,257	19,077			**1,667,822**
75	SANTA MONICA	91,720	0.9396%	2,579,775	2,139,856	1,604,892	1,818,877	94,187			**8,237,587**
76	SIERRA MADRE	10,821	0.1109%	304,358	252,457	189,343	214,589	11,120			**971,867**
77	SIGNAL HILL	11,431	0.1171%	321,516	266,689	200,017	226,685	11,746			**1,026,652**
78	SOUTH EL MONTE	19,461	0.1994%	547,372	454,031	340,523	385,926	19,991			**1,747,845**
79	SOUTH GATE	92,628	0.9489%	2,605,314	2,161,039	1,620,780	1,836,884	95,120			**8,319,136**
80	SOUTH PASADENA	26,273	0.2692%	738,971	612,957	459,718	521,014	26,986			**2,359,646**
81	TEMPLE CITY	35,813	0.3669%	1,007,299	835,528	626,646	710,199	36,782			**3,216,454**
82	TORRANCE	143,057	1.4656%	4,023,712	3,337,563	2,503,173	2,836,929	146,900			**12,848,277**
83	VERNON	205	0.0021%	5,766	4,783	3,587	4,065	5,000			**23,201**
84	WALNUT	27,553	0.2823%	774,973	642,820	482,115	546,397	28,300			**2,474,605**
85	WEST COVINA	107,893	1.1053%	3,034,667	2,517,177	1,887,882	2,139,600	110,794			**9,690,120**
86	WEST HOLLYWOOD	34,793	0.3564%	978,610	811,731	608,798	689,972	35,734			**3,124,846**
87	WESTLAKE VILLAGE	7,919	0.0811%	222,735	184,753	138,565	157,040	8,140			**711,232**
88	WHITTIER	87,291	0.8943%	2,455,202	2,036,526	1,527,394	1,731,047	89,640			**7,839,808**
89	UNINCORP LA COUNTY	997,999	10.2241%	28,070,355	23,283,620	17,462,715	19,791,077	2,262,877	136,022	8,230,193	**99,100,837**
90	**TOTAL**	**9,761,210**	**100.0000%**	**$ 274,550,000**	**$ 227,732,000**	**$ 170,799,000**	**$ 193,572,200**	**$ 11,812,301**	**709,325**	**$42,918,656**	**$ 921,384,156**

NOTES:

(1) Population estimates are based on State of California Department of Finance's (DOF) 2023 population estimates. The Unincorporated Population figure for TDA Article 8 is based on 2007 estimates by Urban Research.

(2) Proposition A, Proposition C, Measure R and Measure M Local Return funds are allocated their share of estimated revenues (minus administration) without carryover since payments are made based on actual revenues received.

TDA Article 3 Allocation:

(A) 15% of the estimated revenue is first awarded to the City of Los Angeles and Los Angeles County (30%-70% split) as Supplemental Allocation.

(B) City of Industry has opted out of the TDA Article 3 program indefinitely.

III. BUS TRANSIT SUBSIDIES

Federal Formula Grants

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

FEDERAL FORMULA GRANTS REVENUE ESTIMATES [(1),(2)]

Los Angeles County Share of Los Angeles-Long Beach-Anaheim UZA

1	**Section 5307 Urbanized Area Formula Grants:**			
	Estimated Revenue			**$ 317,393,172**
2		Estimated Revenue	$ 317,393,172	
		Off the Top:		
3		1% Enhancement Allocation	(3,173,932)	
4			$ 314,219,240	
5		85% Formula Allocation	$ 267,086,354	
6		Allocated to LTSS	$ -	
7		Allocated to Munis	$ 267,086,354	
8		15% Discretionary Allocation	47,132,886	
9			$ 314,219,240	
	Section 5339 Bus and Bus Facilities Formula Grants:			
10	**Estimated Revenue**			**$ 24,345,031**
	Section 5337 State of Good Repair (LA County Share of LA UZA 2):			
	High Intensity Fixed Guideway:			
11	Directional Route Miles (DRM) Generated		$ 51,565,413	
12	Vehicle Revenue Miles (VRM) Generated		90,613,988	
13			**$ 142,179,401**	
	High Intensity Motorbus:			
14	Directional Route Miles (DRM) Generated		$ 3,862,677	
15	Vehicle Revenue Miles (VRM) Generated		5,455,677	
16			**$ 9,318,354**	
17	**Section 5337 State of Good Repair Total Estimated Revenue**			**$ 151,497,755**
18	**Total Federal Formula Funds Available**			**$ 493,235,958**

Note:
(1) Funding based on assumption of full Congressional authorization of the Infrastructure Investment and Jobs Act (IIJA).
(2) Fund allocations are based on FY23 TPM data.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

FEDERAL FORMULA GRANTS (Estimated - to be Adjusted to Actual apportionment) (1)

	Operators	Urbanized Formula Program (Section 5307)			Bus & Bus Facilities (Section 5339)			State of Good Repair (Section 5337)			Total
		Allocation	Fund Exchanges	Adjusted Allocation	Allocation	Fund Exchange	Adjusted Allocation	Allocation	Fund Exchange	Adjusted Allocation	
	Included Operators:										
1	Metro Bus Operations	$ 201,123,335	$ (15,199,693)	$ 185,923,642	$ 16,327,166	$ 8,017,865	$ 24,345,031	$ 143,955,928	$ 7,541,829	$ 151,497,755	$ 361,766,428
	Municipal Operators:										
2	Arcadia	463,609	42,258	505,868	42,258	(42,258)	-	-	-	-	505,868
3	Claremont	52,208	4,759	56,966	4,759	(4,759)	-	-	-	-	56,966
4	Commerce	8,177,480	99,667	8,277,148	99,667	(99,667)	-	-	-	-	8,277,148
5	Culver City	2,550,547	232,483	2,783,030	232,483	(232,483)	-	-	-	-	2,783,030
6	Foothill Transit	31,786,747	8,309,183	40,095,930	2,268,937	(2,268,937)	-	6,040,247	(6,040,247)	-	40,095,930
7	Gardena	2,897,578	264,115	3,161,693	264,115	(264,115)	-	-	-	-	3,161,693
8	La Mirada	188,366	17,170	205,536	17,170	(17,170)	-	-	-	-	205,536
9	Long Beach	22,686,320	1,513,611	24,199,932	1,657,396	(1,657,396)	-	216,215	(216,215)	-	24,199,932
10	Montebello	4,306,635	392,552	4,699,186	392,552	(392,552)	-	-	-	-	4,699,186
11	Norwalk	6,141,008	175,934	6,316,942	175,934	(175,934)	-	-	-	-	6,316,942
12	Redondo Beach	947,788	86,391	1,034,180	86,391	(86,391)	-	-	-	-	1,034,180
13	Santa Monica	14,471,724	1,145,142	15,616,866	1,055,403	(1,055,403)	-	89,739	(89,739)	-	15,616,866
14	Torrance	3,509,982	319,936	3,829,919	319,936	(319,936)	-	-	-	-	3,829,919
15	Sub-Total	98,179,992	12,603,203	110,783,195	6,617,002	(6,617,002)	-	6,346,201	(6,346,201)	-	110,783,195
	Eligible Operators:										
16	Antelope Valley	237,945	21,689	259,633	21,689	(21,689)	-	-	-	-	259,633
17	LADOT	15,851,790	2,392,492	18,244,282	1,196,864	(1,196,864)	-	1,195,628	(1,195,628)	-	18,244,282
18	Santa Clarita	2,000,110	182,311	2,182,421	182,311	(182,311)	-	-	-	-	2,182,421
19	Foothill BSCP	-	-	-	-	-	-	-	-	-	-
20	Sub-Total	18,089,845	2,596,491	20,686,336	1,400,863	(1,400,863)		1,195,628	(1,195,628)	-	20,686,336
21	Total Excluding Metro	116,269,837	15,199,694	131,469,531	8,017,865	(8,017,865)	-	7,541,829	(7,541,829)	-	131,469,531
22	**Grand Total**	**$ 317,393,172**	**$ 1**	**$ 317,393,173**	**$ 24,345,031**	**$ -**	**$ 24,345,031**	**$ 151,497,755**	**$ -**	**$ 151,497,755**	**$ 493,235,959**

Note: Totals may not add due to rounding.

(1)Allocations are based on FY23 statistics.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

FEDERAL SECTION 5307 CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE	85% FORMULA ALLOCATION	15% DISCRETIONARY ALLOCATION (1)		1% ENHANCEMENT ALLOCATION (1)		TOTAL	TDA Fund Exchange	S5339/S5337 Fund Exchange (2)	Total Funds Available
				Project Title	$ Amount	Project Title	$ Amount				
1	Antelope Valley	0.0891%	$ 237,945					$ 237,945		$ 21,689	$ 259,633
2	Arcadia	0.1736%	463,609					463,609		42,258	505,868
3	Claremont	0.0195%	52,208					52,208		4,759	56,966
4	Commerce	0.4094%	1,093,436	Zero-Emissions Bus Operations, Maintenance, and Administration Facility	$ 6,609,828	Bus Stop Amenities Improvement Project	$ 474,216	8,177,480		99,667	8,277,148
5	Culver City	0.9550%	2,550,547					2,550,547		232,483	2,783,030
6	Foothill Transit	9.3199%	24,892,226	24 Zero-Emission Replacement Buses	6,894,521			31,786,747		8,309,183	40,095,930
7	Gardena	1.0849%	2,897,578					2,897,578		264,115	3,161,693
8	LADOT	4.9163%	13,130,647	Electric Bus Charger Installation at Sylmar Yard	2,411,549	Bus Stop Solar Transit Pole System	309,595	15,851,790		2,392,492	18,244,282
9	La Mirada	0.0705%	188,366					188,366		17,170	205,536
10	Long Beach Transit	6.8079%	18,183,089	Long Beach Transit Fleet Replacement SCRTTC Allocation - Second of Three Years	3,143,232 360,000	Transit Gallery Improvement Project	1,000,000	22,686,320	(3) (360,000)	1,873,611	24,199,932
11	Montebello	1.6125%	4,306,635					4,306,635		392,552	4,699,186
12	Metro Bus Operations	67.0657%	179,123,335	Acquisition of Zero Emission Buses (ZEBs)	22,000,000			201,123,335	(3) 360,000	(15,559,693)	185,923,642
13	Norwalk	0.7227%	1,930,154	Replacement of 7 CNG Buses that will meet their useful lives	3,667,104	Bike & Ride Station Project	543,750	6,141,008		175,934	6,316,942
14	Redondo Beach	0.3549%	947,788					947,788		86,391	1,034,180
15	Santa Clarita	0.7489%	2,000,110					2,000,110		182,311	2,182,421
	Santa Monica	4.3352%	11,578,700	Replacement of 40-foot Buses	2,893,024			14,471,724		1,145,142	15,616,866
16	Torrance	1.3142%	3,509,982					3,509,982		319,936	3,829,919
17	**TOTAL**	**100.0000%**	**$ 267,086,354**		**$ 47,979,257**		**$ 2,327,561**	**$ 317,393,172**	**$ -**	**$ -**	**$ 317,393,173**

Notes: Total may not add due to rounding.

(1) The total of $846,371 remaining from 1% Enhancement Allocations has been added to the 15% Discretionary allocation funds, as approved by the BOS.

(2) Operators' share of Section 5337 and 5339 will be exchanged with Metro's share of Section 5307 allocation.

(3) Allocations for the Southern California Regional Transit Training Consortium (SCRTTC) will be facilitated by Long Beach Transit. These funds will be exchanged with Metro's TDA 4 allocation.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

FEDERAL SECTION 5337 - STATE OF GOOD REPAIR

(Estimated - to be Adjusted to Actual apportionment)

	LOS ANGELES COUNTY SHARE (UZA 2)	Directional Route Miles (DRM) Allocation			Vehicle Revenue Miles (VRM) Allocation			Total $ Allocation	Fund Exchange (1)	Net Funds Available (1)
		DRM	DRM%	DRM $Allocation	VRM	VRM%	VRM $Allocation			
	High Intensity Fixed Guideway:									
1	Metro (Including Metrolink)	506.0	99.783%	$ 51,453,557	25,453,596	98.769%	$ 89,498,238	$ 140,951,795	$ 1,227,608	$ 142,179,402
2	Long Beach Transit	0.5	0.099%	50,843	47,032	0.183%	165,371	216,215	(216,215)	-
3	Santa Monica	0.6	0.118%	61,012	8,170	0.032%	28,727	89,739	(89,739)	-
4	Foothill Transit	-	0.000%	-	262,121	1.017%	921,652	921,653	(921,653)	-
5	Sub-total	507.1	100.000%	51,565,413	25,770,919	100.000%	90,613,988	142,179,402	-	142,179,402
	High Intensity Motorbus:									
6	Foothill Transit	39.4	26.785%	1,034,599	1,528,527	74.858%	4,083,995	5,118,593	(5,118,593)	-
7	LADOT	35.1	23.861%	921,686	102,529	5.021%	273,942	1,195,628	(1,195,628)	-
8	Metro Bus Operations	72.6	49.354%	1,906,393	410,854	20.121%	1,097,740	3,004,133	6,314,220	9,318,353
9	Sub-total	147.1	100.00%	3,862,677	2,041,910	100.000%	5,455,677	9,318,353	-	9,318,353
10	**Total LA County Share - UZA 2**	**654.20**		**$ 55,428,090**	**27,812,829**	**200.000%**	**$ 96,069,665**	**$ 151,497,755**	**$ -**	**$ 151,497,755**

Note:

(1) Operators' share of Section 5337 will be exchanged with Metro's share of Section 5307 allocation.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

FEDERAL SECTION 5339 - BUS AND BUS CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE	Net Formula Share	Fund Exchange	Net Funds Available (1)
1	Antelope Valley	0.0891%	$ 21,689	$ (21,689)	$ -
2	Arcadia	0.1736%	42,258	(42,258)	-
3	Claremont	0.0195%	4,759	(4,759)	-
4	Commerce	0.4094%	99,667	(99,667)	-
5	Culver City	0.9550%	232,483	(232,483)	-
6	Foothill Transit	9.3199%	2,268,937	(2,268,937)	-
7	Gardena	1.0849%	264,115	(264,115)	-
8	LADOT	4.9163%	1,196,864	(1,196,864)	-
9	La Mirada	0.0705%	17,170	(17,170)	-
10	Long Beach	6.8079%	1,657,396	(1,657,396)	-
11	Montebello	1.6125%	392,552	(392,552)	-
12	Metro Bus Operations	67.0657%	16,327,166	8,017,865	24,345,031
13	Norwalk	0.7227%	175,934	(175,934)	-
14	Redondo Beach	0.3549%	86,391	(86,391)	-
15	Santa Clarita	0.7489%	182,311	(182,311)	-
16	Santa Monica	4.3352%	1,055,403	(1,055,403)	-
17	Torrance	1.3142%	319,936	(319,936)	-
18	**TOTAL**	**100.0000%**	**$ 24,345,031**	**$ -**	**$ 24,345,031**

Note:

(1) Operators' share of Section 5339 will be exchanged with Metro's share of Section 5307 allocation.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

CAPITAL ALLOCATION % SHARE CALCULATION

	OPERATOR	MILEAGE CALCULATION (FY23 data)				ACTIVE FLEET CALCULATION (FY23 data)						
		Local Vehicle Miles [Input]	Express Vehicle Miles [Input]	Total Miles Weighted 60% Local/ 40% Express	1/3 Weight	Active Fleet (1) [Input]	Peak Bus Fixed Route (2) [Input]	Allowable Peak Bus (Peak+20%)	DAR Seats (3) [Input]	Bus Eqvt. (44 Seats per Bus)	Total Active Vehicle	1/3 Weight
1	Antelope Valley	2,920,082	879,004	2,103,651	0.9494%	86	68	81.6	0	0.0	81.6	0.8367%
2	Arcadia DR	80,854	-	48,512	0.0219%	0	0	0.0	86	2.0	2.0	0.0200%
3	Arcadia MB	175,733	-	105,440	0.0476%	8	6	7.2	0	0.0	7.2	0.0738%
4	Claremont	21,284	-	12,770	0.0058%	0	0	0.0	50	1.1	1.1	0.0117%
5	Commerce	548,967	-	329,380	0.1487%	23	13	15.6	58	1.3	16.9	0.1735%
6	Culver City (4)	1,446,527	-	867,916	0.3917%	14	34	14.0	0	0.0	14.0	0.1435%
7	Foothill Transit	13,266,757	1,780,574	8,672,284	3.9140%	363	303	363.0	0	0.0	363.0	3.7220%
8	Gardena	1,214,284	-	728,570	0.3288%	52	25	30.0	55	1.3	31.3	0.3204%
9	LADOT	4,530,247	3,270,554	4,026,370	1.8172%	238	184	220.8	0	0.0	220.8	2.2639%
10	La Mirada	63,588	-	38,153	0.0172%	0	0	0.0	192	4.4	4.4	0.0447%
11	Long Beach	7,199,161	-	4,319,497	1.9495%	257	167	200.4	40	0.9	201.3	2.0641%
12	Montebello	1,807,261	42,366	1,101,303	0.4970%	71	44	52.8	40	0.9	53.7	0.5507%
13	Metro Bus Operations	72,934,371	5,310,913	45,884,988	20.7087%	2,059	1,605	1,926.0	0	0.0	1,926.0	19.7479%
14	Norwalk	993,350	-	596,010	0.2690%	34	20	24.0	0	0.0	24.0	0.2461%
15	Redondo Beach	477,707	-	286,624	0.1294%	14	14	14.0	75	1.7	15.7	0.1610%
16	Santa Clarita	1,756,235	750,476	1,353,931	0.6111%	83	66	79.2	0	0.0	79.2	0.8121%
17	Santa Monica	4,345,383	47,880	2,626,382	1.1853%	195	124	148.8	0	0.0	148.8	1.5257%
18	Torrance	1,003,896	383,827	755,868	0.3411%	64	49	58.8	54	1.2	60.0	0.6155%
19	**TOTAL**	**114,785,687**	**12,465,594**	**73,857,650**	**33.3333%**	**3,561**	**2,722**	**3,236.2**	**650**	**14.8**	**3,251.0**	**33.3333%**

Notes:

Include only MTA Funded Programs:

(1) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode MB), Number of Active Vehicles in Fleet". LADOT's total active vehicles is reported separately.

(2) Source: NTD Report Form S-10 "Service Non-Rail (Mode MB), Vehicles Operated in Annual Maximum Service". LADOT's figure is from TPM excluding Community Dash.

(3) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode DR), Seating Capacity". Redondo Beach's Seating Capacity is apportioned between FAP and non-FAP vehicles.

(4) FY22 data.

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

Federal Section 5307 Capital Allocation
FISCAL YEAR 2025

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

	OPERATOR	FARE UNITS (FY23 data)				UNLINKED PASSENGERS (FY23 data)		Gross Formula Share	Re-Allocate AVTA And Santa Clarita's Non-LA2 UZA Share	LA UZA 2 Net Formula Share
		Passenger Revenue [Input]	Base Fare $ [Input]	Fare Units	1/2 of 1/3 Weight	Unlinked Passengers [Input]	1/2 of 1/3 Weight			
1	Antelope Valley	$2,217,498	$ 1.50	1,478,332	0.3187%	1,245,216	0.0779%	2.1827%	-2.0936%	0.0891%
2	Arcadia DR	4,249	1.00	4,249	0.0009%	18,075	0.0011%	0.0440%	0.0015%	0.0455%
3	Arcadia MB	2,646	0.50	5,292	0.0011%	21,046	0.0013%	0.1239%	0.0042%	0.1281%
4	Claremont	10,455	2.50	4,182	0.0009%	9,356	0.0006%	0.0189%	0.0006%	0.0195%
5	Commerce (1)	-	-	210,431	0.0454%	453,890	0.0284%	0.3959%	0.0135%	0.4094%
6	Culver City (4)	1,142,579	1.00	1,142,579	0.2464%	2,267,843	0.1418%	0.9234%	0.0315%	0.9550%
7	Foothill Transit	8,020,698	2.00	4,010,349	0.8647%	8,181,484	0.5116%	9.0122%	0.3077%	9.3199%
8	Gardena	1,303,375	1.00	1,303,375	0.2810%	1,899,928	0.1188%	1.0491%	0.0358%	1.0849%
9	LADOT	1,047,311	1.50	698,207	0.1505%	8,352,044	0.5223%	4.7540%	0.1623%	4.9163%
10	La Mirada	20,863	1.00	20,863	0.0045%	27,805	0.0017%	0.0682%	0.0023%	0.0705%
11	Long Beach	8,805,512	1.25	7,044,410	1.5188%	16,803,005	1.0508%	6.5832%	0.2248%	6.8079%
12	Montebello	1,809,209	1.10	1,644,735	0.3546%	2,508,327	0.1569%	1.5592%	0.0532%	1.6125%
13	Metro Bus Operations	90,645,870	1.75	51,797,640	11.1681%	211,509,937	13.2268%	64.8516%	2.2141%	67.0657%
14	Norwalk	694,469	1.25	555,575	0.1198%	1,022,686	0.0640%	0.6988%	0.0239%	0.7227%
15	Redondo Beach	164,216	1.00	164,216	0.0354%	277,558	0.0174%	0.3431%	0.0117%	0.3549%
16	Santa Clarita	1,663,831	1.00	1,663,831	0.3587%	2,352,549	0.1471%	1.9290%	-1.1801%	0.7489%
17	Santa Monica	5,779,723	1.25	4,623,778	0.9969%	7,741,258	0.4841%	4.1921%	0.1431%	4.3352%
18	Torrance	927,819	1.00	927,819	0.2000%	1,824,957	0.1141%	1.2708%	0.0434%	1.3142%
19	**TOTAL**	**$124,260,323**		**77,299,864**	**16.6667%**	**266,516,964**	**16.6667%**	**100.0000%**	**0.0000%**	**100.0000%**

Note:
(1) Commerce Fare Units are calculated as follows: ((Total Fare Units w/out MTA and Commerce) / (Total Unlinked Passengers w/out MTA and Commerce)) * Commerce Unlinked Passengers.

FORM FFA10, SECTION 9 STATISTICS PASSENGER MILES IS USED TO CALCULATE AVTA AND SANTA CLARITA'S RE-ALLOCATION OF CAPITAL MONIES.

		ANTELOPE VALLEY			SANTA CLARITA		
		Passenger Miles	%	Re-Allocated Share	Passenger Miles	%	Re-Allocated Share
20	Non-LA 2 UZA (AV 123 for AVTA, AV 176 for Santa Clarita)	12,274,250	95.9184%	2.0936%	8,348,318	61.1782%	1.1801%
21	UZA number LA 2	522,303	4.0816%	0.0891%	5,297,581	38.8218%	0.7489%
22	Total	12,796,553	100.0000%	2.1827%	13,645,899	100.0000%	1.9290%

IV. METRO and MUNICIPAL OPERATORS' FUND EXCHANGE

Los Angeles County Metropolitan Transportation Authority

FY 2025 Transit Fund Allocations

ATTACHMENT A

FUND EXCHANGE BETWEEN LA COUNTY TRANSIT OPERATORS AND METRO

	Operators	Municipal Operators			Metro		
		LCTOP	Federal Section 5307	Federal Sections 5339/5337	TDA 4	PC 40% / Prop A GOI	Federal Section 5307
1	Metro Bus Operations	$ 4,622,769	$ 1,140,652	$ 15,559,693	$ (4,707,216)	$ (1,056,205)	$ (15,559,693)
	Municipal Operators:						
2	Arcadia	(29,100)	-	(42,258)	29,100		42,258
3	Claremont [(1)]	(8,261)	(780,652)	(4,759)	788,913		4,759
4	Commerce	(76,695)	-	(99,667)	76,695		99,667
5	Culver City	(276,645)	-	(232,483)	276,645		232,483
6	Foothill Transit	-	-	(8,309,183)	-		8,309,183
7	Gardena	(249,371)	-	(264,115)	249,371		264,115
8	LADOT	-	-	(2,392,492)			2,392,492
9	La Mirada	(15,837)	-	(17,170)	15,837		17,170
10	Long Beach Transit [(2)]	(1,096,222)	(360,000)	(1,873,611)	1,456,222		1,873,611
11	Montebello	(363,887)	-	(392,552)	363,887		392,552
12	Norwalk	(166,370)	-	(175,934)	166,370		175,934
13	Redondo Beach	(52,611)	-	(86,391)	52,611		86,391
14	Santa Monica	(860,870)	-	(1,145,142)	860,870		1,145,142
15	Torrance	(370,695)	-	(319,936)	370,695		319,936
16	Antelope Valley	(368,054)	-	(21,689)		368,054	21,689
17	Santa Clarita	(470,960)	-	(182,311)		470,960	182,311
18	Glendale	(148,931)	-	-		148,931	-
19	Pasadena	-	-	-	-		-
20	Burbank	(68,260)	-	-		68,260	-
21	Total	$ -	$ -	$ -	$ -	$ -	$ -

Notes:

(1) Claremont will exchange its 5307 grant funds, totaling $780,652 from FY19-FY23, for an equivalent value from Metro's TDA 4 funds allocated for FY25.

(2) Allocations for the Southern California Regional Transit Training Consortium (SCRTTC) will be facilitated by Long Beach Transit. These funds will be exchanged with Metro's TDA 4 allocation.

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2024-2025 FOR LOCAL TRANSPORTATION, TRANSPORTATION DEVELOPMENT ACT, AND STATE TRANSIT ASSISTANCE FUND ALLOCATIONS

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the designated Transportation Planning agency for the County of Los Angeles and is, therefore, responsible for the administration of the Transportation Development Act (TDA), Public Utilities Code Section 99200 et seq.; and

WHEREAS, under Chapter 2.5, Article 5, the State Transit Assistance Fund (STA) Section 6753, allocations to claimants shall be made and take effect by resolution and shall designate: 1) the fiscal year for which the allocation is made; 2) the amount allocated to the claimant for each of the purposes defined in Sections 6730 and 6731; and 3) any other terms and conditions of the allocation; and

WHEREAS, Section 6659 requires that allocation instructions be conveyed each year to the county auditor by a written memorandum of its executive director and accompanied by a certified copy of the authorizing resolution; and

WHEREAS, the resolution shall also specify conditions of payment and may call for a single payment, for payments as money becomes available, or for payment by installments monthly, quarterly, or otherwise; and

WHEREAS, the amount of a regional entity's allocation for a fiscal year that is not allocated to claimants for that fiscal year shall be available to the regional entity for allocation in the following fiscal year; and

WHEREAS, Section 6754 requires that the regional entity may allocate funds to an operator or a transit service claimant only if, in the resolution allocating the funds, it finds all of the following:

a.1 The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.

a.2 The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of PUC Section 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.

a.3 The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

a.4 The sum of the claimant's allocations from the state transit assistance fund and from the local transportation fund does not exceed the amount the claimant is eligible to receive during the fiscal year.

a.5 Priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

WHEREAS, the regional entity may allocate funds to an operator for the purposes specified in Section 6730 only if, in the resolution allocating the funds, it finds all of the following:

b.1 The operator has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC Section 99244.

b.2 A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle code, as required in PUC Section 99251. The certification shall have been completed within the last 13 month, prior to filing claims.

b.3 The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7

WHEREAS, the regional entity may allocate funds to an operator to exchange funds pursuant to PUC Section 99314.4(b) only if, in the resolution allocating the funds made available pursuant to PUC Section 99231, it find that the operator is eligible to receive State Transit Assistance funds; and

WHEREAS, LACMTA staff in consultation with the Transit Operators and Cities has developed allocations in accordance with the Transportation Development Act as previously specified.

NOW THEREFORE,

1.0 The LACMTA Board of Directors approves the allocation of TDA and STA for the Fiscal Year 2024-25 to each claimant for each of the purposes as specified in Attachments A.

2.0 The Board of Directors hereby finds that a claimant's proposed expenditures are in conformity with the Regional Transportation Plan, the level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements; the claimant is making full use of federal funds

available under the Urban Mass Transportation Act of 1964; the sum of the claimant's allocations from the State Transit Assistance fund and from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year; and that priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

3.0 The Board of Directors hereby finds that, for the purposes specified in Section 6730, the operators eligible for funding have made reasonable efforts to implement the productivity improvements recommended pursuant to PUC Section 99244. A certification by the Department of the California Highway Patrol verifying that the operator is in compliance with Section 1808.1 of the Vehicle Code, has been remitted. The operator is in compliance with the eligibility requirements of PUC Section 99314.6 or 99314.7.

4.0 The Board of Directors hereby authorizes that the operators listed in Attachment A are eligible to receive State Transit Assistance funds.

5.0 The Board of Directors hereby authorizes that the operators may receive payments upon meeting the requirements of the STA eligibility test and submittal of TDA and STA claims.

C E R T I F I C A T I O N

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on June 27, 2024.

_____
COLLETTE LANGSTON
Board Secretary

DATED:
(SEAL)

Summary of Significant Information, Methodologies & Assumptions for Revenue Estimates

- Sales tax is projected to be $1,156.0 million per ordinance, an increase of 2.0% over the FY24 reforecast of $1,122.0 million. The initial adopted FY24 projected sales tax amount was $1,200.0 million and was the basis for the FY24 Transit Fund Allocations.

- Assumed Consumer price index (CPI) growth of 3.0% represents a composite index from several economic forecasting sources.

- At their March meeting, Bus Operations Sub-Committee (BOS) members concurred with the use of FY23 Vehicle Service Miles statistics and Fare Revenue to allocate State, Local, and Federal funds.

- Due to staffing shortages, Culver City Transit was unable to provide FY23 data. Consequently, staff utilized the FY22 TPM and NTD reports and plan to adjust later based on the FY23 data.

- Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, allocates formula funds to transit agencies for two different programs: 1) State of Good Repair (SGR) and 2) State Transit Assistance. SGR is a program funded by the increase in Vehicle License Fees. To be eligible for SGR funding, eligible transit agencies must comply with various reporting requirements. The second program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel. Recipients are asked to provide supplemental reporting on the augmented State Transit Assistance funding received each fiscal year to allow for transparency and accountability of all SB 1 expenditures. Recipients are asked to report on the general uses of STA expenditures. These funds are allocated using FAP calculation methodology to Included and Eligible Operators.

- Pursuant to section 130004, up to 1 percent of annual TDA revenues shall be allocated to Metro and up to ¾ percent shall be allocated to Southern California Association of Governments (SCAG) for transportation planning and programming process. Beginning in FY20, Metro increased the TDA planning allocation to the full 1 percent of annual TDA revenues for Metro.

- Formula Equivalent funds are allocated by formula to Eligible Operators as defined in Section 99207.5 of the TDA guidelines, in lieu of TDA, STA, and Prop A 40% Discretionary funds. The source of these funds is 95% of the 40% Proposition A growth over the Consumer Price Index (CPI).

- Federal formula grants (urbanized Formula Section 5307, Bus and Bus Facilities Section 5339, and State of Good Repair Section 5337) are presented for

budgetary purposes only and will be adjusted upon receipt of the final apportionments. Values included in the allocation of federal funding assume Congressional action to fully fund formula allocations in the amount represented in the Infrastructure Investment and Jobs Act (IIJA).

- Federal Sections 5307 and 5339 are calculated using the Capital Allocation Procedure (CAP) as adopted by the Bus Operations Subcommittee (BOS). Section 5337 is calculated based on the directional route miles and vehicle revenue miles formula used by the Federal Transit Administration (FTA). Operators' shares of Sections 5339 and 5337 will be exchanged with Metro's share of Section 5307 allocation.

Bus Transit Subsidies ($1,742.8M)

Formula Allocation Procedure ($997.7M)

Allocations of transit subsidy funds (STA, TDA Article 4, and Proposition A 95% of 40% Discretionary) are based on the Formula Allocation Procedure (FAP) that was adopted by the Los Angeles County Metropolitan Transportation Authority (LACMTA) Board of Directors and legislated through SB 1755 (Calderon – 1996). Los Angeles County Included and Eligible Operators' Transit Performance Measures (TPM) data is used for the FAP calculations. This data was validated and used in the calculations. The FAP uses 50% of operators' vehicle service miles and 50%of operators' fare units. (fare units are defined as operators' passenger revenues divided by operators' base cash fare).

In November 2008, the Board approved a Funding Stability Policy, where operators who increase their fares will have their fare units frozen at their level prior to the fare increase until such time that fare unit calculation based on the new higher fare becomes greater than the frozen level.

In FY08, the Board allocated $18.0 million from the Prop A GOI fund to assist Tier 2 Operators, including LADOT Community Dash, Glendale, Pasadena, and Burbank fixed route transit programs. This allocation, based on the same methodology as the FAP, did not impact the existing Included and Eligible Operators. The program provided annual funding of $6.0 million starting in FY11 and continued this funding level each year until FY24. Following the Board's approval, the funding cap was increased to $8.2 million for FY24, with future annual allocations to be adjusted based on the Consumer Price Index (CPI). In FY25, Tier 2 operators will receive $8.4 million in funding.

Measure R Allocations ($286.2M)

- **Measure R 20% Bus Operations ($249.8M)**
  Measure R, approved by voters in November 2008, allocates 20% of the revenues for bus service operations, maintenance, and expansion. The 20% bus operations share is allocated using FAP calculation methodology to Included and Eligible Operators.

- **Clean Fuel Bus Capital Facilities and Rolling Stock Fund ($0.0)**
  The Measure R ordinance also provides a lump sum allocation of $150.0 million over the life of the ordinance for clean fuel and bus facilities. This fund is allocated to Metro and LA County Municipal Operators at $10 million every even year.

Measure M 20% Transit Operations ($248.9M)

Measure M was approved by voters of Los Angeles County in November 2016 to improve transportation and ease traffic congestion. As defined in Section 3 of the Measure M Ordinance, the 20% Transit Operations share is allocated according to FAP calculation methodology to Included and Eligible Operators.

Proposition C 5% Security ($54.8M)

Ninety percent of Proposition C 5% Security fund is allocated to Los Angeles County transit operators and Metro Operations for security services. State law requires that each operator's share of funds be based on its share of unlinked boardings to total Los Angeles County unlinked boardings. The remaining ten percent is allocated to Metro to mitigate other security needs.

Proposition C 40% Discretionary Programs ($77.9M)

The following programs are funded with Prop C 40% Discretionary funds:

- **Municipal Operators Service Improvement Program (MOSIP).** MOSIP was adopted by the Board in April 2001. The program is intended to provide bus service improvements to the transit dependent in Los Angeles County by reducing overcrowding and expanding services. In the past, funding was increased by 3% from the previous year's funding level. All Municipal Operators participate in this program and funds are allocated according to FAP calculation methodology.

- **Zero-Fare Compensation.** The City of Commerce is allocated an amount equivalent to its FAP share as compensation for having zero fare revenues.

- **Foothill Mitigation.** This fund is allocated to operators to mitigate the impact of Foothill becoming an Included Operator. The Foothill Mitigation Program is calculated similarly to the TDA and STA portion of the normal FAP, except that Foothill's data is frozen at its pre-inclusion level. The result of this calculation is then deducted from the TDA and STA portion of the normal FAP to arrive at the Foothill Mitigation funding level. This methodology was adopted by the BOS in November 1995.

- **Transit Service Expansion Program (TSE).** Created in 1990 to increase ridership by providing funds for additional services to relieve congestion, the TSE Program continues for eight Municipal Operators including Culver City, Foothill

Transit, Gardena, Long Beach, Torrance, Antelope Valley, Santa Clarita, and LADOT for expansion or introduction of fixed-route bus service in congested corridors. Metro Operations does not participate in this program.

- **Base Re-Structuring Program (Base-Re).** The Base Restructuring Program continues for four Municipal Operators who added service before 1990. These operators are Commerce, Foothill Transit, Montebello, and Torrance.

- **Bus Service Improvement Program (BSIP).** Created in 1996 to provide additional buses on existing lines to relieve overcrowding, Metro Operations and all other Los Angeles County transit operators participate in this program, except for Claremont, Commerce, and La Mirada.

Senate Bill 1 ($113.9M)
The following programs are funded with SB1:

- **State Transit Assistance ($91.0M)**

- **State of Good Repair ($22.9M)**

SB1 funds are allocated based on Measure R allocation methodology.

Local Subsidies ($944.9M)

Proposition A Incentive Programs ($23.5M)

In lieu of TDA Article 4.5, five percent (5%) of Proposition A 40% Discretionary funds have been allocated to local transit operators through the Board-adopted Incentive Program guidelines. Programs include the Sub-Regional Paratransit Program ($8.6M), the Voluntary NTD Reporting Program ($5.3M) and the Sub-Regional Grant Projects ($2.1M).

Under the Voluntary NTD Reporting Program, local transit operators report operating data for entitlement to the Federal FTA Section 5307 funds. Operators participating in the Voluntary NTD Reporting Program and who are not receiving Sub-Regional Paratransit funds are allocated an amount equal to the Federal FTA Section 5307 funds they generate for the region.

Under the Sub-Regional Grant Projects, Avalon's Ferry, which provides a lifeline service for residents commuting between Avalon and the mainland, will receive $800,000, and Avalon Transit Services will receive $200,000 in subsidy funding. Additionally, the Hollywood Bowl Shuttle Service will receive $1,057,000.

Local Return ($866.7M)

Proposition A 25% ($274.6M)

Proposition C 20% ($227.7M)
Measure R 15% ($170.8M)
Measure M 17% ($193.6M)

Local Return estimates are apportioned to all Los Angeles County cities and the County of Los Angeles based on population shares according to state statutes and Proposition A, Proposition C, Measure R and Measure M ordinances.

TDA Article 3 funds ($11.8M)

TDA Article 3 funds are for Bicycle and Pedestrian Facilities and are split into two parts:

- The 15% of TDA Article 3 funds are allocated towards the maintenance of regionally significant Class I bike paths as determined by LACMTA policy and in current TDA Article 3 Guidelines. This portion is divided in a ratio of 30% to 70% to City of Los Angeles and County of Los Angeles, respectively.

- The 85% of the funds are allocated to all Los Angeles County cities and the County of Los Angeles based on population shares. TDA Article 3 has a minimum allocation amount of $5,000. The City of Industry has opted out of the TDA Article 3 program indefinitely. The Street and Freeway Subcommittee and the Technical Advisory Committee (TAC) have approved this redistribution methodology in prior years, and it remains unchanged.

TDA Article 8 funds ($42.9M)

TDA Article 8 funds are allocated to areas within Los Angeles County, but outside the Metro service area. This includes allocations to Avalon, Lancaster, Palmdale, Santa Clarita and portions of unincorporated areas of Los Angeles County. The amount of TDA funds for Article 8 allocation is calculated based on the proportionate population of these areas to the total population of Los Angeles County.

Federal Funds ($493.2M)

Section 5307 Urbanized Formula Program ($317.4 M)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation related planning. Based on federal revenue estimates for FY25, $317.4 million in Federal Section 5307 Urban Formula funds are allocated to Los Angeles County transit operators and LACMTA Operations. Eighty-five percent (85%) of these funds have been allocated based on a capital allocation formula consisting of total vehicle miles, number of vehicles, unlinked boardings, passenger revenue and base fare. The15% Capital Discretionary fund and the 1% Transit Enhancement Act fund have been allocated on a discretionary basis with BOS review and concurrence.

At its April, 2024, meeting, the BOS allocated $360,000 each year for the next three years to the Southern California Regional Transit Training Consortium (SCRTTC) from the 15% discretionary fund. SCRTTC provides a training resource network comprised of Community Colleges, Universities, Transit Agencies, and Public and Private Organizations focused on the development and delivery of training and employment of the transit industry workforce that is proficient at the highest standards, practices, and procedures for the industry. The funds will be exchanged with Metro's TDA Article 4 share and disbursed through Long Beach Transit.

Section 5339 Bus and Bus Facilities ($24.3M)

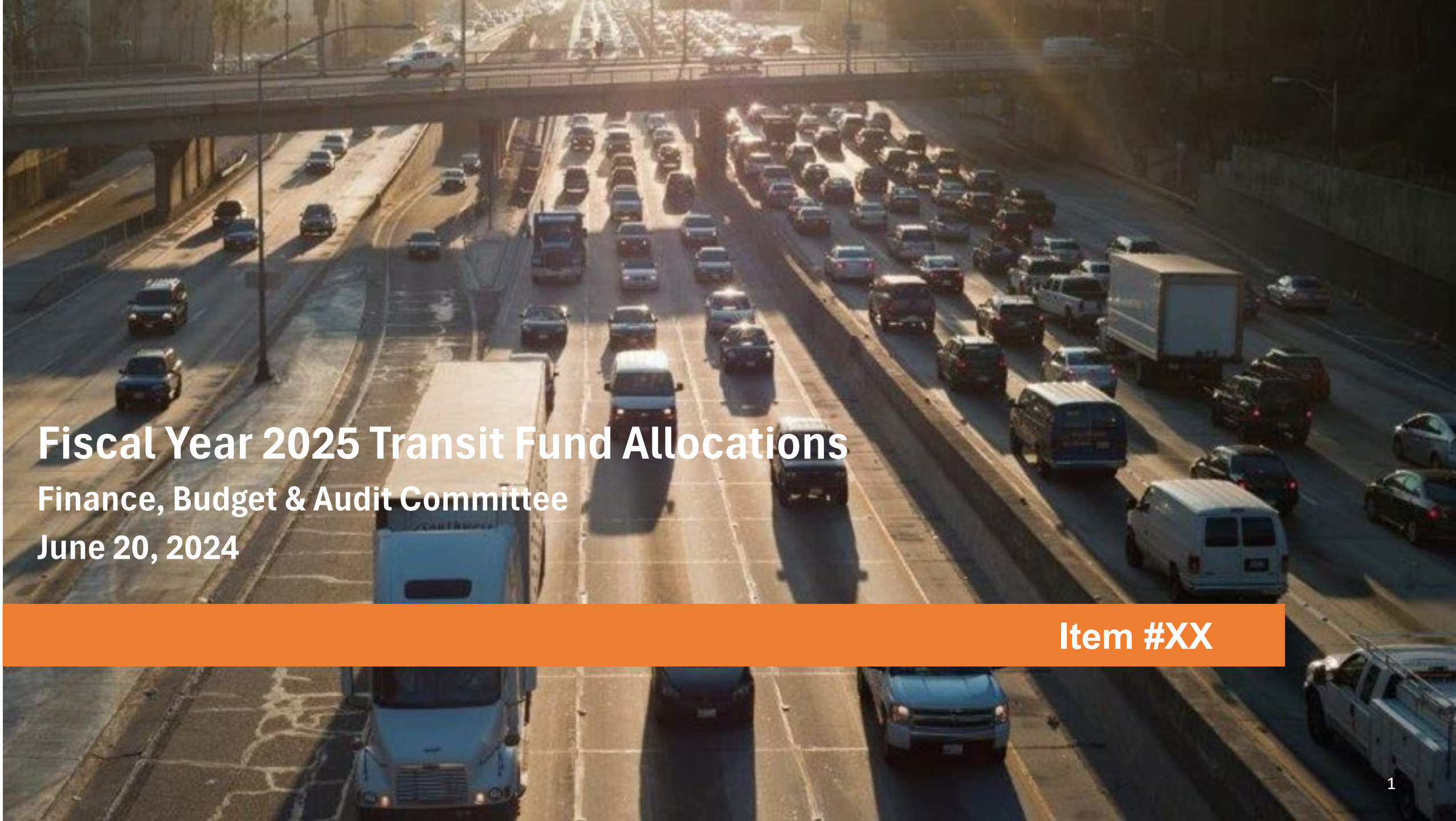
Section 5339 is a grant program authorized by 49 United States Code (U.S.C) Section 5339 as specified under the Federal Reauthorization Moving Ahead for Progress in the 21st Century or "MAP 21". The Program provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Based on federal revenue estimates for FY25, $24.3 million is allocated to Los Angeles County operators and Metro operations using the Capital Allocation Procedure adopted by the BOS. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize the administrative process.

Section 5337 State of Good Repair ($151.5M)

The State of Good Repair grants program provides financial assistance to public transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

- **High Intensity Fixed Guideway** - provides capital funding to maintain a system in a state of good repair for rail and buses operating on lanes for exclusive use of public transportation vehicles, i. e. bus rapid transit. Based on federal revenue estimates for FY25**,** $142.2 million is allocated to Metro and Municipal operations.

- **High Intensity Motorbus** - provides capital funding to maintain a system in a state of good repair for buses operating on lanes not fully reserved only for public transportation vehicles. Based on federal revenue estimates for FY25, $9.3 million is allocated to Metro Operations and Los Angeles County operators following the FTA formula: the fund allocated with Directional Route Miles (DRM) data is allocated using the operators' DRM data while the fund allocated with Vehicle Revenue Miles (VRM) data is allocated using the operators' VRM data. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.

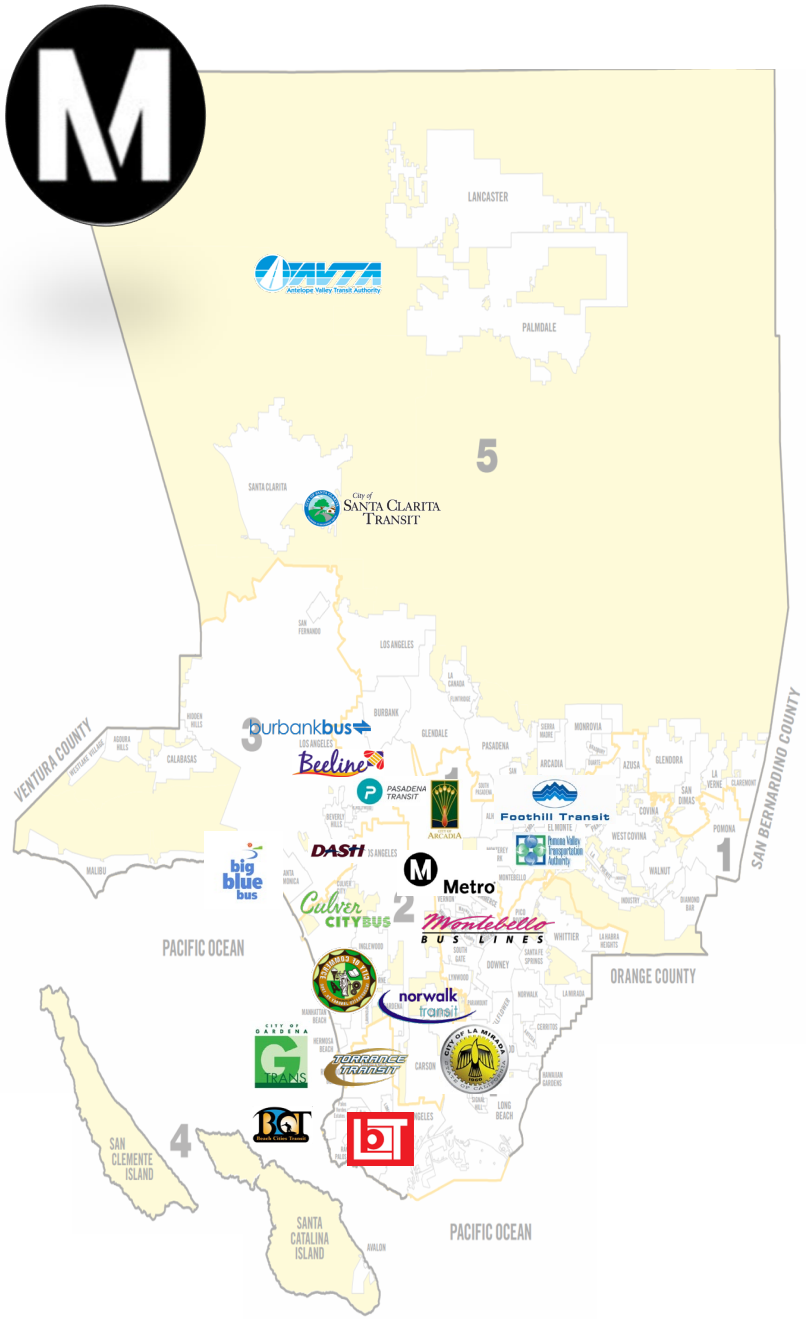


Fiscal Year 2025 Transit Fund Allocations

Finance, Budget & Audit Committee

June 20, 2024

Item #XX



Background

- Metro responsible for allocating transit funds to transit operators and jurisdictions in Los Angeles County
- Funding for local transportation projects & programs
- Programs funded through this action include:
  - Regional transit funding for transit operators
  - Local Return (Proposition A/C and Measure R/M)
  - Transportation Development Act Article 3 (bike & ped) & Article 8 (unmet transit needs)
- Allocations developed per federal, state, local requirements, and Board adopted policies & guidelines
- Approved and reviewed by:
  - Bus Operations Subcommittee (BOS)
  - Local Transit Systems Subcommittee (LTSS)
  - Technical Advisory Committee (TAC)

Key Recommendations

- APPROVE $3.2 billion for FY25 transportation fund allocations (Attachment A):
  - 89 LA County local jurisdictions
  - Transit Operators: Included, Eligible, Tier 2 and Local Transit systems
- City of Avalon's request for change in fund split usage
- City of Pasadena's funding for NextGen Bus Plan agreement for bus purchases servicing lines 177 and 256
- Exchanges of Metro funds for transit operator federal & state grants so funds can be drawn down quickly
- Administrative actions to enable flow of funds
  - Adopt Transportation Development Act resolution
  - Authorize CEO to execute agreements

Metro

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

Metro

Board Report

File #: 2023-0774, **File Type:** Contract **Agenda Number:** 9.

FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 20, 2024

SUBJECT: ANNUAL FINANCIAL AND COMPLIANCE AUDITS OF METRO AND ITS COMPONENT UNITS FY24-29

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm-fixed unit rate Contract No. PS108960(2)000 to Crowe LLP (Crowe) to perform annual financial and compliance audits of Metro and its component units in the not-to-exceed (NTE) amount of $2,096,970 for the five-year base term, and $464,450 for the one-year option term, for a total combined NTE amount of $2,561,420, effective July 1, 2024, subject to resolution of all properly submitted protest(s), if any.

ISSUE

Metro is required to have an independent Certified Public Accountant to perform annual financial and compliance audits. The audit reports are submitted to funding partners and financing institutions relative to Metro bond issues. The recommended contractor shall begin with the audit of Metro's financial statements and component units starting the fiscal year ending June 30, 2024.

BACKGROUND

Los Angeles County Metropolitan Transportation Authority (Metro) was created by State of California Assembly Bill 152, Los Angeles County Metropolitan Transportation Authority Reform Act of 1992, which became effective on February 1, 1993. Metro is unique among the nation's transportation agencies. It serves as a planner, coordinator, designer, builder, operator, and funding partner of the transportation network serving the most populous county in the nation. State law requires Metro to publish a complete set of audited financial statements within six months of the close of each fiscal year.

The financial and compliance audits must be conducted in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in Government Auditing Standards
(Government Auditing Standards), issued by the Comptroller General of the United States. The main goal of the independent audit is to provide reasonable assurance that the financial statements are free of material misstatement, whether due to fraud or error.

DISCUSSION

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The scope of services includes the financial and compliance audit requirements of Metro and the component units, including:

- Comprehensive Annual Financial Report (CAFR);
- Single Audit Report on Federal grant activities;
- Transportation Development Act (TDA);
- Proposition 1B Public Transportation, Modernization, Improvement, and Service Enhancement Account Program (PTMISEA);
- State Transit Assistance (STA);
- Service Authority for Freeway Emergencies (SAFE),
- Low Carbon Transit Operations Program (LCTOP); and
- National Transit Database (NTD)

In addition, the firm is required to provide a management report that addresses any material weaknesses and/or significant deficiencies in Metro's accounting system and internal controls noted in the auditor's examination of Metro's books and records. The firm will also provide an auditor's attestation letter that the auditor verified that there are no material differences in the data presented as part of the Financial Test of Self-Insurance Letter for Metro's underground storage tanks in comparison to the audited financial statements for the fiscal year.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding of $391,040 for the contracted services will be appropriated in the FY2025 budget in cost center 2510 under project number 405510. Since this is a multi-year contract, Management Audit Services will be accountable for budgeting the cost in future years.

IMPACT TO BUDGET

The source of funds for Project 405510 is Propositions A, C & TDA Administration funds. These funds are not eligible for bus/rail operating or capital expenses.

EQUITY PLATFORM

The Diversity and Economic Opportunity Department (DEOD) established a 12% Small Business Enterprise (SBE) goal for this solicitation. The proposed contractor met Metro's small business goals by making 12.01% Disadvantaged Business Enterprise commitment for this contract.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this item supports Metro Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

No alternatives were considered, as laws and regulations require Metro to have financial and

compliance audits performed annually by an independent Certified Public Accountant.

NEXT STEPS

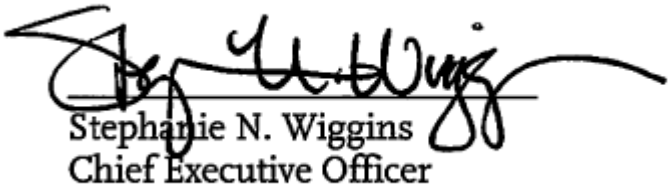
Upon Board approval, staff will execute Contract No. PS108960(2)000 with Crowe to provide annual financial and compliance audit services, effective July 1, 2024.

ATTACHMENT

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Lauren Choi, Senior Director, Audit, (213) 922-3926
Kimberly L. Houston, Deputy Chief Auditor, (213) 922-4720
Carolina Coppolo, Interim Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

ANNUAL FINANCIAL AND COMPLIANCE AUDITS OF METRO AND ITS COMPONENT UNITS FY24-29/PS108960(2)000

1.	**Contract Number**: PS108960(2)000	
2.	**Recommended Vendor**: Crowe LLP	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: February 6, 2024	
	B. Advertised/Publicized: February 6, 2024	
	C. Pre-Proposal Conference: February 15, 2024	
	D. Proposals Due: March 25, 2024	
	E. Pre-Qualification Completed: April 23, 2024	
	F. Conflict of Interest Form Submitted to Ethics: March 25, 2024	
	G. Protest Period End Date: June 25, 2024	
5.	**Solicitations Picked up/Downloaded**: 19	**Bids/Proposals Received**: 5
6.	**Contract Administrator**: Antonio Monreal	**Telephone Number**: (213) 922-4679
7.	**Project Manager**: Lauren Choi	**Telephone Number**: (213) 922-3926

A. Procurement Background

This Board Action is to approve Contract No. PS108960(2)000 to perform financial and compliance audits of Metro and its component units. Board approval of contract award is subject to the resolution of all properly submitted protest(s), if any.

The Request for Proposals (RFP) was originally issued on September 8, 2023. Two proposals were received by the proposal due date and time. However, the solicitation was canceled due to changes in the RFP requirements.

On February 6, 2024, RFP No. PS108960(2) was issued as a competitive procurement, in accordance with Metro's Acquisition Policy and the contract type is a firm-fixed unit rate. The Diversity & Economic Opportunity Department recommended a Disadvantaged Business Enterprise (DBE) contract goal of 12% for this procurement.

Two amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on February 23, 2024, extended the deadline to submit questions.
- Amendment No. 2 issued on March 14, 2024, extended the proposal due date and provided an updated list of certified DBE firms.

A total of 19 firms downloaded the RFP and were included on the planholders' list. A virtual pre-proposal conference was held on February 15, 2024 and was attended by 3 participants representing 3 firms. There were 38 questions received, and responses were released prior to the proposal due date.

A total of five proposals were received by March 25, 2024, from the following firms listed below in alphabetical order:

1. CliftonLarsonAllen LLP
2. Crowe LLP
3. Eide Bailly LLP
4. Macias Gini O'Connell LLP
5. Vasquez & Company LLP

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of Metro staff from Accounting and Management Audit Services was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria:

Phase I: Minimum Qualification Requirements – This is a pass/fail criteria. To be responsive to the RFP minimum qualification requirements, proposer/s must have met all criteria:

1. Proposer has been licensed as a Certified Public Accountant (CPA) to do business in the United States for a minimum of five (5) years.
2. Proposer has a satisfactory Peer Review within the last three (3) years showing compliance with Generally Accepted Government Auditing Standards (GAGAS).

Phase II: Technical Evaluation: Proposers that met the Phase 1 minimum qualification requirements were further evaluated based on the following evaluation criteria and weights:

- Experience and Qualifications of the Firm 30%
- Experience and Qualifications of Key Personnel 35%
- Comprehensiveness of Work Plan 20%
- Price Proposal 15%

The evaluation criteria are appropriate and consistent with criteria developed for similar projects. Several factors were considered in developing these weights, giving the greatest importance to the experience and qualifications of key personnel.

Evaluations were conducted from March 26, 2024, through April 18, 2024. All five proposing firms were invited for oral presentations. The Proposers' key team members had an opportunity to present their team's qualifications and to respond to the PET's questions. The PET completed its evaluation of proposals and determined Crowe LLP to be the highest-ranked proposer.

Qualifications Summary of Firms:

CliftonLarsonAllen LLP

CliftonLarsonAllen LLP has been in business for over 60 years. It currently provides audit and consulting services to several local and state agencies across the United States, including transit authorities such as the Colorado Department of Transportation, Regional Public Transportation Authority, and City of McFarland.

Crowe LLP

Crowe LLP has been in business for over 80 years. It currently provides professional audit services to local, state, and federal agencies across the United States, including transit authorities such as Orange County Transportation Authority (OCTA), San Bernardino County Transportation Authority (SBCTA), and San Diego Association of Governments (SANDAG).

Eide Bailly LLP

Eide Bailly LLP has been in business for more than 100 years and is licensed to practice public accounting in all 50 states. It currently provides services to several local, state, and federal agencies across the United States, including transit authorities such as Tri-County Metropolitan Transportation District of Oregon (Tri-Met), Santa Clara Valley Transportation Authority, and Southern California Regional Rail Authority/Metrolink.

Macias Gini O'Connell LLP

Macias Gini O'Connell LLP was founded in 1987. It currently provides accounting and advisory services to several local, state, and federal agencies across the United States, including authorities such as the San Francisco Bay Area Rapid Transit District (BART), the County of Los Angeles, and the City and County of San Francisco.

Vasquez & Company LLP

Vasquez & Company LLP was established in 1969. It currently provides financial and compliance audit services to several local, state, and federal agencies across the United States, including transit authorities such as Imperial County Local Transportation Authority, Santa Barbara Metropolitan Transit District, and Sunline

Transit Agency.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Crowe LLP**				
3	Experience and Qualifications of the Firm	96.67	30.00%	29.00	
4	Experience and Qualifications of Key Personnel	97.77	35.00%	34.22	
5	Comprehensiveness of Work Plan	95.35	20.00%	19.07	
6	Price Proposal	97.60	15.00%	14.64	
7	**Total**		**100.00%**	**96.93**	**1**
8	**Eide Bailly LLP**				
9	Experience and Qualifications of the Firm	88.33	30.00%	26.50	
10	Experience and Qualifications of Key Personnel	95.54	35.00%	33.44	
11	Comprehensiveness of Work Plan	90.65	20.00%	18.13	
12	Price Proposal	93.47	15.00%	14.02	
13	**Total**		**100.00%**	**92.09**	**2**
14	**CliftonLarsonAllen LLP**				
15	Experience and Qualifications of the Firm	83.33	30.00%	25.00	
16	Experience and Qualifications of Key Personnel	90.00	35.00%	31.50	
17	Comprehensiveness of Work Plan	88.65	20.00%	17.73	
18	Price Proposal	100.00	15.00%	15.00	
19	**Total**		**100.00%**	**89.23**	**3**
20	**Macias Gini O'Connell LLP**				
21	Experience and Qualifications of the Firm	86.67	30.00%	26.00	
22	Experience and Qualifications of Key Personnel	91.11	35.00%	31.89	
23	Comprehensiveness of Work Plan	86.65	20.00%	17.33	
24	Price Proposal	76.27	15.00%	11.44	
25	**Total**		**100.00%**	**86.66**	**4**
26	**Vasquez & Company LLP**				

27	Experience and Qualifications of the Firm	78.33	30.00%	23.50	
28	Experience and Qualifications of Key Personnel	88.89	35.00%	31.11	
29	Comprehensiveness of Work Plan	78.00	20.00%	15.60	
30	Price Proposal	79.73	15.00%	11.96	
31	**Total**		**100.00%**	**82.17**	**5**

C. Price Analysis

The recommended price has been determined to be fair and reasonable based on adequate competition, price analysis, an independent cost estimate (ICE), and technical analysis.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1.	Crowe LLP	$2,561,420	$6,732,203	$2,561,420
2.	Eide Bailly LLP	$2,673,502		
3.	CliftonLarsonAllen LLP	$2,499,600		
4.	Macias Gini O'Connell LLP	$3,278,166		
5.	Vasquez & Company LLP	$3,135,984		

The variance between the ICE and the recommended price is attributed to utilizing high-end labor rates for large-size accounting firms.

D. Background on Recommended Contractor

Crowe LLP is a public accounting, consulting and technology firm with over 80 years of experience serving many large public transit organizations, which utilize similar federal, state and local funding streams similar to Metro.

Crowe's proposed Lead Engagement Partner has more than 23 years of experience and leads the firm's state and local government segment of the Public Sector Services (PSS) group providing assurance services to several state and local government entities.

Crowe's team includes one DBE subcontractor, which shall assist in providing annual financial and compliance audit services.

Crowe has demonstrated knowledge, skill, and experience serving as Metro's external auditor for the past nine years.

DEOD SUMMARY

ANNUAL FINANCIAL AND COMPLIANCE AUDIT / PS108960(2)000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 12% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Crowe LLP made a 12.01% DBE commitment.

Small Business Goal	**12% DBE**	**Small Business Commitment**	**12.01% DBE**

	DBE Subcontractor	**Ethnicity**	**% Committed**
1.	The Lopez Group LLP	Hispanic American	12.01%
		Total Commitment	**12.01%**

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

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

Los Angeles County
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3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2024-0243, **File Type:** Program **Agenda Number:** 10.

FINANCE, BUDGET, AND AUDIT COMMITTEE
JUNE 20, 2024

SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase Public Entity excess liability policies with up to $300 million in limits at a not-to-exceed premium of $29.9 million for the 12-month period effective August 1, 2024, to August 1, 2025.

ISSUE

Metro's Public Entity excess liability insurance policies (which include transit rail and bus operations) expire on August 1, 2024. Insurance underwriters will not commit to final pricing until two to three weeks before the current program expires on August 1st. Consequently, staff is requesting a not-to-exceed amount for this renewal, pending final pricing and carrier selection. Without this insurance, Metro would be subject to unlimited liability for bodily injury and property damage claims resulting primarily from bus and rail operations.

BACKGROUND

Metro's insurance broker, USI Insurance Services ("USI"), is responsible for marketing the excess liability insurance program to qualified insurance carriers. Quotes are currently being received from carriers with A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims. The premium indication below is based on current market expectations. Final pricing, however, is not available until approximately 14 days prior to binding coverage.

Metro established a program of excess liability insurance to protect against insured losses. Each year, Risk Management meets with USI to prepare for the upcoming marketing process.

Initial discussions begin in the third quarter of the fiscal year through an evaluation of market conditions to determine the availability of coverages and at what levels of premium. The annual stewardship meeting is conducted in January to identify the required data, including loss development, ridership projections, mileage, and revenue hour estimates. Risk Management obtains the data, including targeted completion dates of various projects, to provide an accurate account of the agency's present and future liability exposures.

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The data is then forwarded to USI to present to the domestic insurance marketplace as well as international markets in London and Bermuda. Due to timing requirements, USI approaches underwriters in March and April to ensure that data is deemed current. Initial indications of interest and costs become apparent in late April or early May.

USI provides a not-to-exceed number that serves two functions. First, the number provides an amount Risk Management may approach the CEO and Board to obtain approval for binding of the new program, which mitigates a potential gap in insurance coverage. Second, the number allows USI ample time to continue to negotiate with underwriters to ensure that Metro obtains the most competitive pricing available.

DISCUSSION

Staff and USI highlighted three main objectives for the 2024-2025 excess liability insurance renewal. First, to mitigate insurers' concerns with increased operating exposures, the marketing presentation emphasized the lower risk of light rail and subway services, in addition to the safety enhancements and pilot programs added to bus operations over the past years. Second, staff desired to continue a diversified mix of international and domestic insurers to maintain competition and reduce dependence on any single insurance carrier. Third, staff desired to obtain total limits of $300 million while maintaining an $8 million self-insured retention for rail claims and up to $20 million for all other claims. However, staff was open to increasing the self-insured retention structure if needed to retain reasonable premium pricing.

USI presented Metro's submission to all potential insurers in the U.S., London, European, and Bermuda markets representing over 25 carriers to create interest in all layers of Metro's insurance program. Insurance executives, both nationally and internationally, articulated continuing increased underwriting discipline for transportation and public entity risks. Insurers reviewed detailed loss information on Metro's claims and performed detailed actuarial valuations on Metro's claims.

In addition, this year, staff attended meetings arranged by USI with the major underwriting participants on Metro's program at the RIMS convention in early May. These meetings were a follow-up to a web presentation held in March to further answer questions they had concerning operations, safety, risk management, and claims. Increased ridership and claims are the main pricing drivers, and these meetings not only answered underwriter concerns but also fostered the relationship between Metro and its underwriters.

Last year, Metro obtained $300 million in excess liability coverage with an $8 million retention for rail claims and $12.5 million retention for all other claims with selected additional retentions up to $7.5 million. The market has changed drastically over the past five years. Extensive loss development related to auto liability caused the market to "harden" significantly resulting in less carrier capacity and higher premiums. Large verdicts and litigation financing have made loss projections much less reliable. Although these trends continue this year, through Metro's marketing efforts and partnership with USI, it is expected that underwriters, at an increase of premium, will once again be willing to provide coverage limits of $300 million for its excess liability program. Staff deems these limits as sufficient coverage and Metro has historically carried limits of $300 million.

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USI faces many challenges in marketing Metro's liability insurance renewal. Carrier results from public agencies in California have been significantly worse than in other states. A very limited pool of carriers is willing to consider writing public entity policies. Metro is no exception primarily due to its size and its plaintiff-friendly jurisdiction of Los Angeles County. The loss development carriers are experiencing on accounts, including Metro's, has resulted in many ceasing operations entirely in California, with some of them pulling out of the U.S. entirely. Replacing retreating carriers has proved challenging, and Metro's recent loss history has not been stellar. Consequently, another rate increase is anticipated in the excess liability program premiums. Additionally, Metro's primary carrier must replace its reinsurance carrier, which carries some pricing uncertainty.

Metro's August 1st insurance placement will reflect higher insurance premiums necessitated by tightened underwriting guidelines and negative developments in auto liability losses. USI recommends maintaining the bifurcated program where Metro will keep an $8 million self-insured retention (SIR) on rail-related risks and up to $20 million for bus and other non-rail-related risks. Carriers are not willing to insure Metro's bus operations risk for less retention. Negotiations with carriers are ongoing and this action seeks authority to bind Public Entity excess liability coverage with minimum limits of $300 million and a not-to-exceed SIR of $20 million. A higher SIR may provide Metro with additional flexibility to contain premium costs. USI will continue to seek options (including alternate retentions and quota share options) and more favorable premiums until the renewal date.

Attachment A provides proposed options, premiums, and loss history of Metro's Excess Liability Insurance Program. Attachment B provides an overview of the proposed 2024-2025 Public Entity Excess Liability Program, which mirrors the current 2023-2024 program structure. Risk Management recommends proceeding with renewal at a minimum coverage limit of $300 million, and a not-to-exceed premium of $29.9 million.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding for eleven months, or $27.4M, of this action is included in the FY25 Proposed Budget in cost center 0531, Risk Management - Non-Departmental Costs, under projects 300022 - Rail Operations - A Line, 300033 - Rail Operations - C Line, 300044 - Rail Operations - B Line, 300066 - Rail Operations - E Line, 300077 - K Line, 301012 - G Line, 306001 - Operations Transportation, and 320011 - Union Station in account 50602 (Ins Prem For Gen Liability). Additional funding required to cover premium costs beyond FY25 budgeted amounts will be addressed by fund reallocations during the year.

The remaining month of premiums, $2,491,667, will be requested in the FY26 Budget development.

Impact to Budget

The source of funding for this action will come from federal, state, and local funding sources that are

eligible for bus and rail operations.

EQUITY PLATFORM

Metro's insurance portfolio provides liability coverage and coverage for Metro-owned property, stations, tunnels, bridges, rolling stock fleet, right of ways, facilities, and buildings that provide transportation service and benefits. Metro's insurance portfolio ensures liability coverage and that its facilities, rolling stock fleet, and infrastructure, which serve these groups, are covered by insurance policies in the event of a major loss or damage. Valuation of these assets conforms to the insurance industry's replacement cost methodology. The proposed action supports Metro's ability to safely serve the communities and customers who rely on Metro's transportation services and assets, a majority of whom are lower income, Black, Indigenous, and other People of Color (BIPOC), people with disabilities, and/or do not own a private vehicle.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal # 5, "Provide responsive, accountable and trustworthy governance within the LA Metro organization." The responsible administration of Metro's risk management programs includes the use of insurance to mitigate large financial risks resulting from unlimited liability for bodily injury and property damage claims resulting from, primarily, bus and rail operations.

ALTERNATIVES CONSIDERED

Due to the continued hard market, there are no additional limits in coverage for consideration. SIRs above the current structure levels are being proposed and considered, and negotiations are ongoing. Attachment B reflects the proposed program structure, which mirrors the current 2023-2024 policy term. The only variation will be to the SIR, which may end up being higher than the current program structure.

Separate from this action, Risk Management has begun exploring the formation of a Metro Captive Insurer as an alternative to traditional insurance placement. Captive insurers can provide stabilization of costs as they are not subject to underwriting costs or global risk events. This nascent effort has included seeking guidance from County Counsel on the legal parameters, Treasury, and OMB on financial considerations, and laying the foundation for the possible issuance of a request for proposal. Risk Management will continue to work with its colleague departments as this effort develops.

NEXT STEPS

Upon Board approval of this action, we will advise USI to proceed with the placement of the excess liability insurance program outlined herein effective August 1, 2024.

ATTACHMENTS

Attachment A - Proposed Options, Premiums, and Loss History

Attachment B - Proposed Public Entity Liability Carriers and Program Structure

Prepared by: Claudia Castillo del Muro, Executive Officer, Risk Management, (213) 922-4518

Reviewed by: Kenneth Hernandez, Interim Chief Safety Officer, (213) 922-2990

Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Options, Premiums and Loss History
Public Entity Program Insurance Premium and Proposed Options

	Current 2023/ 2024 Program	2024/ 2025 OPTIONS (Estimated)	
		A	B
Self-Insured Retention (SIR)	$8M rail, $12.5M bus & other non-rail	$8M rail, $12.5M bus & other non-rail	$8M rail, $15M bus & other non-rail
Quota Share	Up to $7.5M in $25M bus & other non-rail layer	Up to $7.5M in $25M bus & other non-rail layer	Up to $5M in $25M bus & other non-rail layer
Limit of Coverage	$300M	$300M	$300M
Terorism Coverage	Yes	Yes	Yes
Premium	$22.2M	$29.9M	$29.4M

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

	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024
Self-Insured Retention:								
Rail	$7.5M	$7.5M	$8M	$8M	$8M	$8M	$8M	$8M
Bus + Other Non-Rail	$7.5M	$7.5M	$8M	$8M	$10M	$17.5M	$20M	$20M
Insurance Premium	$3.7M	$4.1M	$4.1M	$6.2M	$14.5M	$16.7M	$19.1M	$22.2M
Claims in Excess of Retention	1	1	2	1	TBD	TBD	TBD	TBD
Estimated Amount in Excess of Retention	$10M	$10M	$10M	$25M	TBD	TBD	TBD	TBD

ATTACHMENT B

Proposed Public Entity Carriers and Program Structure

USI Insurance Services
Liability Insurance Summary 2024- 2025
Los Angeles County Metropolitan Transportation Authority

Excess Limit		Layer(s)		Participation	Carrier	Premium
$300M	Excess Liability	**$35 xs $265M**		$5,000,000	Aspen	
				$2,500,000	Convex	
				$4,000,000	Ascot	
				$6,000,000	Inigo	
				$2,500,000	Argo	
				$5,500,000	Ark	
				$7,000,000	Helix	
				$2,500,000	Arcadian	
$265M	Excess Liability	**$10M xs $255M**		$10,000,000	Munich Re	
$255M	Excess Liability	**$40M xs $215M**		$10,000,000	Liberty Specialty	
				$10,000,000	Chubb Bermuda Ins Ltd	
				$10,000,000	AIG	
				$10,000,000	AWAC	
$215M	Excess Liability	**$30M xs $185M**		$10,000,000	Hiscox	
				$5,000,000	Convex	
				$10,000,000	Argo	
				$5,000,000	Munich Re	
$185M	Excess Liability	**$75 xs $110M**		$7,500,000	Aspen	
				$7,500,000	Apollo	
				$5,000,000	Ascot	
				$7,500,000	Canopius	
				$5,000,000	Argo	
				$7,500,000	Hamilton	
				$15,000,000	XL Bermuda Ltd.	
				$2,500,000	Convex	
				$12,500,000	Inigo	
				$5,000,000	Vantage	
$110M	Excess Liability	**$17.5M xs $92.5M**		$7,500,000	Apollo	
				$10,000,000	Hamilton	
$92.5M	Excess Liability	**$17.5M xs $75M**		$7,500,000	Sompo	
				$5,000,000	Ark	
				$5,000,000	Helix	
$75M	Excess Liability	**$10M xs $65M**		$10,000,000	XL Insurance America	
$65M	Excess Liability	**$15M xs $50M**		$15,000,000	AWAC	
$50M	Excess Liability	**$10M xs $40M**		$10,000,000	Great American	
$40M	Excess Liability	**$15M xs $25M**		$2,500,000	Hiscox	
				$2,000,000	Ascot	
				$2,500,000	Inigo	
				$2,000,000	MAP	
				$2,500,000	QBE	
				$2,000,000	Ark	
				$1,500,000	Helix	
$25M	Primary Liability	**$17M Rail - Gemini/Queens Island**	**$12.5M Bus/All Other - Gemini**	$17,000,000	Queens Island Rail	
				$2,500,000	Self-Insured	
				$10,000,000	Gemini Quota Share w/Metro 50%	
	$8M Rail SIR Per Occurrence					
	$12.5M Bus/All Other SIR Per Occurrence					
					Estimated Program Not-to-Exceed Total	**$29,900,000**

Terrorism Coverage is included.

Rail SIR
Bus/ All Other SIR

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

Metro

Board Report

File #: 2024-0282, **File Type:** Program **Agenda Number:** 11.

FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 20, 2024

SUBJECT: METROLINK FY 2024-25 ANNUAL WORK PROGRAM AND REGIONAL RAIL SUPPORTIVE ACTIONS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) Fiscal Year (FY) 2024-25 Operating, Rehabilitation, and Capital Budget in the amount of $206,833,180 as described in Attachment A;

B. APPROVING the increase of funding to SCRRA for Right-Of-Way (ROW) maintenance along Metro-owned property beyond the 20-foot center of track from $1,195,916 to $2,920,232 (addition of $1,724,316) beginning FY 2024-25 and increasing by the Consumer Price Index thereafter;

C. APPROVING additional funding in the amount of up to $500,000 using FY23 surplus SCRRA-dedicated funds for Metro's share of the San Bernardino Line 25% Fare Reduction Program and extending the program date from June 30, 2023, to June 30, 2025;

D. EXTENDING the lapsing dates for funds previously allocated to SCRRA for State of Good Repair (SGR) and capital project Memoranda of Understanding (MOUs) as follows:

- Ticket Vending Machine (TVM) Replacement Project extended from June 30, 2023, to June 30, 2026
- FY 2016-17 SGR Program extended from June 30, 2024, to June 30, 2025
- Doran Street Grade Separation Project extended from June 30, 2024, to June 30, 2027
- Antelope Valley Line (AVL) Plans, Specifications, and Estimates Project extended from June 30, 2025, to June 30, 2026;

E. APPROVING the FY 2024-25 Transfers to Other Operators' payment rate of $1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of $5,592,000;

F. AMENDING the FY25 Budget to include $29.29 million for the SCRRA Working Capital Fund;

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and

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

ISSUE

Metro is a member of the SCRRA Joint Powers Authority (JPA), operator of the “Metrolink” regional commuter rail service. The JPA requires member agencies on an annual basis to approve their share of the SCRRA budget, comprising Metrolink Operations, SGR, and New Capital projects. SCRRA transmitted the FY 2024-25 budget to the JPA member agencies on May 6, 2024 (Attachment A). SCRRA is seeking member agency approval before adopting their FY 2024-25 budget on June 28, 2024.

BACKGROUND

SCRRA operates the Metrolink commuter rail service within Los Angeles County, the surrounding counties of Orange, Riverside, San Bernardino, and Ventura, and northern San Diego County. Metrolink service is complemented by the Los Angeles-San Diego-San Luis Obispo (LOSSAN) intercity rail corridor operated by Amtrak, which will connect directly into the future high-speed rail network being built by the California High-Speed Rail Authority and Brightline West.

Metro, as the regional transportation planning agency for LA County, works with Metrolink and other rail operators to plan and develop a more holistic, seamless, and multimodal approach to moving people through LA County and southern California between local communities and regional destinations. A majority of Metrolink’s budget derives from funding allocated by the Metro Board of Directors, of which four members serve as Board members for Metrolink. This report includes staff recommendations for funding Metro’s contribution to the FY 2024-25 Metrolink budget.

Metro’s ability to deliver better mobility, air quality, and economic opportunity for LA County residents and reduce greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) in the region depends in part on an effective working relationship with Metrolink, LOSSAN, and other transit operators in the region. To that end, the CEO created the Multimodal Integrated Planning (MIP) unit in the Countywide Planning and Development Department (CPD) to better align and coordinate planning for and with Metrolink, LOSSAN, and other rail operators so that Metro can better serve local communities and improve LA County’s regional transportation system and air quality.

DISCUSSION

RECOMMENDATION A

Recommendation A will provide $206,833,180 in funding for Metro’s JPA member agency share of SCRRA’s FY 2024-25 Budget, consisting of $136,459,830 (excludes $1,300,000 for ROW Maintenance that is included in Recommendation B. These two amounts total $137,759,830) for Metrolink Commuter Rail Operations and $70,373,350 combined for SGR and New Capital projects.

Metrolink Commuter Rail Operations - $137,759,830

SCRRA’s total FY 2024-25 Budget request for Metrolink Commuter Rail Operations from all JPA

Member Agencies is $264,028,362. Metro's share of Metrolink Commuter Rail Operations is $137,759,380 which is a $9,666,515 increase (7.5%) over FY 2023-24 funding levels. The increase in required member agency subsidy is attributable primarily to increased Metrolink train and engine crews for service expansion, increased fuel costs, annual fixed operating contract escalators of 3% to 5%, increased system security, station maintenance, and one-time start-up costs for a new train and engine crew contract.

As part of the FY 2024-25 budget, Metrolink seeks to restore service which was eliminated during the COVID pandemic and at the same time, respond to the changing commuter patterns in the post-COVID environment by becoming an all-day and weekend regional rail operator instead of strictly a commuter rail (peak hour) service (see Hybrid Optimized Service Level presentation contained in Attachment A). This service optimization will allocate resources and crews more efficiently by operating more midday and off-peak service, and add 36 weekday trains, to provide 30-minute bi-directional service from LA Union Station to Covina on the San Bernardino Line. In September 2023, the Metro Board approved funding to restore weekday and add additional weekend trips on Metrolink's AVL to fill gaps in midday and late-night service. This action has demonstrated the proof of concept of regional rail service, reaching new riders and resulting in 18% ridership growth on the AVL since the service was added in October 2023. The member agencies continue to work collaboratively with SCRRA to ensure that appropriate and cost-effective service levels are implemented.

Metro does have concerns that Metrolink's costs, as well as the amount of member subsidy requested to support operations, continue to increase, with member agencies now shouldering 80% of a higher level of current operating costs compared to only 49% pre-COVID. This trend is not sustainable as Metro's share of Metrolink's rapidly increasing operating requests exceeds Metro's annual sales tax revenues dedicated to Metrolink Operations (Proposition C 10% and Measure M 1%). In addition, Metrolink's operating costs have increased $91 million in five years with no substantial increase in ridership or fare revenue.

Metro staff recommends working with Metrolink and the other member agencies to identify cost savings opportunities and new external funding sources to supplement constrained sales tax revenues. The current member agency subsidy requirements are unsustainable, especially as service expands when the Southern California Optimized Rail Expansion (SCORE) program is implemented. Reduced office building occupancy rates, as well as the continued trend of telecommuting, suggest Metrolink ridership will continue to be well below pre-COVID levels. A thoughtful development of a strategic plan to target non-returning riders, identify new markets and implement new fare media strategies and modified service to respond to the "new normal" of changing trip patterns is necessary.

The Student Adventure Pass (SAP) is an excellent example of what reduced or innovative fare products can accomplish. The SAP is funded by a grant received through the Low Carbon Transit Operations Program (LCTOP) and provides free Metrolink fare for K-12, technical school, college, and university students. The demand for SAP usage exceeds available grant funding and will require additional funding support to continue in FY 2024-25 and beyond. Metro is supportive of the SAP but will request that Metrolink take a regional approach to partner with the universities and colleges in the service area to develop a cost-sharing arrangement to offset member agency contributions, given the

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rising costs and the potential for LCTOP funds not to be available in future years for this program. Given the subsidized SAP's positive impact on increasing ridership, Metro requests that Metrolink consider more innovative fare structuring and targeted fare reduction programs to generate ridership for underperforming trains to bring more riders and revenue onto Metrolink's system using existing service to increase ridership beyond simply adding more service.

SGR and New Capital Projects - $70,373,350

Through the annual budget process, SCRRA requests SGR and New Capital project funding, which will maintain the Metrolink commuter rail system in a state of good repair, ensuring a healthy safety culture, creating better service reliability, and improving service along the ROW, which Metro owns 152 miles. Metrolink's FY 2024-25 total SGR and New Capital budget request from all the JPA member agencies is $167,539,750, consisting of $161,614,750 for SGR and $5,925,000 for New Capital Projects (see SGR and New Capital Project List in Attachment A). Metro's member agency share is $70,373,350 (42% of the total $167,539,750) for the FY 2024-25 Rehabilitation and Capital projects, consisting of the following:

- $60,193,225 for thirty-one (31) systemwide SGR projects, costs to be shared by all JPA member agencies, for projects such as rebuilding and rehabilitating Bombardier and Rotem rail cars and rolling stock as a whole, track rehabilitation, positive train control enhancements, back-office communications, replacing maintenance of way vehicles and equipment, rehabilitating bridges, culverts and tunnels and building facilities;
- $7,365,750 for four (4) line-specific projects on the San Bernardino and Antelope Valley Lines to rehabilitate control points, signals, crossings, wood and concrete tie replacement, grade crossing improvements, and ballast replacements;
- $2,814,375 for six (6) New Capital Projects comprising new train control simulators and wayside detectors, electric vehicle (EV) infrastructure, Union Station West Portal Olympic readiness ticket office upgrade, Central Maintenance Facility (CMF) locomotive and shop upgrades, and a new positive train (PTC) control data center location.

Metro staff has been working collaboratively with SCRRA and the other member agencies to review Metrolink's FY25 SGR and New Capital programs, which align with the JPA member agencies' funding commitments. Staff continue to work with SCRRA to prioritize urgent SGR track, bridges, culverts, structures, and signal projects to maintain safety and service reliability.

RECOMMENDATION B

ROW Maintenance Funding - $2,920,232

Metrolink maintains Metro-owned ROW within 20 feet of the center of track with funding Metro provides as part of the annual budget process. In addition, Metro currently contracts with SCRRA to maintain Metro-owned ROW that is beyond the 20-foot center of track up to Metro's property line which is not included in the SCRRA annual budget. Services for both efforts include trash removal, graffiti abatement, fence repair, homeless encampment removal, tree trimming, and weed abatement. The SCRRA annual budget for FY 2024-25 for the services beyond 20 feet from center of track is $1,195,916. SCRRA is requesting an increase of $1,724,316 for FY 2024-25 for a total of $2,920,232

to adequately maintain Metro-owned ROW beyond 20 feet from center of track. Metro assessed bringing this function in house, however, based on the required safety training, track closures, familiarity with heavy rail Class 1 train operations, established relationships with BNSF Railway and Union Pacific Railroad, and bids received from Metro maintenance contractors, Metro determined that retaining Metrolink to maintain our ROW is the most efficient and cost-effective option.

To streamline and centralize Metro's ROW maintenance responsibility, beginning in FY 2024-25, Metro will also incorporate the maintenance of ROW beyond the 20 feet from center of track to Metro's property line into the existing scope and funding in the SCRRA annual work program MOU and monitored by CPD.

Recommendation B will establish ROW funding in the amount of $2,920,232 annually beginning in FY 2024-25 and will be adjusted by the Consumer Price Index. Metro partners closely with SCRRA, the City of Los Angeles, law enforcement, and other local agencies to address safety and homeless encampment issues along the Metro-owned ROW and ensure its proper maintenance.

RECOMMENDATION C

Extend San Bernardino Line 25% Fare Reduction Program - $500,000

In April 2018 (File #2018-0099) and May 2019 (File #2019-0228), the Metro Board approved programming $4,190,969 to support the San Bernardino Line (SBL) 25% Fare Reduction 12-month pilot program in collaboration with the San Bernardino County Transportation Authority (SBCTA) for fiscal years 2018-19 through 2022-23. The pilot program, modeled after a prior successful pilot program on the Metrolink AVL, was designed to increase SBL ridership by offering a 25% price reduction on all fare types on the SBL between Los Angeles and downtown San Bernardino excluding the Weekend Day Pass.

Per the terms of the MOU between Metro and SCRRA, a Title VI analysis was performed, and based upon the initial 10% growth in ridership, in November 2018 the program became part of Metrolink's permanent fare structure. The MOU required Metrolink to conduct a ridership and revenue analysis at the beginning of FY 2021-22 to determine if the programmed funding was sufficient for the program to achieve the projected revenues breakeven period by the end of FY 2022-23. Due to staff changes and the COVID pandemic, the ridership and revenue analysis was not completed by Metrolink.

Although the program analysis has not been completed, Metrolink has provided the program costs from inception through March 31, 2024, reflecting a $120,640 remaining balance from the $4,190,969 originally programed. Staff is requesting an extension of the program through the end of FY 2025 and an additional $500,000 for expenditures incurred since July 1, 2023, and anticipated to be incurred through June 30, 2025, to allow Metrolink sufficient time to complete their analysis and continue providing this successful fare product until the analysis is completed. Staff will return to the Board with a program recommendation after reviewing Metrolink's analysis.

RECOMMENDATION D

Extend Lapsing Dates for Four SGR and Capital MOUs

SCRRA rehabilitation/renovation and capital projects maintain Metrolink's system safety and safety culture, ensure state of good repair, and modernize the Metrolink system. SCRRA's project delivery schedule for rehabilitation/renovation projects span over a five-year period.

Recommendation D will extend four items (one SCRRA SGR and three capital project MOUs) that would otherwise lapse on or before June 30, 2024. Due to unforeseen material supplier delays and project work delays, time extensions are being requested. SCRRA indicated that their work is in progress and many projects are close to completion and will be completed and invoiced by the requested extension date.

RECOMMENDATION E

Transfers to Other Operators' Reimbursement Rate to Metro

SCRRA reimburses Metro for Metrolink riders who transfer to and from Metro services at no charge, including the Metro rail system hub at Union Station, through the EZ Transit Program. Recommendation E affirms that the reimbursement rate to Metro remains at $1.10 for FY 2024-25, the same as for FY 2023-24, and that the current EZ Transit Pass cap of $5,592,000 be honored.

DETERMINATION OF SAFETY IMPACT

Approval of these recommendations will improve safety for Metrolink passengers and local communities in which Metrolink operates. All Metrolink operations, SGR, and new capital projects will comply with applicable Federal Railroad Administration, California Public Utilities Commission, and other regulatory standards. Through approval of this item Metro will be funding safety-related improvements on the Metrolink system to support safer travel of LA County residents and visitors.

FINANCIAL IMPACT

Recommendation A will provide $206,833,180 to fund Metro's commitment to SCRRA for the FY 2024-25 Metrolink Annual Work Program. Metro's share of Commuter Rail Operations will be funded with $136,459,830 in new Proposition C 10% / Measure M 1% funds which are designated for commuter rail purposes. Metro's FY 2024-25 Budget will be amended in accordance with Recommendation A. Please note that SCRRA provided an estimate of the hybrid mobilization costs which are included in Metro's $137,759,830 FY25 Commuter Rail Operations share. However, these costs may be higher or lower depending on the bids Metrolink receives. Please also note that SCRRA included $1,300,000 for Metro-owned ROW Maintenance beyond 20 feet of center track in the $137,759,830 FY25 Commuter Rail Operations share amount which is also included in Recommendation B. Therefore, Recommendation A was reduced to $136,459,830 to remove the duplication of costs. Staff will report back if there are any changes that require Board action.

SGR and New Capital will be funded with $70,373,350 in new Measure R 3% funds which are designated for commuter rail capital programs. This is a programming action where capital expenditures will occur over multiple years and the Cost Center Manager will be responsible for annual budget funding allocations.

Recommendation B will provide SCRRA with $2,920,232 to fund maintenance of Metro-owned ROW

beyond 20 feet from center track in new Proposition C 40% Funds, which are eligible for Metro property maintenance. Metro's FY25 Budget will be amended in accordance with Recommendation B.

Recommendation C will be funded using up to $500,000 of FY23 surplus SCRRA-dedicated Proposition C 10% funds.

Recommendation D has no financial impact.

Recommendation E has no financial impact.

Recommendation F will be funded with $29,290,000 in new Measure R 3% funds which are designated for commuter rail capital programs. Programming authority for this recommendation was approved by the Board at its June 2023 meeting.

EQUITY PLATFORM

The recommendations support SCRRA's Metrolink commuter rail operations, providing residents, workers, students, and families with a regional public transportation option to access jobs, resources, and services across the Greater Los Angeles region. Metrolink enables residents who may not be able to afford to live in high-cost areas to access quality jobs and services in those areas while living in more affordable neighborhoods. These neighborhoods include Equity Focus Communities, such as Palmdale/Lancaster, the East San Fernando Valley, El Monte, Pomona, and Gateway Cities.

Metro funds their share of Metrolink's overall operations as a JPA member agency. Metrolink establishes their own equity-based programs separate from Metro. Metrolink's efforts to increase transit equity make mobility more accessible for low-income riders across the region. Metrolink's Mobility-4-All program offers a 50% discount to riders with a California EBT card, while Metrolink's Student Adventure Pass pilot makes it possible for anyone with a student ID to use our system for free. Three out of four students are people of color. Metrolink also offers everyday discounts for children, seniors, active military members, and riders with disabilities. Fares on several Metrolink lines with a large proportion of low-income riders are further reduced by 25%. Each of these programs improves transit equity. Adjusted for inflation, Metrolink fares today are the lowest they have been in Metrolink's more than 30-year history.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support the Metro Vision 2028 Strategic Plan goals 1, 4 and 5 as follows:

- Goal 1.2: Invest in a world-class transit system that is reliable, convenient, and attractive to more users for more trips;
- Goal 4.1 Work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan;
- Goal 5.2 Exercise good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

The Metro Board could authorize a different budget amount than what SCRRA has transmitted for FY 2024-25. However, staff does not recommend a different budget amount since Metro has worked closely with SCRRA and the member agencies to create a balanced FY 2024-25 budget request that supports Metrolink's post-COVID service plans and ensures sufficient SGR to meet safety, service, and reliability needs.

For Recommendation B, the Metro Board could choose to bring the ROW maintenance function in-house. However, staff does not recommend this since a cost analysis determined that it is considerably more cost-effective for Metrolink to continue providing the ROW maintenance on Metro's behalf.

Metrolink has suggested that Metro provide 5307, 5337, and SB 125 funds to cover the funding gap. While other member agencies with less-expansive transit systems may take this approach, Metro proactively crafted its sales tax measures to include dedicated Metrolink funding carveouts that now exceed the amounts generated by these other funding sources and preserve these funds for its operations. Any use of these funds for Metrolink would reduce funding available for operations.

NEXT STEPS

The SCRRA Board is scheduled to adopt their FY 2024-25 budget on June 28, 2024. Upon SCRRA's Board adopting their budget, Metro will execute the corresponding funding agreement. Metro staff will monitor the implementation of SCRRA's budget, and the SBL fare reduction results, and report back to the Board with any issues requiring action. Metro is firmly supportive and committed to being a strategic partner with SCRRA.

ATTACHMENTS

Attachment A - SCRRA FY 25 Budget Transmittal

Prepared by: Yvette Reeves, Senior Manager, Transportation Planning, (213) 418-3176
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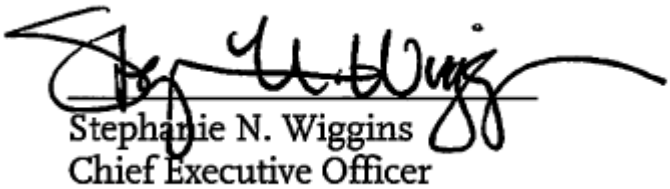
Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer

METROLINK

May 6, 2024

TO: Martin Erickson, Executive Director, VCTC
Darrell Johnson, Chief Executive Officer, OCTA
Aaron Hake, Executive Director, RCTC
Stephanie N. Wiggins, Chief Executive Officer, Metro
Dr. Raymond Wolfe, Executive Director, SBCTA

FROM: Darren M. Kettle, Chief Executive Officer, SCRRA

SUBJECT: SCRRA Request for Adoption of the Authority's FY 2024-25 (FY25) Budget

---

On April 26, 2024, the SCRRA Board approved the transmission of the Proposed FY25 Budget for your consideration and adoption.

The FY25 Budget operating revenue is projected to be $68.0M while the operating expenses are projected to be $322.1M. The total operating support requested from Member Agencies is $264.0M. The FY25 Capital Program includes $161.6M for State of Good Repair (SGR), and $5.9M for New Capital.

We recognize that we will face continuing financial challenges as we navigate through our transition from Commuter Rail to a Regional Rail system.

Our playbook for meeting those challenges will be robust and include such initiatives as:

- The Optimized Rail Service increasing accessibility and convenience.
- Free Fares for all Students attracting a new generation of riders.
- Intense pursuit of Non riders and broadening from Commuters to Leisure riders.
- Fare structure study implementation.
- Driving awareness of Metrolink throughout the region.

On the side of efficiency

- Implementation of Train Crews and Equipment Usage optimization, Schedule Integration, and Potential Rider studies.

Staff will continue monitoring Ridership, Farebox Revenues and Expenses very closely.

The Proposed FY25 Budget documentation, which was presented at the Board of Directors Meeting on April 26, 2024, is attached for your review. It includes:

- Board Item # 7A Approved at the Board of Director's Meeting on April 26, 2024
- Board item # 7A attachments, which includes:
  - Attachment A - FY25 Proposed Operating Budget with Comparison to FY24
  - Attachment B - Historical Actual and Budgeted Operating Statements
  - Attachment C - FY25 Proposed Operating Budget by Member Agency
  - Attachment D - FY25 Proposed Operating Budget by Line
  - Attachment E - History of Actual and Budgeted Operating Subsidy by Member Agency
  - Attachment F - FY25 Proposed SGR Projects by Member Agency, Line, and
  - Project Detail List
  - Attachment G - FY25 Proposed New Capital by Member Agency, Line, and
  - Project Detail List
  - Attachment H - FY25 Proposed Capital Program Cashflow

Next Steps

April - June 2024	Staff present at Member Agencies' Committees and/or Board meetings as requested
June 28, 2024	Proposed FY25 Budget to SCRRA Board for Adoption

Thank you for your ongoing support and active participation in the development of the FY25 Proposed Budget. If you have any comments or concerns, please do not hesitate to contact me directly at (213) 452-0405. You may also contact Arnold Hackett, Chief Financial Officer at 213-452-0345.

Darren M. Kettle
Chief Executive Officer

METROLINK

metrolinktrains.com/meeting

ITEM ID: **2024-170-0**

TRANSMITTAL DATE: **April 19, 2024**

MEETING DATE: **April 26, 2024**

TO: **Board of Directors**

FROM: **Arnold Hackett, Chief Financial Officer**

SUBJECT: **Proposed FY2024-2025 (FY25) Budget - Request to Transmit**

Issue

The Southern California Regional Rail Authority (SCRRA) Joint Powers Authority (JPA) requires that the "Governing Board shall approve a preliminary administrative budget and capital improvement program for the succeeding fiscal year no later than May 1 of each year. The Board shall adopt a final budget no later than June 30 of each year. Decisions dealing with capital and operating fund allocations, as well as annual approval of each Member Agency's share of the Authority's annual budget, shall be approved by the Member Agencies themselves."

On April 12, 2024, The Audit and Finance Committee approved the transmittal of the FY25 Budget as it existed at that time.

Subsequent to that Committee Meeting, as the result of discussions with Member Agencies, the FY25 Budget was modified. The data attached and described in this item reflects that modification, which has resulted in a reduction of required support for all Member Agencies.

Recommendation

Audit and Finance Committee recommended (5-0) the Board approve transmitting the Proposed FY25 Budget for the consideration and adoption of the Member Agencies.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve.

- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board.

- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving.

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees.

- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California.

The FY25 Budget has been constructed to provide support to each of Metrolink's strategic goals.

Background

The "New Normal" has changed work modes and commuting patterns. Metrolink's ridership was flat for a number of years prior to the COVID pandemic. During the pandemic, ridership declined approximately 90% and has since recovered to only 50% of pre-pandemic ridership. Metrolink can no longer depend on commuters alone to support ridership growth.

Growing ridership must now come through re-inventing Metrolink to provide service to a wider audience across the region. The proposed FY25 Budget has been created to specifically address transforming Metrolink and increasing ridership. Over the last few years, Member Agencies have encouraged Metrolink to partner with consultants to review our service and equipment usage. The results of this partnership have led to the Optimized Service schedule. This new service schedule will fill in service gaps and make the most efficient utilization of equipment and crews.

The Proposed FY25 Operating Budget is based on the Optimized Service created by that effort. It includes the addition of 36 trains to allow for pulse departures and fill in mid-day service gaps. It also reduces wasted crew hours, layovers, hoteling and crew transportation. Equipment is fully utilized, while mechanical service costs are reduced.

In addition to the efficiencies realized, this optimized service will begin the transformation of Metrolink from a commuter rail to a regional public transportation which will provide service to

a multitude of audiences and purposes, including commuters, students, leisure travelers to events, beaches, shopping, and family gatherings.

Staff believes that these services changes are critical for Metrolink's long-term sustainability.

Discussion

Kickoff meetings for the FY25 Budget were conducted in late October 2023. The budget requests were submitted and subsequently analyzed and reviewed by staff. The CFO then held internal meetings with each department, and, subsequently, the Chief Executive Officer. The purpose of the meetings was to review the necessity for the budget amounts requested taking into consideration such factors as:

- Overarching goal of safety, fiscal sustainability and operational efficiency;
- Solutions to respond to post pandemic changes to farebox revenue;
- Condition of Assets;
- Funding at a level which will meet the goals of the Authority;
- Contractual obligations;
- Historic levels of spending;
- Current levels of spending;
- Known adjustments for the forthcoming year;
- Projects to improve efficiencies and create savings in current and future years.

Internal meetings were concluded in early February. The Metrolink CFO then conducted meetings with each of the Member Agency CFOs and staff in late February. Questions were submitted and responses shared with all Member Agencies in early March. The Proposed FY25 Budget was reviewed with the Member Agency Advisory Committee (MAAC) on April 4th.

Meetings were subsequently held with Member Agencies resulting in a staff reassessment of budgeted amounts. This reassessment generated modifications to the FY25 Budget reducing total Operating Expenses by $13.2M. The modification created a reduction in required support for each Member Agency.

An overview of the this modified Proposed FY25 Budget for Operations and the Capital Program detailing the total request for support was reviewed with the Member Agencies' Chief Executive Officers during the April 2024 monthly meeting.

Foundation for Proposed FY25 Budget

The Proposed FY25 Budget provides funding to achieve:

- Continued emphasis on safe operations
- Intraoperative Positive Train Control (PTC) updates and maintenance as the centerpiece of Metrolink's efforts.
- Investment in existing and new assets to maintain a state of good repair Funding of critical State of Good Repair projects.
- Funding for studies to improve maintenance efficacy and

- Re-invention of Metrolink to help grow ridership and
- Programs to generate ridership for entertainment, day trips, shopping, etc.

FY25 Operating Budget Assumptions:

Service

- Hybrid Optimized Service (Current Service Levels July through September then Optimized Service beginning October 1)

Revenue

- Ridership and Revenue Forecast as provided by KPMG/Sperry Capital

Expense

- Contractor increases only as mandated by agreements.
- 3% Merit Pool and 3% COLA
- No New FTE Headcount

Reporting:

- Monthly
- Formal Mid-Year Budget Review

Arrow Service as a separate budget funded by SBCTA.

FY25 Operating Budget Details

Proposed Total Operating Revenues are $68.0M and reflect a projected net increase of $14.0M or 25.9% from the FY2023-2024(FY24) Budget. The year-over-year changes are detailed below in the Operating Revenues section.

Expenditures are $332.1M and reflect an increase of $26.1M or 8.5% higher than the FY24 Budget. Details of the Year-over-Year expense change are explained below in the Operating Expenditures section.

The required Operating Support is $264.0M and is an increase of $12.5M, or 4.8% from the FY24 Budget. (See Attachment A for comparisons).

The Proposed FY25 Budget Operating Statement by detailed categories compared to the FY24 Budget, by Member Agency, by Line, and historically over the last five years are included as Attachments B, C, D, and E.

Discussion of Proposed FY25 Budget Operating Statement

Operating Revenues

Operating Revenues include Farebox, Dispatching, and Maintenance-of-Way (MOW) Revenues, and Other Revenues, such as interest and other minor miscellaneous revenues. Operating Revenues are estimated to total $68.0M for FY25, an increase of $14.0M or 25.9% compared to the FY24 Budget.

Farebox Revenue, which is the largest component of the total Operating Revenue, is projected at $45.3M, an increase of $9.9M or 28.1% compared to the FY24 Budget. Other subsidies for fares are added to the farebox to arrive at a Pro Forma Farebox Revenue totaling $48.3M, an increase of $9.9M over FY24.

We note that the Student Adventure Pass is not included in the revenue presented.

Dispatching and MOW revenues from the freight railroads and Amtrak are based on existing agreements at the expected rate of usage. The budget of $2.2M for Dispatching Revenue reflects an increase of $0.3M as compared to the FY24 Budget. The MOW Revenue is $13.1M reflecting an increase of $0.2M, or 1.5% as compared to the FY24 Budget. Other Revenues are budgeted at $4.4M, an increase of $3.7M or 530%. This significant increase is the result of more favorable bank interest on funds.

Operating Expenditures

Operating Expenditures are presented in the following four categories: Train Operations, Maintenance-of-Way (MOW), Administration and Services, and Insurance. Comparisons are to the FY24 Budget.

The Train Operations component of the Operating budget contains those costs necessary to provide Metrolink rail services across the six-county service areas, which includes the direct costs of railroad operations, equipment maintenance, and required support costs. The Proposed FY25 Budget for expenditures related to Train Operations including contingency is $183.0M an increase of 5.1% from the FY24 Budget.

MOW expenditures are those costs necessary to perform the inspections and repairs on rails, signals and structures needed to ensure reliable, safe, efficient operation of trains, and the safety of the public. The Proposed FY25 Budget amount for expenditures related to MOW is $54.6M, an increase of $0.3M or 0.5% from the FY24 Budget.

Administration and Services include internal expenditures related to Train Operations. The Proposed FY25 Budget for expenditures related to Administration & Services is $56.3M, a decrease of $1.1M or 1.9% as compared to the FY24 Budget.

The category of Insurance and Legal is $23.2M for the Proposed FY25 Budget, an increase of $3.3M or 16.3% increase from the FY24 Budget.

Overall, the total Proposed FY25 Budget for expenditures is $332.1M and has increased from the FY24 Budget by $26.1M or 8.5%. The components of this change are as described below. Note that the Agency has added to the formal budget the following new items:

- Estimated mobilization in the amount of $10.3M for the "Mini Bundle".
- Member Agency support for the FY25 Student Adventure Pass (to the extent that the estimated amount exceeds grant funding $3.2M.

- Outside '20 Maintenance (LA Metro only) $1.3M.

Total Train Operations have increased by $9.M or 5.1% from the FY24 Budget. The primary drivers of this increase are:

- Train Operator Services have increased $5.7M or 13.64%. $3.8M of this amount is driven by Optimized Service, while the balance of $1.9M is the contractual annual increase.
- Equipment Maintenance decreased by $0.5M or (1.1%). A $1.0M reduction was achieved in this category as a result of Optimization. The mechanical vendor increase is 3.5%. With a reduction in material cost, the base cost increase is $0.6M before the offset from Optimization savings;
- Fuel expense increased by $2.3M or 7.30%. $4.0M of this amount is due to the Optimized Service, fuel hedging is expected offset the cost increase by $1.8M;
- Security increased by $1.7M or 10.5% due to county mandated increases for the Los Angeles Sheriff's Department;
- Station Maintenance increased by $1.0M or 19.8% due to increased Union Station Common Area Maintenance;
- Rail Agreements increased by $0.2M or 3.6%. $1.0M of this was a result of Optimization costs, offset by changes to the AAR index.

MOW has increased by $0.3M or 0.5% from the FY24 Budget.

Administration and Services have decreased from FY24 Budget by $1.1M or 1.9%. The primary drivers of this decrease are:

- An increase to Operations Salaries & Benefits by $0.5M or 3.2%
- Decreases of $1.2M or 9.49% to Operations Non-Labor, $0.4M to Indirect Administrative Expense, and $0.1M in Operations Professional Services.
-

Total Insurance and Legal expense has increased by $3.3M or 16.3% from the FY24 Budget, due to the following:

- Property and Liability Insurance premiums are higher by $2.3M or 14%.
- Net Claims/SI is increased by $0.8M or 85.9%, to ensure capture of any potential claims.

Member Agency Operating Support

Member Agency support is required to fund the difference between the total costs of operations and available revenues. The Proposed FY25 Budget estimates total Member Agency support is needed in the amount of $264.0M or an increase of $12.2M or 4.8% from the FY24 Budget. This support now includes the estimated cost of the Mobilization for the "Mini-Bundle", the Student Adventure Pass Support, and the (LA Metro only) Outside '20 support.

The Budget Summary Comparison (Attachment E) includes a Year-over-Year comparison of net operating support by Member Agency. In response to Member Agency requests, this schedule reflects the FY25 Proposed member support in whole dollars which are required to

create Member Agency Board requests.

Capital Program Budget State of Good Repair (SGR)

The Proposed FY25 Proposed Budget was developed based on the Metrolink Rehabilitation Plan (MRP) which was created in fulfillment of the Transit Asset Management (TAM) requirement, and to address the Authority's SGR needs. The MRP addresses two critical elements:

Backlog: Total cost of renovating all assets to achieve a current SGR
SGR: Annual cost of keeping assets in a State of Good Repair

The FY25 budget request addresses only the SGR or annual cost of keeping assets in a State of Good Repair. The Proposed FY25 Budget does not address the current backlog which is estimated to be over $800M.

SGR:
The SGR authorization request for FY25 was identified as necessary investments to maintain an SGR. These projects total $161.6M, an increase of $31.8M or 24.5%. The projects are presented by Member Agency, by Line, and by individual project with locations and descriptions in Attachment F.

New Capital:

The New Capital authorization request for FY25 was identified as necessary for safe and efficient rail operations. These projects total $5.9M, a decrease from the FY24 request of $14.3M or 70.0% The projects are presented by Member Agency, by Line, and by individual project with locations and descriptions in Attachment H.

Multi-Year Forecasts
Operating Budget Forecasts for FY26, FY27, FY28 and FY29 will be provided to the committee for their requested approval at the June 2024 Committee Meeting. Upon Board approval, the FY26, FY27, FY28, and FY29 forecasted budgets will be provided to the Member Agencies for consideration and programming. The four- year forecasts will be considered for adoption individually during the applicable year.

Upon approval by the Board, the Proposed FY25 Budget will be transmitted to Member Agencies for consideration and adoption.

Operating Budget Attachments
The attachments as listed below provide additional detail on the FY25 Proposed Budget for Operating as described:

Attachment A - FY25 Proposed Operating Budget with Comparison to FY24
Attachment B - Historical Actual and Budgeted Operating Statements
Attachment C - FY25 Proposed Operating Budget by Member Agency

Attachment D - FY25 Proposed Operating Budget by Line
Attachment E - History of Actual and Budgeted Operating Support by Member Agency

Capital Program Budget Attachments
The attachments as listed below provide additional detail on the FY25 Proposed Budget for the Capital Program as described:
Attachment F - FY25 Proposed SGR Projects by Member Agency, Line, and Project Detail List
Attachment G - FY25 Proposed New Capital by Member Agency, Line, and Project Detail List
Attachment H - FY25 Proposed Capital Program Cashflow

Budget Impact

This report and the transmittal of the Proposed FY25 Budget has no impact on the FY24 or FY25 Budget.

Next Steps

- April 26: Board Approval for FY25 Budget transmittal to Member Agencies
- May-June 2024: Staff presentations at Member Agencies' Committee and Board meetings, as requested.
- June 14: Request AFCOM recommendation for adoption of FY25 Budget of 4-year forecast
- June 28: Board Adoption of FY25 Budget and approval of 4-year forecast.

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Approved by: Arnold Hackett, Chief Financial Officer

Attachment(s)

Attachment A - FY25 Proposed Operating Budget - Hybrid Schedule
Attachment B - Historical Actual and Budgeted Operating Statements
Attachment C - FY25 Proposed Operating Budget by Member Agency
Attachment D - FY25 Proposed Operating Budget by Line
Attachment E - History of Actual and Budgeted Operating Support by Member Agency
Attachment F - FY25 Proposed SGR Projects by Member Agency, Line, and Project Detail List
Attachment G - FY25 Proposed New Capital by Member Agency, Line, and Project Detail List
Attachment H - FY25 Proposed Capital Program Cashflow
Presentation - Proposed FY2024-2025 (FY25) Budget

FY25 Proposed Operating Budget - Hybrid Schedule

($000s)	FY24 Amended Budget	FY25 Proposed Budget Hybrid Schedule	Variance FY25 Proposed vs FY24 Amended $ Variance	% Variance
Operating Revenue				
Farebox Revenue	35,407	45,348	9,941	28.08%
Fare Reduction Subsidy	490	427	(63)	-12.91%
Other Train Subsidies	2,565	2,565	-	0.00%
Special Trains	-	-	-	n/a
Subtotal-Pro Forma FareBox	**38,463**	**48,341**	**9,878**	**25.68%**
Dispatching	1,963	2,207	244	12.45%
Other Revenues	691	4,353	3,662	530.04%
MOW Revenues	12,932	13,127	195	1.51%
Total Operating Revenue	**54,048**	**68,028**	**13,980**	**25.87%**
Operating Expenses				
Operations & Services				
Train Operators	42,040	47,776	5,736	13.64%
Train Dispatch	5,566	5,919	353	6.34%
Equipment Maintenance	44,560	44,074	(486)	-1.09%
Fuel	31,028	33,293	2,265	7.30%
Non-Scheduled Rolling Stock Repairs	100	150	50	50.00%
Operating Facilities Maintenance	2,244	2,486	242	10.79%
Other Operating Train Services	942	973	31	3.34%
Security	16,635	18,376	1,741	10.47%
Public Safety Program	103	53	(50)	-48.38%
Passenger Relations	2,021	1,975	(47)	-2.30%
TVM Maintenance/Revenue Collection	5,342	4,929	(414)	-7.74%
Marketing	3,238	3,003	(235)	-7.26%
Media & External Communications	322	304	(19)	-5.77%
Utilities/Leases	3,088	2,704	(384)	-12.42%
Transfers to Other Operators	3,269	2,615	(655)	-20.02%
Amtrak Transfers	1,185	671	(515)	-43.42%
Station Maintenance	5,229	6,266	1,037	19.83%
Rail Agreements	6,680	6,922	241	3.61%
Special Trains	500	500	-	0.00%
Subtotal Operations & Services	**174,093**	**182,987**	**8,894**	**5.11%**
Maintenance-of-Way				
MoW - Line Segments	53,546	53,978	432	0.81%
MoW - Extraordinary Maintenance	794	640	(154)	-19.39%
Subtotal Maintenance-of-Way	**54,340**	**54,618**	**278**	**0.51%**
Administration & Services				
Ops Salaries & Benefits	17,221	17,764	543	3.16%
Ops Non-Labor Expenses	12,830	11,613	(1,217)	-9.49%
Indirect Administrative Expenses	24,658	24,283	(375)	-1.52%
Ops Professional Services	2,717	2,654	(63)	-2.32%
Subtotal Admin & Services	**57,426**	**56,314**	**(1,112)**	**-1.94%**
Contingency	**88**	**50**	**(38)**	**-42.86%**
Total Operating Expenses	**285,947**	**293,969**	**8,022**	**2.81%**
Insurance and Legal				
Liability/Property/Auto	16,838	19,201	2,363	14.03%
Net Claims / SI	990	1,841	851	85.93%
Claims Administration	2,146	2,196	50	2.31%
Subtotal Insurance and Legal	**19,974**	**23,237**	**3,263**	**16.34%**
Mobilization	**-**	**10,338**	**10,338**	**n/a**
Student Adventure Pass	**-**	**3,211**	**3,211**	**n/a**
Outside 20'	**-**	**1,300**	**1,300**	**n/a**
Total Expense	**305,921**	**332,056**	**26,135**	**8.54%**
Loss / Member Support Required	**(251,873)**	**(264,028)**	**(12,155)**	**4.83%**

Numbers may not foot due to rounding

Historical Actual and Budgeted Operating Statements

($000s)	FY 20-21 Actual	FY 21-22 Actual	FY 22-23 Actual	FY 23-24 Amended Budget	FY 24-25 Proposed Budget Hybrid Schedule	Variance FY25 Proposed vs FY24 Amended $ Variance	% Variance
Operating Revenue							
Farebox Revenue	13,811	25,128	31,114	35,407	45,348	9,941	28.08%
Fare Reduction Subsidy	164	689	571	490	427	(63)	-12.91%
AV Line Discount	-	(15)	-	-	-	-	n/a
Mobility 4 All Subsidy	-	-	389	-	-	-	n/a
Other Train Subsidies	2,306	2,365	2,443	2,565	2,565	-	0.00%
Special Trains	-	121	29	-	-	-	n/a
Subtotal-Pro Forma FareBox	**16,256**	**28,288**	**34,546**	**38,463**	**48,341**	**9,878**	**25.68%**
Dispatching	2,079	2,155	2,245	1,963	2,207	244	12.45%
Other Revenues	345	459	1,094	691	4,353	3,662	530.04%
MOW Revenues	11,545	11,506	13,402	12,932	13,127	195	1.51%
Total Operating Revenue	**30,225**	**42,407**	**51,287**	**54,048**	**68,028**	**13,980**	**25.87%**
Operating Expenses							
Operations & Services							
Train Operators	37,534	36,314	36,075	42,040	47,776	5,736	13.64%
Train Dispatch	5,351	5,275	5,260	5,566	5,919	353	6.34%
Equipment Maintenance	37,041	39,130	42,344	44,560	44,074	(486)	-1.09%
Fuel	18,640	21,245	31,881	31,028	33,293	2,265	7.30%
Non-Scheduled Rolling Stock Repairs	112	43	93	100	150	50	50.00%
Operating Facilities Maintenance	2,130	1,804	2,244	2,244	2,486	242	10.79%
Other Operating Train Services	945	520	532	942	973	31	3.34%
Rolling Stock Lease	230	-	-	-	-	-	n/a
Security	13,597	13,973	14,941	16,635	18,376	1,741	10.47%
Public Safety Program	64	14	7	103	53	(50)	-48.38%
Passenger Relations	1,787	1,622	1,636	2,021	1,975	(47)	-2.30%
TVM Maintenance/Revenue Collection	3,503	3,675	4,752	5,342	4,929	(414)	-7.74%
Marketing	2,092	2,646	2,622	3,238	3,003	(235)	-7.26%
Media & External Communications	219	101	232	322	304	(19)	-5.77%
Utilities/Leases	2,899	2,913	2,538	3,088	2,704	(384)	-12.42%
Transfers to Other Operators	662	1,975	2,130	3,269	2,615	(655)	-20.02%
Amtrak Transfers	41	238	322	1,185	671	(515)	-43.42%
Station Maintenance	1,960	1,984	2,081	5,229	6,266	1,037	19.83%
Rail Agreements	4,812	3,193	5,313	6,680	6,922	241	3.61%
Special Trains	-	74	-	500	500	-	0.00%
Subtotal Operations & Services	**133,621**	**136,741**	**155,000**	**174,093**	**182,987**	**8,894**	**5.11%**
Maintenance-of-Way							
MoW - Line Segments	43,756	49,740	48,391	53,546	53,978	432	0.81%
MoW - Extraordinary Maintenance	599	242	873	794	640	(154)	-19.39%
Subtotal Maintenance-of-Way	**44,355**	**49,982**	**49,264**	**54,340**	**54,618**	**278**	**0.51%**
Administration & Services							
Ops Salaries & Benefits	15,578	15,107	15,144	17,221	17,764	543	3.16%
Ops Non-Labor Expenses	7,334	7,594	8,616	12,830	11,613	(1,217)	-9.49%
Indirect Administrative Expenses	17,695	17,645	17,614	24,658	24,283	(375)	-1.52%
Ops Professional Services	2,311	2,276	1,786	2,717	2,654	(63)	-2.32%
Subtotal Admin & Services	**42,917**	**42,622**	**43,161**	**57,426**	**56,314**	**(1,112)**	**-1.94%**
Contingency	**-**	**-**	**40**	**88**	**50**	**(38)**	**-42.86%**
Total Operating Expenses	**220,893**	**229,344**	**247,465**	**285,947**	**293,969**	**8,022**	**2.81%**
Insurance and Legal							
Liability/Property/Auto	12,447	12,857	13,406	16,838	19,201	2,363	14.03%
Net Claims / SI	1	(684)	382	990	1,841	851	85.93%
Claims Administration	682	1,708	1,935	2,146	2,196	50	2.31%
Total Net Insurance and Legal	**13,129**	**13,880**	**15,723**	**19,974**	**23,237**	**3,263**	**16.34%**
Mobilization	**-**	**-**	**-**	**-**	**10,338**	**10,338**	**n/a**
Student Adventure Pass	**-**	**-**	**-**	**-**	**3,211**	**3,211**	**n/a**
Outside 20'	**-**	**-**	**-**	**-**	**1,300**	**1,300**	**n/a**
Total Expense	**239,627**	**243,224**	**263,188**	**305,921**	**332,056**	**26,135**	**8.5%**
Loss/Member Support Required	**(209,402)**	**(200,817)**	**(211,901)**	**(251,873)**	**(264,028)**	**(12,155)**	**4.8%**

($000s)	FY 20-21 Actual	FY 21-22 Actual	FY 22-23 Actual	FY 23-24 Amended Budget	FY 24-25 Proposed Budget Hybrid Schedule	Variance FY25 Proposed vs FY24 Amended $ Variance	% Variance
Loss before Non-Recurring	(203,798)	(200,817)	(211,901)	(251,873)	(264,028)	(12,155)	4.8%
Member Support before Non-Recurring	163,176	198,209	229,801	251,873	264,028	12,155	4.8%
Surplus / (Deficit) before Non-Recurring	(40,622)	(2,608)	17,900	-	-	-	n/a
Prior year Carryforward / (Deficit)	-	196	(2,921)	-	-	-	n/a
Net Surplus / (Deficit) before Non-Recurring	**(40,622)**	**(2,412)**	**14,979**	**-**	**-**	**-**	**n/a**
Non-Recurring Settlement Expense 1	3,234	-	-	-	-	-	n/a
Non-Recurring Settlement Expense 2	2,370	-	-	-	-	-	n/a
Total Expenses including Non-Recurring	**239,627**	**243,224**	**263,188**	**305,921**	**332,056**	**26,135**	**8.5%**
Net Loss including Non-Recurring	(209,402)	(200,817)	(211,901)	(251,873)	(264,028)	(12,155)	4.8%
All Member Support	163,176	198,405	226,880	251,873	264,028	12,155	4.8%
COVID-19 Relief Funding	46,226	-	-	-	-	-	n/a
Net Surplus / (Deficit)	**-**	**(2,412)**	**14,979**	**-**	**-**	**-**	**n/a**
***San Clemente Track Work**							
Member Support	-	5,000	5,896	1,557	-	-	n/a
Total Expense	-	3,604	4,339	-	-	-	n/a
Surplus / (Deficit)	-	1,396	1,557	-	-	-	n/a
Surplus transferred to next year	-	1,396	1,557	-	-	-	n/a
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a
San Clemente #2							
Member Support	-	-	6,000	4,887	-	-	n/a
Total Expense	-	-	1,113	-	-	-	n/a
Surplus / (Deficit)	-	-	4,887	-	-	-	n/a
Surplus transferred to next year	-	-	4,887	-	-	-	n/a
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a
San Clemente #3							
Member Support	-	-	-	8,900	-	-	n/a
Total Expense	-	-	-	-	-	-	n/a
Surplus / (Deficit)	-	-	-	-	-	-	n/a
Surplus transferred to next year	-	-	-	-	-	-	n/a
Net Surplus / (Deficit)	-	-	-	-	-	-	n/a

Numbers may not foot due to rounding.

**Note: FY25 budgeted amounts for San Clemente will be available subsequent to FY24 year-end*

FY25 Proposed Operating Budget by Member Agency - Hybrid Schedule

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	23,873	10,589	4,138	5,297	1,451	45,348
Fare Reduction Subsidy	255	-	-	172	-	427
Other Train Subsidies	2,565	-	-	-	-	2,565
Special Trains	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	**26,694**	**10,589**	**4,138**	**5,469**	**1,451**	**48,341**
Dispatching	1,117	693	18	131	248	2,207
Other Revenues	2,197	884	487	509	276	4,353
MOW Revenues	7,145	3,013	863	1,635	472	13,127
Total Operating Revenue	**37,153**	**15,178**	**5,506**	**7,744**	**2,447**	**68,028**
Operating Expenses						
Operations & Services						
Train Operators	25,947	10,372	4,825	4,816	1,815	47,776
Train Dispatch	3,499	1,051	462	580	327	5,919
Equipment Maintenance	22,588	8,453	5,183	5,633	2,217	44,074
Fuel	18,082	7,228	3,363	3,356	1,265	33,293
Non-Scheduled Rolling Stock Repairs	80	29	16	19	6	150
Operating Facilities Maintenance	1,325	475	270	317	100	2,486
Other Operating Train Services	481	189	124	107	72	973
Security	9,476	3,422	2,205	2,220	1,053	18,376
Public Safety Program	25	9	8	6	5	53
Passenger Relations	1,025	416	185	286	62	1,975
TVM Maintenance/Revenue Collection	2,154	1,059	803	621	292	4,929
Marketing	1,562	634	279	435	92	3,003
Media & External Communications	144	52	45	32	30	304
Utilities/Leases	1,283	466	402	284	269	2,704
Transfers to Other Operators	1,479	544	185	321	85	2,615
Amtrak Transfers	284	290	-	-	96	671
Station Maintenance	4,085	868	368	678	266	6,266
Rail Agreements	2,022	1,885	1,671	421	922	6,922
Special Trains	238	99	56	72	36	500
Subtotal Operations & Services	**95,778**	**37,544**	**20,449**	**20,203**	**9,012**	**182,987**
Maintenance-of-Way						
MoW - Line Segments	30,593	10,364	3,369	6,757	2,895	53,978
MoW - Extraordinary Maintenance	375	92	61	68	44	640
Subtotal Maintenance-of-Way	**30,968**	**10,456**	**3,430**	**6,825**	**2,939**	**54,618**
Administration & Services						
Ops Salaries & Fringe Benefits	8,427	3,061	2,643	1,865	1,768	17,764
Ops Non-Labor Expenses	6,001	2,369	1,363	1,196	684	11,613
Indirect Administrative Expenses	11,520	4,184	3,613	2,550	2,416	24,283
Ops Professional Services	1,259	457	395	279	264	2,654
Subtotal Admin & Services	**27,207**	**10,071**	**8,015**	**5,890**	**5,132**	**56,314**
Contingency	**24**	**9**	**7**	**5**	**5**	**50**
Total Operating Expenses	**153,977**	**58,079**	**31,901**	**32,924**	**17,088**	**293,969**
Insurance and Legal						
Liability/Property/Auto	10,230	3,671	2,082	2,447	771	19,201
Net Claims / SI	981	352	200	235	74	1,841
Claims Administration	1,170	420	238	280	88	2,196
Total Net Insurance and Legal	**12,380**	**4,442**	**2,519**	**2,961**	**934**	**23,237**
Mobilization	**5,615**	**2,244**	**1,044**	**1,042**	**393**	**10,338**
Student Adventure Pass	**1,641**	**743**	**331**	**386**	**110**	**3,211**
Outside 20'	**1,300**	**-**	**-**	**-**	**-**	**1,300**
Total Expense	**174,913**	**65,509**	**35,796**	**37,313**	**18,525**	**332,056**
Loss/Member Support Required	**(137,760)**	**(50,331)**	**(30,289)**	**(29,570)**	**(16,078)**	**(264,028)**

FY25 Proposed Operating Budget by Line - Hybrid Schedule

(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenue								
Farebox Revenue	12,443	3,867	7,390	3,165	10,422	3,898	4,165	45,348
Fare Reduction Subsidy	427	-	-	-	-	-	-	427
Other Train Subsidies	847	154	872	308	180	-	205	2,565
Special Trains	-	-	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	**13,716**	**4,020**	**8,262**	**3,472**	**10,601**	**3,898**	**4,370**	**48,341**
Dispatching	246	518	368	6	999	26	43	2,207
Other Revenues	980	579	899	351	597	499	449	4,353
MOW Revenues	3,849	1,469	3,313	255	2,007	1,316	917	13,127
Total Operating Revenue	**18,791**	**6,587**	**12,842**	**4,085**	**14,205**	**5,739**	**5,780**	**68,028**
Operating Expenses								
Operations & Services								
Train Operators	11,121	4,744	10,532	2,575	8,666	5,211	4,926	47,776
Train Dispatch	1,731	906	1,563	123	590	510	497	5,919
Equipment Maintenance	10,688	5,254	8,484	3,319	6,369	5,068	4,892	44,074
Fuel	7,749	3,306	7,339	1,795	6,039	3,631	3,433	33,293
Non-Scheduled Rolling Stock Repairs	39	16	29	11	23	17	16	150
Operating Facilities Maintenance	641	259	489	176	376	276	268	2,486
Other Operating Train Services	188	133	169	117	141	106	119	973
Security	4,146	2,241	3,519	1,723	2,501	2,096	2,150	18,376
Public Safety Program	8	9	10	8	5	7	7	53
Passenger Relations	605	161	336	102	379	211	181	1,975
TVM Maintenance/Revenue Collection	919	682	864	469	645	736	614	4,929
Marketing	925	241	511	153	580	319	274	3,003
Media & External Communications	44	50	55	46	29	37	43	304
Utilities/Leases	395	449	488	405	257	331	379	2,704
Transfers to Other Operators	798	225	492	145	625	91	239	2,615
Amtrak Transfers	-	250	-	-	421	-	-	671
Station Maintenance	1,995	827	1,438	365	1,087	10	544	6,266
Rail Agreements	-	922	-	2,126	1,173	1,150	1,550	6,922
Special Trains	110	76	80	69	84	67	15	500
Subtotal Operations & Services	**42,100**	**20,751**	**36,397**	**13,726**	**29,991**	**19,875**	**20,148**	**182,987**
Maintenance-of-Way								
MoW - Line Segments	16,176	8,013	12,873	1,194	7,697	4,730	3,294	53,978
MoW - Extraordinary Maintenance	140	97	102	89	108	86	19	640
Subtotal Maintenance-of-Way	**16,316**	**8,110**	**12,975**	**1,283**	**7,805**	**4,816**	**3,313**	**54,618**
Administration & Services								
Ops Salaries & Fringe Benefits	2,592	2,952	3,208	2,661	1,689	2,173	2,489	17,764
Ops Non-Labor Expenses	2,375	1,416	2,363	1,006	1,783	1,341	1,330	11,613
Indirect Administrative Expenses	3,543	4,036	4,385	3,638	2,309	2,970	3,402	24,283
Ops Professional Services	387	441	479	398	252	325	372	2,654
Subtotal Admin & Services	**8,897**	**8,845**	**10,436**	**7,702**	**6,034**	**6,807**	**7,593**	**56,314**
Contingency	**7**	**8**	**9**	**7**	**5**	**6**	**7**	**50**
Total Operating Expenses	**67,321**	**37,714**	**59,817**	**22,718**	**43,834**	**31,505**	**31,061**	**293,969**
Insurance and Legal								
Liability/Property/Auto	4,952	2,001	3,775	1,360	2,906	2,135	2,070	19,201
Net Claims / SI	475	192	362	130	279	205	198	1,841
Claims Administration	566	229	432	156	332	244	237	2,196
Total Net Insurance and Legal	**5,994**	**2,421**	**4,569**	**1,646**	**3,517**	**2,584**	**2,506**	**23,237**
Mobilization	**2,406**	**1,027**	**2,279**	**557**	**1,875**	**1,128**	**1,066**	**10,338**
Total with Mobilization	**75,721**	**41,162**	**66,665**	**24,921**	**49,227**	**35,216**	**34,632**	**327,545**
Loss with Mobilization	**(56,931)**	**(34,575)**	**(53,823)**	**(20,837)**	**(35,022)**	**(29,477)**	**(28,853)**	**(259,517)**
***Student Adventure Pass**								**3,211**
***Outside 20'**								**1,300**
Total Expense								**332,056**
Loss/Member Support Required								**(264,028)**

**Note: Amounts by Line unavailable*

History of actual and budgeted Operating Support with variances of FY25 vs FY24

Support by Member Agency

	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY24 Amended Budget	**$251,872,872**	$128,093,315	$50,557,390	$28,141,155	$28,754,730	$16,326,283
FY25 Proposed Budget Hybrid Schedule	**$264,028,362**	$137,759,830	$50,331,477	$30,289,196	$29,569,677	$16,078,182

Year-Over-Year Change	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY25 vs FY24						
$ increase	**$12,155,490**	$9,666,515	($225,912)	$2,148,041	$814,948	($248,101)
% increase	**4.8%**	7.5%	-0.4%	7.6%	2.8%	-1.5%

Whole numbers are provided as requested by Member Agencies for their board approval and budget adoption.

Attachment F

PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	FERNANDEZK	2025	2025	SAVED	OPEN	2823	00	Rehab	ALL	All	n/a - n/a	Worn	High	Business Systems	EAM Software Enhancement	EAM Software Enhancement and Technical Support. Metrolink's Enterprise Asset Management System continues to evolve improving our asset management foundation. The agency will benefit with the development and implementation of software enhancements that will allow us to maintain and drive new EAM and Condition Based Maintenance Initiatives. This includes fault/alert management, KPI management, SGR asset condition assessment, workflow refinements, and technical support.	$1,418,000	$673,550	$280,764	$157,398	$204,192	$102,096	$0
2	POGHOSYANE	2025	2025	SAVED	OPEN	2843	00	Rehab	ALL	All	n/a - n/a	Worn	High	Business Systems	MAINTENANCE-OF-WAY (MOW) & OPS. VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL	MOW and operations vehicles and equipment replacement via new acquisition to rehabilitate aging fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW/OPS equipment and vehicles; Rehabilitation of MOW equipment. Project budget to cover cost of zero emission light and medium duty vehicles (subject to manufacture production schedules). Light Duty (SUV's, Pick up and Hi-rail Trucks) - 30 Equipment - 4Mile	$3,081,000	$1,463,475	$610,038	$341,991	$443,664	$221,832	$0
3	CHAKLADARA	2025	2025	SAVED	OPEN	2850	00	Rehab	ALL	All	n/a - n/a	Marginal	High	Information Technology	Rehab of End-User Computing Infrastructure Assets	Replace end of life infrastructure for end users.	$457,000	$217,075	$90,486	$50,727	$65,808	$32,904	$0
4	PEREZO	2025	2025	SAVED	OPEN	2851	00	Rehab	ALL	All	n/a - n/a	Marginal	High	Information Technology	Rehab of Network BackUp Systems and Disaster Recover (DR) systems	Upgrade Network Backup Software to include new features like orchestration of proceses for performing and recovering from disasters. Upgrade 2 of the server SANs. Hewlett Packard Enterprises announced the End of Support for those model SANs on October 2024.	$373,000	$177,175	$73,854	$41,403	$53,712	$26,856	$0
5	PEREZO	2025	2025	SAVED	OPEN	2852	00	Rehab	ALL	All	n/a - n/a	Marginal	Low	Information Technology	Rehab of Network Infrastructure and Improve the Health and Stability of our Systems	Immutable BackUp for the servers in the CoLo to make the setup in the CoLo the same as the setup a DOC as well as safeguarding Metrolink from possible Ransomware attacks. This will allow us to have immutable backups when our systems are running in the CoLo Enhanced E-Mail protection thru Proof point. Ensures that legitimate e-mail is properly authenticating to mitigate the threat of maliciouis e-mail. A separate Manage Engine account for use specifically on the servers. Currently we're managing both workstation and serves in the same product. This is separate the Workstations and Servers and allow for better patch management of the servers. 24 Cisco 2960's are nearing end of life. Replacing them with Cisco 9000 series switches (48 port) to maintain the health of our network infrastructure. This will allow our switches to have maintenance support from HP. Uninterruptible Power Supplies (UPS) units in closets have not been replaced in over 2 years. Standardizin setup. Replace UPS setup with: Rackmount UPS (1500VA) with 2 Auxiliary Battery Packs. This will ensure that our systems will remain operational in the event of a short power disruption. Security software for the IT-Admin team to replicate the attacks that our external security auditors perform so that we can better safeguard the Metrolink network from malicious activity and improve our security posture.	$1,074,000	$510,150	$212,652	$119,214	$154,656	$77,328	$0
6	CONLEYD	2025	2025	SAVED	OPEN	2853	00	Rehab	San Bernardino LIne	San Gabriel	2.4 - 57.7	Marginal	Low	Communications	SAN GABRIEL SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION	San Gabriel Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$585,000	$351,000	$0	$0	$234,000	$0	$0

PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
7	CONLEYD	2025	2025	SAVED	OPEN	2856	00	Rehab	Orange County Line	Orange	165.06 - 207.36	Marginal	Low	Communications	ORANGE SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION	Orange Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$549,000	$0	$549,000	$0	$0	$0	$0
10	CONLEYD	2025	2025	SAVED	OPEN	2859	00	Rehab	ALL	River	0.0 - 3.5	Marginal	Low	Communications	RIVER SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION	River Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$189,000	$89,775	$37,422	$20,979	$27,216	$13,608	$0
11	CONLEYD	2025	2025	SAVED	OPEN	2860	00	Rehab	Riverside Line	Riverside	49.6 UP LA SUB - 61.6 UP LA SUB	Marginal	Low	Communications	RIVERSIDE LINE TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION	Riverside Line Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems SPECIFICALLY LOOKING TO UPGRADE CUSTOMER INFORMATION SYSTEMS AT RIVERSIDE COUNTY STATIONS (RIVERSIDE DOWNTOWN AND JURUPA VALLEY/PEDLEY) FOR FY25. Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$343,000	$0	$0	$343,000	$0	$0	$0
12	FERNANDEZK	2025	2025	SAVED	OPEN	2863	00	Rehab	ALL	All	n/a - n/a	Worn	High	Track	FY25 SYSTEMWIDE TRACK REHABILITATION Rail Grinding/Surfacing	Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections	$3,468,000	$1,647,300	$686,664	$384,948	$499,392	$249,696	$0
13	FERNANDEZK	2025	2025	SAVED	OPEN	2864	00	Rehab	ALL	All	n/a - n/a	Worn	High	Track	FY25 SYSTEMWIDE TRACK REHABILITATION Rail Grinding/Surfacing BACKLOG	ADDITIONAL AMOUNT ADRESSES BACKLOG. Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections	$1,953,000	$927,675	$386,694	$216,783	$281,232	$140,616	$0
14	ZAVALAL	2025	2025	SAVED	OPEN	2903	00	Rehab	Ventura County Line	Ventura - VC County	428.35 - 433.27	Worn	High	Train Control	SoGR_FY25_VENTURA (VN)_SIGNAL	Upgrade Signal Crossings at 1) Avenida Colonia Place 2) Erringer Rd 3) 1st Street	$3,000,000	$0	$0	$0	$0	$3,000,000	$0
16	ZAVALAL	2025	2025	SAVED	OPEN	2906	00	Rehab	Antelope Valley Line	Valley	22.63 - 76.2	Worn	High	Train Control	SoGR_FY25_VALLEY_SIGNAL	Upgrade Control Points incl. Switches and Cables at CP Kocian CP Harold CP Sierra Upgrade Signal Crossings at Polk Street Newhall Ave	$2,640,750	$2,640,750	$0	$0	$0	$0	$0

PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
17	ZAVALAL	2025	2025	SAVED	OPEN	2907	00	Rehab	San Bernardino LIne	San Gabriel	16.9 - 49.69	Worn	High	Train Control	SoGR_FY25_SAN GABRIEL_SIGNAL	Upgrade Control Point incl. House and Signals at CP Archibald Upgrade Signal Crossings at Lark Allen Ave Azusa Ave Archibald Ave Hermosa Ave Mango Ave Palmetto Ave Hamburger Lane Merced Ave	$9,285,000	$5,571,000	$0	$0	$3,714,000	$0	$0
18	ZAVALAL	2025	2025	SAVED	OPEN	2908	00	Rehab	Orange County Line	Orange	167.44 - 196.72	Worn	High	Train Control	SoGR_FY25_ORANGE_SIGNAL	Upgrade Control Point incl. House and Signals at CP Bake CP El Toro Upgrade Signal Crossings at Sycamore Street Broadway Street Cerritos Ave La Zanja Street South Street	$8,008,000	$0	$8,008,000	$0	$0	$0	$0
19	ZAVALAL	2025	2025	SAVED	OPEN	2909	00	Rehab	ALL	River	0.8 - 482.1	Worn	High	Train Control	SoGR_FY25_RIVER_SIGNAL	Upgrade Control Point incl. House and Signals at 1) CP West Diamond 2) CP East Diamond	$3,780,000	$1,795,500	$748,440	$419,580	$544,320	$272,160	$0
20	ZAVALAL	2025	2025	SAVED	OPEN	2911	00	Rehab	Perris Valley Line	San Jacinto (PVL)	65.00 - 85.40	Worn	High	Train Control	SoGR_FY25_PERRIS VALLEY_SIGNAL	Replace EGMS at 1) E. Citrus Street/65.46, 2) Spruce Street/66.74, 3) W. Blaine Street/67.38, 4) San Jacinto Avenue/82.90, 5) G Street/84.00, 6) E. Ellis Street/84.19)	$1,701,000	$0	$0	$1,701,000	$0	$0	$0
21	ZAVALAL	2025	2025	SAVED	OPEN	2917	00	Rehab	Perris Valley Line	San Jacinto (PVL)	65 - 85.4	Worn	High	Structures	SoGR_FY25_PERRIS VALLEY_STRUCTURES_CONSTRUCTION_DEFERRED FROM FY23 BUDGET PROCESS	Additional funding is needed for the Citrus Retaining Wall & Box Springs Drainage rehabilitation to complete construction. The rehabilitation will consist of improving drainage structures on the PVL Subdivision along the CP Citrus and Box Springs area. The current project cost at the 30% design level is $34.M. Construction funds from prior years were an estimated cost for construction at that time. The current estimate was updated to reflect industry trends. Currently progressing on to 60% design. The Construction will be performed in 3 IFB phases as funding is identified. PREVIOUS FUNDING: The design phase and partial Construction phase were funded in the FY21 budget: Project 521910 for $1.8M Design; and Project 521920 for $2.3M Construction. The FY22 request for $1.58M and the FY24 request for $5.25M will contribute to the construction budget required to continue. (FY23 request Deferred to FY24). PROJECT LOCATIONS Phase 1 Location: PVL MP 70.78-70.83, MP 70.83-70.9, MP 70.9, MP 71.27, MP 71.45 Phase 2 Location: PVL MP 69.72 – 69.80, MP 70.06, MP 70.51, MP 70.6, MP 70.69, MP 70.69 – 70.78, MP 70.74, MP 70.78, MP 70.85 Phase 3 Location: PVL CP Citrus MP 65.36, MP 68.37, MP 68.65, MP 69.04, MP 69.23, MP 69.49, MP 69.72	$6,152,000	$0	$0	$6,152,000	$0	$0	$0
22	ZAVALAL	2025	2025	SAVED	OPEN	2918	00	Rehab	ALL	All	N/A - N/A	Worn	High	Structures	SoGR_FY25_SYSTEMWIDE_STRUCTURES_MAINTENANCE & CREW BRIDGE INSPECTOR	The MRP 2.0 update identified the need to have an additional Structures Maintenance Crew to address Maintenance Work Orders, and also have an additional Bridge Inspector to augment existing staff. Currently, only 2 Bridge Inspectors are covering over 1000 Structures on Metrolink property.	$1,890,000	$897,750	$374,220	$209,790	$272,160	$136,080	$0
25	ZAVALAL	2025	2025	SAVED	OPEN	2922	00	Rehab	San Bernardino LIne	San Gabriel	1.08 - 56.52	Worn	High	Structures	SoGR_FY25_SAN GABRIEL_STRUCTURES_CONSTRUCTION	San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure: - Bridges - Culverts - Tunnels Specific work will include: *CONSTRUCTION FUNDS ONLY* for Structures rehabiliation at MP 24.19, and downsizing of 1 drainage bridge structure at Mp 34.9 from a bridge to a culvert.	$1,134,000	$680,400	$0	$0	$453,600	$0	$0

PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
27	ZAVALAL	2025	2025	SAVED	OPEN	2926	00	Rehab	Orange County Line	Orange	165.08 - 207.4	Worn	High	Structures	SoGR_FY25_ORANGE_STRUCTURES_CONSTRUCTION	Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: This budget will provide additional construction funds for the 2 structures (MP 202.1 and 202.35) that will be constructed with partial funds from the FY24 budget, primarily in the Dana Point and San Clemente area. These funds are needed due to construction cost escalation issues Metrolink has recently experienced.	$1,864,000	$0	$1,864,000	$0	$0	$0	$0
28	ZAVALAL	2025	2025	SAVED	OPEN	2927	00	Rehab	Ventura County Line	Ventura - VC County	426.4 - 441.24	Worn	High	Structures	SoGR_FY25_VENTURA (VN)_STRUCTURES_DESIGN	Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: *DESIGN ONLY* Design & Environmental Clearance for Repairs to culvert (440.56) to help with sediment build-up due to erosion and obtain necessary environmental clearance and permits.	$473,000	$0	$0	$0	$0	$473,000	$0
29	ZAVALAL	2025	2025	SAVED	OPEN	2928	00	Rehab	ALL	River	3.34 - 3.34	Worn	High	Structures	SoGR_FY25_RIVER_STRUCTURES_DESIGN_DRAINAGE IMPROVEMENT	*Design Only* River Sub Drainage Improvement addresses the need for a hydrology and hydraulics study and design for a drainage system that can help mitigate the severe erosion and flooding in this area, near Bridge MP 3.34	$851,000	$404,225	$168,498	$94,461	$122,544	$61,272	$0
30	ZAVALAL	2025	2025	SAVED	OPEN	2930	00	Rehab	Ventura County Line	Ventura - VC County	426.00 - 433.00	Worn	High	Track	SoGR_FY25_VENTURA (VN)_TRACK	TIES: 4,000 Wood Ties - MT: MP 429.0-430.0 and MP 432.0-433.0; Siding: MP 426.0-427.0 BALLAST: Ballast to support projects listed.	$2,170,000	$0	$0	$0	$0	$2,170,000	$0
32	ZAVALAL	2025	2025	SAVED	OPEN	2934	00	Rehab	Antelope Valley Line	Valley	3.67 - 76.63	Worn	High	Track	SoGR_FY25_VALLEY_TRACK	TIES: 7,000 Wood Tie Replacement: MT 37-38, 40-42, 51-52, 62-63, 65-67 Concrete tie upgrade: MT-MP 64.33-65.33 (3000 TF) GRADE CROSSING: MP 32.35 - Drayton St. (80 TF), MP 56.16 Crown Valley Rd. (50 TF) BALLAST: Ballast to support projects listed.	$4,725,000	$4,725,000	$0	$0	$0	$0	$0
33	ZAVALAL	2025	2025	SAVED	OPEN	2936	00	Rehab	San Bernardino LIne	San Gabriel	1.08 - 57.66	Worn	High	Track	SoGR_FY25_SAN GABRIEL_TRACK	RAIL: Replace Curve 2.17-1 South Rail (MT-MP 2.18-2.48, 1590 LF); Curve 4.44-1 North Rail (MT-MP 4.44-4.62, 960 LF and two 136/119 transition rails); Curve 19.25-1 North Rail (MT-MP 19.25-19.58, 1750 LF); Tangent South Rail (MT-MP 29.85-29.96, 690 LF); Tangent North/South Rail (MT-MP 38.61-38.73, 1280 LF and two 136/119 transition rails); Replace Curve 55.49-1 South Rail (MT-MP 55.5-55.58, 430 LF); Replace Curve 55.62-1 North Rail (MT-MP 55.61-55.79 MT, 960 LF); Replace Curve 55.87-1 South Rail (MT-MP 55.88-56.0, 640 LF); Upgrade 119# to 136 # North/South Rail MP 3.73-4.43 (2400 LF) GRADE CROSSING: MP 52.44 - S. Lilac Ave. (70 TF), SPECIAL TRACKWORK: Rehab: MP 45.70 (#10), MP 45.74 (#10), MP 45.75 (#10), and MP 45.79 (#10) BALLAST: Ballast to support projects listed.	$5,532,000	$3,319,200	$0	$0	$2,212,800	$0	$0
34	ZAVALAL	2025	2025	SAVED	OPEN	2938	00	Rehab	Orange County Line	Orange	165.08 - 207.40	Worn	High	Track	SoGR_FY25_ORANGE_TRACK	RAIL: Replace Curve 175.84-2 North/South Rail (MT2-MP 175.89-176.17, 2960 LF); Curve 197.87-1 North Rail South (MT-MP 197.85-197.97, 640 LF); Curve 199.92-1 South Rail (MT-MP 199.92-200.23, 1640 LF); GRADE CROSSING: MP 167.07 E. La Palma Ave. (240 TF), MP 172.21 S. State College Blvd. (270 TF) SPECIAL TRACKWORK: CP La Palma (2 - #20) BALLAST: Ballast to support projects listed.	$6,554,000	$0	$6,554,000	$0	$0	$0	$0
35	ZAVALAL	2025	2025	SAVED	OPEN	2940	00	Rehab	ALL	River	1.18 - 482.62	Worn	High	Track	SoGR_FY25_RIVER_TRACK	RAIL: River Curve 1.19-3 South Rail (MT3-MP 1.18-1.29, 580 LF); River WB Curve 143.03-4 South Rail (MT4-MP 143.03-143.39, 1900 LF); River EB Curve 482.41-2, Curve 482.61-2, and Curve 482.62-2 North Rail (MT2-MP 482.31-482.63, 1690 LF) GRADE CROSSING: MP 1.18 N. Main St. (200 TF), MP 481.69 N. Main St./Albion St. (160 TF) BALLAST: Ballast to support projects listed.	$3,165,000	$1,503,375	$626,670	$351,315	$455,760	$227,880	$0

PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
36	ZAVALAL	2025	2025	SAVED	OPEN	2942	00	Rehab	Perris Valley Line	San Jacinto (PVL)	65.13 - 86.79	Worn	High	Track	SoGR_FY25_PERRIS VALLEY_TRACK	GRADE CROSSING: MP 65.13 Villa St. (20 TF), MP 85.89 Mapes Rd. (40 TF), and MP 86.79 Watson Rd. (70 TF) (All Non-ML crossings) BALLAST/SURFACING: Ballast to support projects listed	$780,000	$0	$0	$780,000	$0	$0	$0
37	ZAVALAL	2025	2025	SAVED	OPEN	2943	00	Rehab	ALL	All	n/a - n/a	Worn	High	Track	SoGR_FY25_SYSTEMWIDE_TRACK MEASUREMENT	Track Measurement systems: Tie Scans, GPR, Ballast scanning, MRP Updates Slopes and Embankments study - Recommended by MRP Consultant	$2,835,000	$1,346,625	$561,330	$314,685	$408,240	$204,120	$0
38	SHAHIDS	2025	2025	SAVED	OPEN	2945	00	Rehab	ALL	All	n/a - n/a	Worn	High	Facilities	LAUS Main Waterline Replacement	•The current piping is old, galvanized waterline with several leaking and rusted sections.	$233,000	$110,675	$46,134	$25,863	$33,552	$16,776	$0
39	SHAHIDS	2025	2025	SAVED	OPEN	2946	00	Rehab	ALL	All	n/a - n/a	Worn	High	Facilities	CMF HVAC Replacement	• Replace HVAC units in CMF	$426,000	$202,350	$84,348	$47,286	$61,344	$30,672	$0
40	SHAHIDS	2025	2025	SAVED	OPEN	2947	00	Rehab	ALL	All	n/a - n/a	Worn	High	Facilities	SCADA System Installation & MCC Upgrade	Scope Part 1 SCADA Remote Control System: This system shall remote control and failure prediction of the following equipment, system & sub-system 1. Tanks/Silos at CMF to control three oil tanks , two DEF tanks , two Sand Silos & two antifreeze tanks . at EMF to control one sand silo, one DEF tank and 3 lube tanks. 2. Control of Motor Control Center (MCC) the SCADA system shall be monitor and control the following systems and sub-systems A. MCC motor control center (Including Fan Monitoring and control panels) , B. NOx system & C. Fire Alarm system Scope Part 2 Replacement of the MCC: Replace the existing Motor Control Center equipment with new one that will be designed in conjunction with the SCADA system upgrade so that remote monitoring and exhaust fan control is brought up to a state of good repair. Exhaust System: Replace current exhaust system which includes fan motor control center, as well as new NOx panels in the CMF building. the exhaust system shall be integrate with a new SCADA based monitoring system."	$332,000	$157,700	$65,736	$36,852	$47,808	$23,904	$0
41	SHAHIDS	2025	2025	SAVED	OPEN	2949	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	LDVR & Camera Replacement	• Remaining Rotem cab car, • All 15 MP36 and • All 40 F125. • New CFR compliance related.	$2,051,000	$974,225	$406,098	$227,661	$295,344	$147,672	$0
42	SHAHIDS	2025	2025	SAVED	OPEN	2950	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	Out-of-Service Car Repair project	•Repair Out of Service Cars to rehabilitate	$3,639,000	$1,728,525	$720,522	$403,929	$524,016	$262,008	$0
43	SHAHIDS	2025	2025	SAVED	OPEN	2951	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	Rotem HVAC Overhaul/Rebuild	• Both HVAC units and control panels. • Life cycle increase. • Remove systemic issue	$2,117,000	$1,005,575	$419,166	$234,987	$304,848	$152,424	$0
44	SHAHIDS	2025	2025	SAVED	OPEN	2953	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	Bombardier Railcar Rebuild	• Increase lifecycle. • Refurbish remaining Bombardier cars • Safety and convenience improvement.	$26,460,000	$12,568,500	$5,239,080	$2,937,060	$3,810,240	$1,905,120	$0
45	SHAHIDS	2025	2025	SAVED	OPEN	2954	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	Hyundai-Rotem Railcar Overhaul	• Toilet • Door • LED • Truck • Exterior Scheme • Interior Overhaul • Exterior Overhaul • Battery and LVPS • Rubber Floor • Floor Heater • Convenience Outlet • Nylon Airline Replacement • Shipping	$23,625,000	$11,221,875	$4,677,750	$2,622,375	$3,402,000	$1,701,000	$0

PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - REHAB PROJECTS ONLY

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
46	SHAHIDS	2025	2025	SAVED	OPEN	2955	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	Locomotive Overhauls	• Engine (both HEP and Main) partial overhaul - replace as needed basis. • HVAC overhaul with R-407c freon replacement • Truck/Suspension overhaul • Exterior repaint • Coupler overhaul • General electrical and Pnuematic system overhaul	$8,316,000	$3,950,100	$1,646,568	$923,076	$1,197,504	$598,752	$0
47	SHAHIDS	2025	2025	SAVED	OPEN	2956	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	Rolling Stock Fleet PA/PEI Comm Upgrades	• Upgrade communication control device. • Add interior destination panels.	$1,173,000	$557,175	$232,254	$130,203	$168,912	$84,456	$0
48	SHAHIDS	2025	2025	SAVED	OPEN	2957	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	F125 Locomotive Engine Intermediate Overhauls	• Engine overhaul - 100% replacement	$6,082,000	$2,888,950	$1,204,236	$675,102	$875,808	$437,904	$0
50	FERNANDEZK	2025	2025	SAVED	OPEN	2960	00	Rehab	ALL	All	n/a - n/a	Worn	High	Train Control	FY25 Back-Office Train Control System	Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: 1) DOC/MOC/Vegas Servers 2) CAD Workstations and Monitors 3) CAD/BOS/MDM/IC3 4) Train Control Firewall, Routers and Switches	$2,833,000	$1,345,675	$560,934	$314,463	$407,952	$203,976	$0
51	FERNANDEZK	2025	2025	SAVED	OPEN	2961	00	Rehab	ALL	All	n/a - n/a	Worn	High	Train Control	FY25 SYSTEMWIDE ON-BOARD TRAIN CONTROL SYSTEMS REHABILITATION	Procure Slot 10 image development for newer operating software to replace out of date, non-supported version. Pref GPS upgrade for entire fleer, new data radio 220 upgrades to replace out of commissions and support radios being used, 5g cell antenna upgrade.	$2,364,000	$1,122,900	$468,072	$262,404	$340,416	$170,208	$0
52	CONLEYD	2025	2025	SAVED	OPEN	2984	00	Rehab	San Bernardino LIne	Ventura - VC County	426.4 - 441.24	Marginal	Low	Communications	VENTURA SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION (VN)	Ventura Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog: - Positive Train Control (PTC) systems - Centralized train control systems - Communication Back-haul systems - Customer Information Systems - Video Surveillance and Security Systems - Voice Communication Systems - System Power Components - Shelter Environmental Subsystems Project Delivery will include Design Elements, Professional Services, Agency Staff, Maintenance Contractors and Construction Contractors.	$284,000	$0	$0	$0	$0	$284,000	$0
61	SHAHIDS	2025	2025	SAVED	OPEN	3005	00	Rehab	ALL	All	n/a - n/a	Worn	Low	Right of Way	Metrolink CAM Expenses for Fiscal 2025	Perform rehab work at LA Union Station to address drainage issues, upgrade lighting to LED, landscape refurbishment, upgrade safety and security elements at the stations, and modernize plumbing. This amount changes each year.	$1,650,000	$783,750	$326,700	$183,150	$237,600	$118,800	$0
																TOTAL	**$161,614,750**	**$67,558,975**	**$37,930,330**	**$20,723,685**	**$21,854,640**	**$13,547,120**	**$0**
																PROJECT COUNT	**45**						
																REHAB TOTAL	**$161,614,750**	**$67,558,975**	**$37,930,330**	**$20,723,685**	**$21,854,640**	**$13,547,120**	**$0**
																REHAB COUNT	**45**						
																CAPITAL TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
																CAPITAL COUNT	**0**						

PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2823.00

PROJECT : EAM SOFTWARE ENHANCEMENT

SCOPE

TYPE: REHAB | MRP |

EAM Software Enhancement and Technical Support. Metrolink's Enterprise Asset Management System continues to evolve improving our asset management foundation. The agency will benefit with the development and implementation of software enhancements that will allow us to maintain and drive new EAM and Condition Based Maintenance Initiatives. This includes fault/alert management, KPI management, SGR asset condition assessment, workflow refinements, and technical support.

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

OBJECTIVES

1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
2. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
3. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
4. (Goal 4: Retain and Grow Ridership) Improve service reliability
5. (Goal 4: Retain and Grow Ridership) Increase system utilization

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

In 2021, Metrolink partnered with Trapeze to rebuild our Enterprise Asset Management (EAM) program suffering from years of attention- and funding deficit. In less than two years we have established a strong asset management foundation, based upon high quality data and best practice workflows. It's important that we

RISK CREATED BY NON-IMPLEMENTATION

The risk of non-implementation can impact the agency by limiting staff's ability to effectively make informed asset management decisions as the agency relies on the most comprehensive asset criticality data. This decision support tool will allow staff to

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$650,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$5,000		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$84,000		
* SUPPORT STAFF	$35,000		
* CONSULTANT	$505,000		
CONTINGENCY	$129,000		
TOTAL	$1,418,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$53,175	$53,175	$53,175	$53,175	$212,700
2027	$124,075	$124,075	$124,075	$124,075	$496,300
2028	$124,075	$124,075	$124,075	$124,075	$496,300
2029	$53,175	$53,175	$53,175	$53,175	$212,700
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

POGHOSYANE PROJECT# 2843.00

PROJECT : MAINTENANCE-OF-WAY (MOW) & OPS. VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL

SCOPE

TYPE: REHAB | MRP |

MOW and operations vehicles and equipment replacement via new acquisition to rehabilitate aging fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way.
Replacement of MOW/OPS equipment and vehicles; Rehabilitation of MOW equipment. Project budget to cover cost of zero emission light and medium duty vehicles (subject to manufacture production schedules).

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

MOW vehicle and equipment replacement and overhaul identified by the Metrolink Rehabilitation Plan (MRP) includes specialized vehicles and equipment. The need has been identified because the assets have or will fall below a State of Good Repair and are in need of rehabilitation based on limits set by

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years and operating cost will drastically increase lowering staff productivity that rely on this vehicles

Current Age: 16 Year(s) Standard Lifespan: 10 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$2,750,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$10,000		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$70,000		
* SUPPORT STAFF	$39,000		
* CONSULTANT	$0		
CONTINGENCY	$202,000		
TOTAL	$3,081,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$115,538	$115,538	$115,538	$115,536	$462,150
2027	$539,175	$539,175	$539,175	$539,175	$2,156,700
2028	$115,538	$115,538	$115,538	$115,536	$462,150
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

CHAKLADARA PROJECT# 2850.00

PROJECT : REHAB OF END-USER COMPUTING INFRASTRUCTURE ASSETS

SCOPE

TYPE: REHAB | MRP |

Replace end of life infrastructure for end users.

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
3. (Goal 3: Invest in People and Assets) Reduce employee turnover
4. (Goal 6: Improve Communications to Customers and Stakeholders) Improve

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Metrolink IT has invested in several assets that are nearing end of life and will either not be supported or will not have the desired functionality and efficiency. The assets are as follows: a) Printers b) Conference Room Equipment (AV units, Video Displays, TVs etc.), User Laptops and Desktops, Monitors, Polycom Phones, networking

RISK CREATED BY NON-IMPLEMENTATION

The risks of not funding this project are: 1. Users will not have the tools needed to perform their day-to-day responsibilities. 2. Communications between employees and departments will be impaired 3. Equipment will be unusable because they cannot be

Current Age: 8 Year(s) Standard Lifespan: 6 Year(s)

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal
2. System Impact..... High

The end user computing infrastructure impacts all users at all locations including contractors at remote locations.

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$403,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$3,000		
PROJECT MANAGEMENT			
* P.M STAFF	$14,000		
* SUPPORT STAFF	$7,000		
* CONSULTANT	$0		
CONTINGENCY	$30,000		
TOTAL	$457,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$85,688	$85,688	$85,688	$85,686	$342,750
2027	$28,562	$28,562	$28,562	$28,564	$114,250
2028	$0	$0	$0	$0	$0
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

PEREZO PROJECT# 2851.00

PROJECT : REHAB OF NETWORK BACKUP SYSTEMS AND DISASTER RECOVER (DR) SYSTEMS

SCOPE

TYPE: REHAB | MRP |

Upgrade Network Backup Software to include new features like orchestration of proceses for performing and recovering from disasters.

Upgrade 2 of the server SANs. Hewlett Packard Enterprises announced the End of Support for those model SANs on October 2024.

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
3. (Goal 6: Improve Communications to Customers and Stakeholders) Improve

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Current recovery of network backups requires a lot of manual steps. There is a chance for error when doing all of the steps individually. Being able to automate those steps eliminates potential errors. Also, automating the steps will speed up the recover process and reduce the need to have an an IT-Admin staff present.

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal
2. System Impact..... High

The server infrastructure hardware runs and impacts all users in Metrolink

RISK CREATED BY NON-IMPLEMENTATION

Not upgrading the backup software with the new modules will make recovery longer and introduce possible issues when having to fail over from our primary to secondary data center and fail back

Current Age: 5 Year(s) Standard Lifespan: 4 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$300,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$4,000		
PROJECT MANAGEMENT			
* P.M STAFF	$14,000		
* SUPPORT STAFF	$21,000		
* CONSULTANT	$0		
CONTINGENCY	$34,000		
TOTAL	$373,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$93,250	$93,250	$93,250	$93,250	$373,000
2027	$0	$0	$0	$0	$0
2028	$0	$0	$0	$0	$0
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

PEREZO PROJECT# 2852.00

PROJECT : REHAB OF NETWORK INFRASTRUCTURE AND IMPROVE THE HEALTH AND STABILITY OF OUR SYSTEMS

SCOPE

TYPE: REHAB | MRP |

Immutable BackUp for the servers in the CoLo to make the setup in the CoLo the same as the setup a DOC as well as safeguarding Metrolink from possible Ransomware attacks. This will allow us to have immutable backups when our systems are running in the CoLo

Enhanced E-Mail protection thru Proof point. Ensures that legitimate e-mail is properly authenticating to mitigate the threat of maliciouis e-mail.

Mile Posts: n/a

Division: All County: ALL Asset Type: Information Technology

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 2: Maintain Fiscal Sustainability) Increase fare revenue
3. (Goal 6: Improve Communications to Customers and Stakeholders) Improve

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Our current setup in Primary and Secondary Data Center isn't the same. We don't have the ability to have immutable backups while operating our Data Center in our CoLo exposings to threats such as Ransomeware. Having Immutable BackUp for the servers in the CoLo to make the setup in the CoLo the same as the setup a DOC as

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal
2. System Impact..... Average

The server infrastructure hardware runs and impacts all users in Metrolink

RISK CREATED BY NON-IMPLEMENTATION

Not performing these critical upgrades will expose the Metrolink infrastructure from outages from power failures, outages from system issues, faulty hardware and

Current Age: 6 Year(s) Standard Lifespan: 4 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$780,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$6,000		
PROJECT MANAGEMENT			
* P.M STAFF	$28,000		
* SUPPORT STAFF	$162,000		
* CONSULTANT	$0		
CONTINGENCY	$98,000		
TOTAL	$1,074,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$201,375	$201,375	$201,375	$201,375	$805,500
2027	$67,125	$67,125	$67,125	$67,125	$268,500
2028	$0	$0	$0	$0	$0
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2853.00

PROJECT : SAN GABRIEL SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION

SCOPE

TYPE: REHAB | MRP |

San Gabriel Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:

- Positive Train Control (PTC) systems
- Centralized train control systems
- Communication Back-haul systems

Mile Posts: 2.4 - 57.7

Division: San Gabriel County: LA / SB Asset Type: Communications

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

SCRRA's communications systems infrastructure has evolved over the past 30 years, which requires changes in technology. Much of SCRRA's infrastructure has aged to the point of its useful life, is obsolete or is no longer supported by its manufacturer. SCRRA's long-term goal is to upgrade and replace existing infrastructure to not only

RISK CREATED BY NON-IMPLEMENTATION

The Metrolink system not being in a state of good repair can result in reduced service reliability (which lead loss of patrons), increased operating costs (cost increases if deferred to the future), and potential for train incidents

Current Age: 31 Year(s) Standard Lifespan: 15 Year(s)

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal
2. System Impact..... Low

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$60,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$125,000		
CONSTRUCTION	$297,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$46,000		
* SUPPORT STAFF	$18,000		
* CONSULTANT	$0		
CONTINGENCY	$34,000		
TOTAL	$585,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$43,875	$43,875	$43,875	$43,875	$175,500
2027	$58,500	$58,500	$58,500	$58,500	$234,000
2028	$43,875	$43,875	$43,875	$43,875	$175,500
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2856.00

PROJECT : ORANGE SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION

SCOPE

TYPE: REHAB | MRP |

Orange Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:

- Positive Train Control (PTC) systems
- Centralized train control systems
- Communication Back-haul systems

Mile Posts: 165.06 - 207.36

Division: Orange County: OC Asset Type: Communications

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

SCRRA's communications systems infrastructure has evolved over the past 30 years, which requires changes in technology. Much of SCRRA's infrastructure has aged to the point of its useful life, is obsolete or is no longer supported by its manufacturer. SCRRA's long-term goal is to upgrade and replace existing infrastructure to not only

RISK CREATED BY NON-IMPLEMENTATION

The Metrolink system not being in a state of good repair can result in reduced service reliability (which lead loss of patrons), increased operating costs (cost increases if deferred to the future), and potential for train incidents

Current Age: 26 Year(s) Standard Lifespan: 15 Year(s)

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal
2. System Impact..... Low

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$57,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$120,000		
CONSTRUCTION	$275,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$44,000		
* SUPPORT STAFF	$16,000		
* CONSULTANT	$0		
CONTINGENCY	$32,000		
TOTAL	$549,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$41,175	$41,175	$41,175	$41,175	$164,700
2027	$54,900	$54,900	$54,900	$54,900	$219,600
2028	$41,175	$41,175	$41,175	$41,175	$164,700
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2857.00

PROJECT : VALLEY SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION

SCOPE

TYPE: REHAB | MRP |

Valley Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:

- Positive Train Control (PTC) systems
- Centralized train control systems
- Communication Back-haul systems

Mile Posts: 3.5 - 76.54

Division: Valley County: LA Asset Type: Communications

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

SCRRA's communications systems infrastructure has evolved over the past 30 years, which requires changes in technology. Much of SCRRA's infrastructure has aged to the point of its useful life, is obsolete or is no longer supported by its manufacturer. SCRRA's long-term goal is to upgrade and replace existing infrastructure to not only

RISK CREATED BY NON-IMPLEMENTATION

The Metrolink system not being in a state of good repair can result in reduced service reliability (which lead loss of patrons), increased operating costs (cost increases if deferred to the future), and potential for train incidents

Current Age: 31 Year(s) Standard Lifespan: 15 Year(s)

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal
2. System Impact..... Low

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$35,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$100,000		
CONSTRUCTION	$255,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$35,000		
* SUPPORT STAFF	$14,000		
* CONSULTANT	$2,000		
CONTINGENCY	$27,000		
TOTAL	$473,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$35,475	$35,475	$35,475	$35,475	$141,900
2027	$47,300	$47,300	$47,300	$47,300	$189,200
2028	$35,475	$35,475	$35,475	$35,475	$141,900
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2858.00

PROJECT : VENTURA SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION (LA)

SCOPE

TYPE: REHAB | MRP |

Ventura Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:

- Positive Train Control (PTC) systems
- Centralized train control systems
- Communication Back-haul systems

Mile Posts: 441.24 - 460.8

Division: Ventura - LA County County: LA Asset Type: Communications

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

SCRRA's communications systems infrastructure has evolved over the past 30 years, which requires changes in technology. Much of SCRRA's infrastructure has aged to the point of its useful life, is obsolete or is no longer supported by its manufacturer. SCRRA's long-term goal is to upgrade and replace existing infrastructure to not only

RISK CREATED BY NON-IMPLEMENTATION

The Metrolink system not being in a state of good repair can result in reduced service reliability (which lead loss of patrons), increased operating costs (cost increases if deferred to the future), and potential for train incidents

Current Age: 24 Year(s) Standard Lifespan: 15 Year(s)

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal
2. System Impact..... Low

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$59,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$110,000		
CONSTRUCTION	$200,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$42,000		
* SUPPORT STAFF	$14,000		
* CONSULTANT	$0		
CONTINGENCY	$26,000		
TOTAL	$456,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$34,200	$34,200	$34,200	$34,200	$136,800
2027	$45,600	$45,600	$45,600	$45,600	$182,400
2028	$34,200	$34,200	$34,200	$34,200	$136,800
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2859.00

PROJECT : RIVER SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION

SCOPE

TYPE: REHAB | MRP |

River Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:

- Positive Train Control (PTC) systems
- Centralized train control systems
- Communication Back-haul systems

Mile Posts: 0.0 - 3.5

Division: River County: LA Asset Type: Communications

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

SCRRA's communications systems infrastructure has evolved over the past 30 years, which requires changes in technology. Much of SCRRA's infrastructure has aged to the point of its useful life, is obsolete or is no longer supported by its manufacturer. SCRRA's long-term goal is to upgrade and replace existing infrastructure to not only

RISK CREATED BY NON-IMPLEMENTATION

The Metrolink system not being in a state of good repair can result in reduced service reliability (which lead loss of patrons), increased operating costs (cost increases if deferred to the future), and potential for train incidents

Current Age: 28 Year(s) Standard Lifespan: 15 Year(s)

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal
2. System Impact..... Low

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$10,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$41,000		
CONSTRUCTION	$80,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$23,000		
* SUPPORT STAFF	$14,000		
* CONSULTANT	$5,000		
CONTINGENCY	$11,000		
TOTAL	$189,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$14,175	$14,175	$14,175	$14,175	$56,700
2027	$18,900	$18,900	$18,900	$18,900	$75,600
2028	$14,175	$14,175	$14,175	$14,175	$56,700
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2860.00

PROJECT : RIVERSIDE LINE TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION

SCOPE

TYPE: REHAB | MRP |

Riverside Line Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:

- Positive Train Control (PTC) systems
- Centralized train control systems
- Communication Back-haul systems

Mile Posts: 49.6 UP LA SUB - 61.6 UP LA SUB

Division: Riverside County: RV Asset Type: Communications

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

SCRRA's communications systems infrastructure has evolved over the past 30 years, which requires changes in technology. Much of SCRRA's infrastructure has aged to the point of its useful life, is obsolete or is no longer supported by its manufacturer. SCRRA's long-term goal is to upgrade and replace existing infrastructure to not only

RISK CREATED BY NON-IMPLEMENTATION

The Metrolink system not being in a state of good repair can result in reduced service reliability (which lead loss of patrons), increased operating costs (cost increases if deferred to the future), and potential for train incidents

Current Age: 28 Year(s) Standard Lifespan: 15 Year(s)

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal
2. System Impact..... Low

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$35,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$90,000		
CONSTRUCTION	$140,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$28,000		
* SUPPORT STAFF	$14,000		
* CONSULTANT	$11,000		
CONTINGENCY	$20,000		
TOTAL	$343,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$25,725	$25,725	$25,725	$25,725	$102,900
2027	$34,300	$34,300	$34,300	$34,300	$137,200
2028	$25,725	$25,725	$25,725	$25,725	$102,900
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2863.00

PROJECT : FY25 SYSTEMWIDE TRACK REHABILITATION RAIL GRINDING/SURFACING

SCOPE

TYPE: REHAB | MRP |

Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog:
- Rail Grinding: ongoing systemwide program
- Surfacing Program to restore track profiles and cross sections

Mile Posts: n/a

Division: All County: ALL Asset Type: Track

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Track rehabilitation is identified by the Metrolink Rehabilitation Plan (MRP) and aligns with the combined track & signals maintenance RFP scope and implementation. Rail Grinding and surfacing addresses "rolling contact fatigue" (RCF) resulting in rail life savings. This work also addresses noise concerns

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

Project is necessary to for annual Rail Surfacing and Grinding work.

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$30,000		
CONSTRUCTION	$3,250,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$8,000		
PROJECT MANAGEMENT			
* P.M STAFF	$18,000		
* SUPPORT STAFF	$28,000		
* CONSULTANT	$0		
CONTINGENCY	$134,000		
TOTAL	$3,468,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$130,050	$130,050	$130,050	$130,050	$520,200
2027	$606,900	$606,900	$606,900	$606,900	$2,427,600
2028	$130,050	$130,050	$130,050	$130,050	$520,200
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2864.00

PROJECT : FY25 SYSTEMWIDE TRACK REHABILITATION RAIL GRINDING/SURFACING BACKLOG

SCOPE

TYPE: REHAB | MRP |

ADDITIONAL AMOUNT ADRESSES BACKLOG. Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog:
- Rail Grinding: ongoing systemwide program
- Surfacing Program to restore track profiles and cross sections

Mile Posts: n/a

Division: All County: ALL Asset Type: Track

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Track rehabilitation is identified by the Metrolink Rehabilitation Plan (MRP) and aligns with the combined track & signals maintenance RFP scope and implementation. Rail Grinding and surfacing addresses "rolling contact fatigue" (RCF) resulting in rail life savings. This work also addresses noise concerns

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

Project is necessary to for annual Rail Surfacing and Grinding work.

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$50,000		
CONSTRUCTION	$1,000,000		
SPECIAL RAIL EQUIP	$75,000		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$8,000		
PROJECT MANAGEMENT			
* P.M STAFF	$70,000		
* SUPPORT STAFF	$35,000		
* CONSULTANT	$622,000		
CONTINGENCY	$93,000		
TOTAL	$1,953,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$73,238	$73,238	$73,238	$73,236	$292,950
2027	$341,775	$341,775	$341,775	$341,775	$1,367,100
2028	$73,238	$73,238	$73,238	$73,236	$292,950
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2903.00

PROJECT : SOGR_FY25_VENTURA (VN)_SIGNAL

SCOPE

TYPE: REHAB | MRP |

Upgrade Signal Crossings at
1) Avenida Colonia Place
2) Erringer Rd
3) 1st Street

Mile Posts: 428.35 - 433.27

Division: Ventura - VC County County: VN Asset Type: Train Control

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Location may fail which will cause train delays and possible safety issues.

Current Age: 32 Year(s) Standard Lifespan: 20 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$270,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$81,000		
MATERIAL	$783,000		
CONSTRUCTION	$918,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$135,000		
CLOSE OUT	$54,000		
DBE/LABOR	$27,000		
PROJECT MANAGEMENT			
* P.M STAFF	$270,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$164,000		
CONTINGENCY	$298,000		
TOTAL	$3,000,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$60,000	$60,000	$60,000	$60,000	$240,000
2027	$150,000	$150,000	$150,000	$150,000	$600,000
2028	$247,500	$247,500	$247,500	$247,500	$990,000
2029	$210,000	$210,000	$210,000	$210,000	$840,000
2030	$82,500	$82,500	$82,500	$82,500	$330,000

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2906.00

PROJECT : SOGR_FY25_VALLEY_SIGNAL

SCOPE

TYPE: REHAB | MRP |

Upgrade Control Points incl. Switches and Cables at
CP Kocian
CP Harold
CP Sierra

Mile Posts: 22.63 - 76.2

Division: Valley County: LA Asset Type: Train Control

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Location may fail which will cause train delays and possible safety issues.

Current Age: 32 Year(s) Standard Lifespan: 20 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN			
ENVIRONMENTAL			
ROW ACQUISITION			
MATERIAL			
CONSTRUCTION			
SPECIAL RAIL EQUIP			
FLAGGING			
BUS BRIDGES			
CLOSE OUT			
DBE/LABOR			
PROJECT MANAGEMENT			
* P.M STAFF			
* SUPPORT STAFF			
* CONSULTANT			
CONTINGENCY			
TOTAL	$2,640,750		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026					
2027					
2028					
2029					
2030					

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2907.00

PROJECT : SOGR_FY25_SAN GABRIEL_SIGNAL

SCOPE

TYPE: REHAB | MRP |

Upgrade Control Point incl. House and Signals at
CP Archibald

Upgrade Signal Crossings at
Lark Allen Ave
Mile Posts: 16.9 - 49.69

Division: San Gabriel County: SB Asset Type: Train Control

OBJECTIVES

1. (Goal 4: Retain and Grow Ridership) Improve service reliability
2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Location may fail which will cause train delays and possible safety issues.

Current Age: 32 Year(s) Standard Lifespan: 20 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$836,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$251,000		
MATERIAL	$2,423,000		
CONSTRUCTION	$2,841,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$418,000		
CLOSE OUT	$167,000		
DBE/LABOR	$84,000		
PROJECT MANAGEMENT			
* P.M STAFF	$836,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$508,000		
CONTINGENCY	$921,000		
TOTAL	$9,285,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$185,700	$185,700	$185,700	$185,700	$742,800
2027	$464,250	$464,250	$464,250	$464,250	$1,857,000
2028	$766,012	$766,012	$766,012	$766,014	$3,064,050
2029	$649,950	$649,950	$649,950	$649,950	$2,599,800
2030	$255,338	$255,338	$255,338	$255,336	$1,021,350

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2908.00

PROJECT : SOGR_FY25_ORANGE_SIGNAL

SCOPE

TYPE: REHAB | MRP |

Upgrade Control Point incl. House and Signals at
CP Bake
CP El Toro

Upgrade Signal Crossings at
Mile Posts: 167.44 - 196.72

Division: Orange County: OC Asset Type: Train Control

OBJECTIVES

1. (Goal 4: Retain and Grow Ridership) Improve service reliability
2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Location may fail which will cause train delays and possible safety issues.

Current Age: 30 Year(s) Standard Lifespan: 20 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$721,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$216,000		
MATERIAL	$2,090,000		
CONSTRUCTION	$2,450,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$360,000		
CLOSE OUT	$144,000		
DBE/LABOR	$72,000		
PROJECT MANAGEMENT			
* P.M STAFF	$721,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$440,000		
CONTINGENCY	$794,000		
TOTAL	$8,008,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$160,160	$160,160	$160,160	$160,160	$640,640
2027	$400,400	$400,400	$400,400	$400,400	$1,601,600
2028	$660,660	$660,660	$660,660	$660,660	$2,642,640
2029	$560,560	$560,560	$560,560	$560,560	$2,242,240
2030	$220,220	$220,220	$220,220	$220,220	$880,880

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2909.00

PROJECT : SOGR_FY25_RIVER_SIGNAL

SCOPE

TYPE: REHAB | MRP |

Upgrade Control Point incl. House and Signals at
1) CP West Diamond
2) CP East Diamond

Mile Posts: 0.8 - 482.1

Division: River County: ALL Asset Type: Train Control

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Location may fail which will cause train delays and possible safety issues.

Current Age: 32 Year(s) Standard Lifespan: 30 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$340,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$102,000		
MATERIAL	$987,000		
CONSTRUCTION	$1,157,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$170,000		
CLOSE OUT	$68,000		
DBE/LABOR	$34,000		
PROJECT MANAGEMENT			
* P.M STAFF	$340,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$207,000		
CONTINGENCY	$375,000		
TOTAL	$3,780,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$75,600	$75,600	$75,600	$75,600	$302,400
2027	$189,000	$189,000	$189,000	$189,000	$756,000
2028	$311,850	$311,850	$311,850	$311,850	$1,247,400
2029	$264,600	$264,600	$264,600	$264,600	$1,058,400
2030	$103,950	$103,950	$103,950	$103,950	$415,800

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2911.00

PROJECT : SOGR_FY25_PERRIS VALLEY_SIGNAL

SCOPE

TYPE: REHAB | MRP |

Replace EGMS at
1) E. Citrus Street/65.46,
2) Spruce Street/66.74,
3) W. Blaine Street/67.38,
4) San Jacinto Avenue/82.90,
Mile Posts: 65.00 - 85.40

Division: San Jacinto (PVL) County: RV Asset Type: Train Control

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Location may fail which will cause train delays and possible safety issues.

Current Age: 26 Year(s) Standard Lifespan: 30 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$153,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$46,000		
MATERIAL	$444,000		
CONSTRUCTION	$521,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$77,000		
CLOSE OUT	$31,000		
DBE/LABOR	$15,000		
PROJECT MANAGEMENT			
* P.M STAFF	$153,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$92,000		
CONTINGENCY	$169,000		
TOTAL	$1,701,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$34,020	$34,020	$34,020	$34,020	$136,080
2027	$85,050	$85,050	$85,050	$85,050	$340,200
2028	$140,332	$140,332	$140,332	$140,334	$561,330
2029	$119,070	$119,070	$119,070	$119,070	$476,280
2030	$46,778	$46,778	$46,778	$46,776	$187,110

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2914.00

PROJECT : PROJECT MANAGEMENT INFORMATION SYSTEM SUPPORT

SCOPE

TYPE: REHAB | NON-MRP |

This includes oversight and support for the Project Management Information System during implementation phase.

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

OBJECTIVES

1. (Goal 7: Improve Organizational Efficiency) Clearly define staff roles and
2. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce
3. (Goal 6: Improve Communications to Customers and Stakeholders) Improve

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Proper Oversight is needed for the project to make sure all the requirements are met

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Risk involved in non-implementation is that the project might result in a system which is not fully aligned with Metrolink needs.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$25,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$300,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$5,000		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$164,000		
* SUPPORT STAFF	$105,000		
* CONSULTANT	$250,000		
CONTINGENCY	$86,000		
TOTAL	$945,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$47,250	$47,250
2026	$47,250	$47,250	$47,250	$47,250	$189,000
2027	$82,688	$82,688	$82,688	$82,686	$330,750
2028	$70,875	$70,875	$70,875	$70,875	$283,500
2029	$23,625	$23,625	$23,625	$23,625	$94,500
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2917.00

PROJECT : SOGR_FY25_PERRIS VALLEY_STRUCTURES_CONSTRUCTION_DEFERRED FROM FY23 BUDGET PROCESS

SCOPE

TYPE: REHAB | MRP |

Additional funding is needed for the Citrus Retaining Wall & Box Springs Drainage rehabilitation to complete construction. The rehabilitation will consist of improving drainage structures on the PVL Subdivision along the CP Citrus and Box Springs area. The current project cost at the 30% design level is $34.M.

Construction funds from prior years were an estimated cost for construction at that time. The current estimate was updated to reflect industry trends. Currently progressing on to 60% design. The Construction will be performed in 3 IFB phases as funding is identified.

Mile Posts: 65 - 85.4 Division: San Jacinto (PVL) County: RV Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because the assets have fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,840,000		
CONSTRUCTION	$2,150,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$615,000		
BUS BRIDGES	$0		
CLOSE OUT	$2,000		
DBE/LABOR	$8,000		
PROJECT MANAGEMENT			
* P.M STAFF	$615,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$629,000		
CONTINGENCY	$293,000		
TOTAL	$6,152,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$230,700	$230,700	$230,700	$230,700	$922,800
2027	$1,153,500	$1,153,500	$1,153,500	$1,153,500	$4,614,000
2028	$153,800	$153,800	$153,800	$153,800	$615,200
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2918.00

PROJECT : SOGR_FY25_SYSTEMWIDE_STRUCTURES_MAINTENANCE & CREW BRIDGE INSPECTOR

SCOPE

TYPE: REHAB | MRP |

The MRP 2.0 update identified the need to have an additional Structures Maintenance Crew to address Maintenance Work Orders, and also have an additional Bridge Inspector to augment existing staff. Currently, only 2 Bridge Inspectors are covering over 1000 Structures on Metrolink property.

Mile Posts: N/A

Division: All County: ALL Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because the assets have fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$1,500,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$6,000		
DBE/LABOR	$25,000		
PROJECT MANAGEMENT			
* P.M STAFF	$189,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$30,000		
CONTINGENCY	$140,000		
TOTAL	$1,890,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$472,500	$472,500	$472,500	$472,500	$1,890,000
2027	$0	$0	$0	$0	$0
2028	$0	$0	$0	$0	$0
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2922.00

PROJECT : SOGR_FY25_SAN GABRIEL_STRUCTURES_CONSTRUCTION

SCOPE

TYPE: REHAB | MRP |

San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure:
- Bridges
- Culverts
- Tunnels

Specific work will include:

Mile Posts: 1.08 - 56.52

Division: San Gabriel County: SB Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because the assets have fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$340,000		
CONSTRUCTION	$397,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$113,000		
BUS BRIDGES	$0		
CLOSE OUT	$5,000		
DBE/LABOR	$12,000		
PROJECT MANAGEMENT			
* P.M STAFF	$113,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$100,000		
CONTINGENCY	$54,000		
TOTAL	$1,134,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$42,525	$42,525	$42,525	$42,525	$170,100
2027	$127,575	$127,575	$127,575	$127,575	$510,300
2028	$85,050	$85,050	$85,050	$85,050	$340,200
2029	$28,350	$28,350	$28,350	$28,350	$113,400
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2926.00

PROJECT : SOGR_FY25_ORANGE_STRUCTURES_CONSTRUCTION

SCOPE

TYPE: REHAB | MRP |

Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
- Bridges
- Culverts
- Tunnels

Specific work will include:

Mile Posts: 165.08 - 207.4

Division: Orange County: OC Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because the assets have fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$550,000		
CONSTRUCTION	$650,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$186,000		
BUS BRIDGES	$0		
CLOSE OUT	$2,000		
DBE/LABOR	$9,000		
PROJECT MANAGEMENT			
* P.M STAFF	$186,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$192,000		
CONTINGENCY	$89,000		
TOTAL	$1,864,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$69,900	$69,900	$69,900	$69,900	$279,600
2027	$209,700	$209,700	$209,700	$209,700	$838,800
2028	$139,800	$139,800	$139,800	$139,800	$559,200
2029	$46,600	$46,600	$46,600	$46,600	$186,400
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2927.00

PROJECT : SOGR_FY25_VENTURA (VN)_STRUCTURES_DESIGN

SCOPE

TYPE: REHAB | MRP |

Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:
- Bridges
- Culverts
- Tunnels

Specific work will include:

Mile Posts: 426.4 - 441.24

Division: Ventura - VC County County: VN Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because the assets have fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$350,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$3,000		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$47,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$20,000		
CONTINGENCY	$43,000		
TOTAL	$473,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$11,825	$11,825	$11,825	$11,825	$47,300
2027	$41,388	$41,388	$41,388	$41,386	$165,550
2028	$41,388	$41,388	$41,388	$41,386	$165,550
2029	$23,650	$23,650	$23,650	$23,650	$94,600
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2928.00

PROJECT : SOGR_FY25_RIVER_STRUCTURES_DESIGN_DRAINAGE IMPROVEMENT

SCOPE

TYPE: REHAB | MRP |

Design Only River Sub Drainage Improvement addresses the need for a hydrology and hydraulics study and design for a drainage system that can help mitigate the severe erosion and flooding in this area, near Bridge MP 3.34

Mile Posts: 3.34 - 3.34

Division: River County: ALL Asset Type: Structures

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts, and Tunnels. The need has been identified because the assets have fallen below the State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$650,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$6,000		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$85,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$22,000		
CONTINGENCY	$78,000		
TOTAL	$851,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$21,275	$21,275	$21,275	$21,275	$85,100
2027	$74,462	$74,462	$74,462	$74,464	$297,850
2028	$74,462	$74,462	$74,462	$74,464	$297,850
2029	$42,550	$42,550	$42,550	$42,550	$170,200
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2930.00

PROJECT : SOGR_FY25_VENTURA (VN)_TRACK

SCOPE

TYPE: REHAB | MRP |

TIES:
4,000 Wood Ties - MT: MP 429.0-430.0 and MP 432.0-433.0; Siding: MP 426.0-427.0
BALLAST:
Ballast to support projects listed.

Mile Posts: 426.00 - 433.00

Division: Ventura - VC County County: VN Asset Type: Track

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$378,000		
CONSTRUCTION	$1,172,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$45,000		
CLOSE OUT	$23,000		
DBE/LABOR	$12,000		
PROJECT MANAGEMENT			
* P.M STAFF	$234,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$145,000		
CONTINGENCY	$161,000		
TOTAL	$2,170,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$54,250	$54,250	$54,250	$54,250	$217,000
2027	$189,875	$189,875	$189,875	$189,875	$759,500
2028	$189,875	$189,875	$189,875	$189,875	$759,500
2029	$108,500	$108,500	$108,500	$108,500	$434,000
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2934.00

PROJECT : SOGR_FY25_VALLEY_TRACK

SCOPE

TYPE: REHAB | MRP |

TIES:
7,000 Wood Tie Replacement: MT 37-38, 40-42, 51-52, 62-63, 65-67
Concrete tie upgrade: MT-MP 64.33-65.33 (3000 TF)
GRADE CROSSING:
MP 32.35 - Drayton St. (80 TF), MP 56.16 Crown Valley Rd. (50 TF)
Mile Posts: 3.67 - 76.63

Division: Valley County: LA Asset Type: Track

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION			
MATERIAL			
CONSTRUCTION			
SPECIAL RAIL EQUIP			
FLAGGING			
BUS BRIDGES			
CLOSE OUT			
DBE/LABOR			
PROJECT MANAGEMENT			
* P.M STAFF			
* SUPPORT STAFF			
* CONSULTANT			
CONTINGENCY			
TOTAL	$4,725,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026					
2027					
2028					
2029					
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2936.00

PROJECT : SOGR_FY25_SAN GABRIEL_TRACK

SCOPE

TYPE: REHAB | MRP |

RAIL:
Replace Curve 2.17-1 South Rail (MT-MP 2.18-2.48, 1590 LF); Curve 4.44-1 North Rail (MT-MP 4.44-4.62, 960 LF and two 136/119 transition rails); Curve 19.25-1 North Rail (MT-MP 19.25-19.58, 1750 LF); Tangent South Rail (MT-MP 29.85-29.96, 690 LF); Tangent North/South Rail (MT-MP 38.61-38.73, 1280 LF and two 136/119 transition rails); Replace Curve 55.49-1 South Rail (MT-MP 55.5-55.58, 430 LF); Replace Curve 55.62-1 North Rail (MT-MP 55.61-55.79 MT, 960 LF); Replace Curve 55.87-1 South Rail (MT-MP 55.88-56.0, 640 LF); Upgrade 119# to 136 # North/South Rail MP 3.73-4.43 (2400 LF)

Mile Posts: 1.08 - 57.66 Division: San Gabriel County: SB Asset Type: Track

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,084,000		
CONSTRUCTION	$2,955,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$45,000		
CLOSE OUT	$59,000		
DBE/LABOR	$30,000		
PROJECT MANAGEMENT			
* P.M STAFF	$591,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$311,000		
CONTINGENCY	$457,000		
TOTAL	$5,532,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$138,300	$138,300	$138,300	$138,300	$553,200
2027	$484,050	$484,050	$484,050	$484,050	$1,936,200
2028	$484,050	$484,050	$484,050	$484,050	$1,936,200
2029	$276,600	$276,600	$276,600	$276,600	$1,106,400
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2938.00

PROJECT : SOGR_FY25_ORANGE_TRACK

SCOPE

TYPE: REHAB | MRP |

RAIL:
Replace Curve 175.84-2 North/South Rail (MT2-MP 175.89-176.17, 2960 LF); Curve 197.87-1 North Rail South (MT-MP 197.85-197.97, 640 LF); Curve 199.92-1 South Rail (MT-MP 199.92-200.23, 1640 LF);
GRADE CROSSING:
MP 167.07 E. La Palma Ave. (240 TF), MP 172.21 S. State College Blvd. (270 TF)
Mile Posts: 165.08 - 207.40

Division: Orange County: OC Asset Type: Track

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,398,000		
CONSTRUCTION	$3,431,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$43,000		
CLOSE OUT	$69,000		
DBE/LABOR	$34,000		
PROJECT MANAGEMENT			
* P.M STAFF	$686,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$351,000		
CONTINGENCY	$542,000		
TOTAL	$6,554,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$163,850	$163,850	$163,850	$163,850	$655,400
2027	$573,475	$573,475	$573,475	$573,475	$2,293,900
2028	$573,475	$573,475	$573,475	$573,475	$2,293,900
2029	$327,700	$327,700	$327,700	$327,700	$1,310,800
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2940.00

PROJECT : SOGR_FY25_RIVER_TRACK

SCOPE

TYPE: REHAB | MRP |

RAIL:
River Curve 1.19-3 South Rail (MT3-MP 1.18-1.29, 580 LF); River WB Curve 143.03-4 South Rail (MT4-MP 143.03-143.39, 1900 LF); River EB Curve 482.41-2, Curve 482.61-2, and Curve 482.62-2 North Rail (MT2-MP 482.31-482.63, 1690 LF)
GRADE CROSSING:
MP 1.18 N. Main St. (200 TF), MP 481.69 N. Main St./Albion St. (160 TF)
Mile Posts: 1.18 - 482.62

Division: River County: ALL Asset Type: Track

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$485,000		
CONSTRUCTION	$1,768,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$45,000		
CLOSE OUT	$35,000		
DBE/LABOR	$18,000		
PROJECT MANAGEMENT			
* P.M STAFF	$354,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$198,000		
CONTINGENCY	$262,000		
TOTAL	$3,165,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$79,125	$79,125	$79,125	$79,125	$316,500
2027	$276,938	$276,938	$276,938	$276,936	$1,107,750
2028	$276,938	$276,938	$276,938	$276,936	$1,107,750
2029	$158,250	$158,250	$158,250	$158,250	$633,000
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2942.00

PROJECT : SOGR_FY25_PERRIS VALLEY_TRACK

SCOPE

TYPE: REHAB | MRP |

GRADE CROSSING:
MP 65.13 Villa St. (20 TF), MP 85.89 Mapes Rd. (40 TF), and MP 86.79 Watson Rd. (70 TF) (All Non-ML crossings)
BALLAST/SURFACING:
Ballast to support projects listed

Mile Posts: 65.13 - 86.79

Division: San Jacinto (PVL) County: RV Asset Type: Track

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$106,000		
CONSTRUCTION	$452,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$9,000		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$90,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$53,000		
CONTINGENCY	$65,000		
TOTAL	$780,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$19,500	$19,500	$19,500	$19,500	$78,000
2027	$68,250	$68,250	$68,250	$68,250	$273,000
2028	$68,250	$68,250	$68,250	$68,250	$273,000
2029	$39,000	$39,000	$39,000	$39,000	$156,000
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

ZAVALAL PROJECT# 2943.00

PROJECT : SOGR_FY25_SYSTEMWIDE_TRACK MEASUREMENT

SCOPE

TYPE: REHAB | MRP |

Track Measurement systems:
Tie Scans, GPR, Ballast scanning, MRP Updates
Slopes and Embankments study - Recommended by MRP Consultant

Mile Posts: n/a

Division: All County: ALL Asset Type: Track

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork, and ballast. The need has been identified because the assets have fallen below a State of Good Repair and require rehabilitation based on limits set by SCRRA staff and industry standards.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$2,300,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$10,000		
DBE/LABOR	$40,000		
PROJECT MANAGEMENT			
* P.M STAFF	$284,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$40,000		
CONTINGENCY	$161,000		
TOTAL	$2,835,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$70,875	$70,875	$70,875	$70,875	$283,500
2027	$248,062	$248,062	$248,062	$248,064	$992,250
2028	$248,062	$248,062	$248,062	$248,064	$992,250
2029	$141,750	$141,750	$141,750	$141,750	$567,000
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2945.00

PROJECT : LAUS MAIN WATERLINE REPLACEMENT

SCOPE

TYPE: REHAB | MRP |

•The current piping is old, galvanized waterline with several leaking and rusted sections.

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

LAUS Main waterline is rusted and need corrective action this project is priority. Pipe supplies water to SCRRA PTC simulation building and SCRRA Beauchpt building.

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$15,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$155,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$1,000		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$20,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$15,000		
CONTINGENCY	$22,000		
TOTAL	$233,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$11,650	$11,650
2026	$11,650	$11,650	$11,650	$11,650	$46,600
2027	$20,388	$20,388	$20,388	$20,386	$81,550
2028	$17,475	$17,475	$17,475	$17,475	$69,900
2029	$5,825	$5,825	$5,825	$5,825	$23,300
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2946.00

PROJECT : CMF HVAC REPLACEMENT

SCOPE

TYPE: REHAB | MRP |

• Replace HVAC units in CMF

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Reduce employee turnover
2. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
3. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

HVAC periodically fails in performance.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$13,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$330,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$1,000		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$28,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$10,000		
CONTINGENCY	$39,000		
TOTAL	$426,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$21,300	$21,300
2026	$21,300	$21,300	$21,300	$21,300	$85,200
2027	$37,275	$37,275	$37,275	$37,275	$149,100
2028	$31,950	$31,950	$31,950	$31,950	$127,800
2029	$10,650	$10,650	$10,650	$10,650	$42,600
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2947.00

PROJECT : SCADA SYSTEM INSTALLATION & MCC UPGRADE

SCOPE

TYPE: REHAB | MRP |

Scope Part 1
SCADA Remote Control System:
This system shall remote control and failure prediction of the following equipment, system & sub-system
1. Tanks/Silos
at CMF to control three oil tanks , two DEF tanks , two Sand Silos & two antifreeze tanks .
Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Manual functionality is available. Remote control and diagnostic is an option.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$13,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$250,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$5,000		
DBE/LABOR	$6,000		
PROJECT MANAGEMENT			
* P.M STAFF	$21,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$6,000		
CONTINGENCY	$31,000		
TOTAL	$332,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$16,600	$16,600
2026	$16,600	$16,600	$16,600	$16,600	$66,400
2027	$29,050	$29,050	$29,050	$29,050	$116,200
2028	$24,900	$24,900	$24,900	$24,900	$99,600
2029	$8,300	$8,300	$8,300	$8,300	$33,200
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2949.00

PROJECT : LDVR & CAMERA REPLACEMENT

SCOPE

TYPE: REHAB | MRP |

- Remaining Rotem cab car,
- All 15 MP36 and
- All 40 F125.
- New CFR compliance related.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Part is obsolete. Continuous funding is required to complete the project for all targeting rolling stocks. New CFR requirement will be in place.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Impact to locomotive and cab car availability due to no parts available.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,570,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$3,000		
DBE/LABOR	$5,000		
PROJECT MANAGEMENT			
* P.M STAFF	$158,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$128,000		
CONTINGENCY	$187,000		
TOTAL	$2,051,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$102,550	$102,550
2026	$102,550	$102,550	$102,550	$102,550	$410,200
2027	$179,462	$179,462	$179,462	$179,464	$717,850
2028	$153,825	$153,825	$153,825	$153,825	$615,300
2029	$51,275	$51,275	$51,275	$51,275	$205,100
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2950.00

PROJECT : OUT-OF-SERVICE CAR REPAIR PROJECT

SCOPE

TYPE: REHAB | MRP |

•Repair Out of Service Cars to rehabilitate

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Increase Car availability to support upcoming demand of Metrolink revenue service.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Impact to any effort to increase service capacity in the future.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$10,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$2,700,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$5,000		
DBE/LABOR	$15,000		
PROJECT MANAGEMENT			
* P.M STAFF	$228,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$350,000		
CONTINGENCY	$331,000		
TOTAL	$3,639,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$181,950	$181,950
2026	$181,950	$181,950	$181,950	$181,950	$727,800
2027	$318,412	$318,412	$318,412	$318,414	$1,273,650
2028	$272,925	$272,925	$272,925	$272,925	$1,091,700
2029	$90,975	$90,975	$90,975	$90,975	$363,900
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2951.00

PROJECT : ROTEM HVAC OVERHAUL/REBUILD

SCOPE

TYPE: REHAB | MRP |

- Both HVAC units and control panels.
- Life cycle increase.
- Remove systemic issue

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Systemic design issue in OEM HVAC Unit - high maintenance cost and impact to costumer convenience and safety. Continue the remaining HVAC units with the ongoing project.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Impact to car availability due to no spare HVAC units. Increase in maintenance cost to procure parts that are obsolete.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,630,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$2,000		
DBE/LABOR	$8,000		
PROJECT MANAGEMENT			
* P.M STAFF	$123,000		
* SUPPORT STAFF	$11,000		
* CONSULTANT	$150,000		
CONTINGENCY	$193,000		
TOTAL	$2,117,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$105,850	$105,850
2026	$105,850	$105,850	$105,850	$105,850	$423,400
2027	$185,238	$185,238	$185,238	$185,236	$740,950
2028	$158,775	$158,775	$158,775	$158,775	$635,100
2029	$52,925	$52,925	$52,925	$52,925	$211,700
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2953.00

PROJECT : BOMBARDIER RAILCAR REBUILD

SCOPE

TYPE: REHAB | MRP |

- Increase lifecycle.
- Refurbish remaining Bombardier cars
- Safety and convenience improvement.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

30 years degraded conditions.
Multiple OEM parts that are obsolete.
FTA recommended life-cycle extension program.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Increase of impact to revenue service due to increase in unscheduled maintenance on degraded equipment.

Current Age: 30 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$22,300,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$12,000		
DBE/LABOR	$42,000		
PROJECT MANAGEMENT			
* P.M STAFF	$350,000		
* SUPPORT STAFF	$350,000		
* CONSULTANT	$1,000,000		
CONTINGENCY	$2,406,000		
TOTAL	$26,460,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$1,323,000	$1,323,000
2026	$1,323,000	$1,323,000	$1,323,000	$1,323,000	$5,292,000
2027	$2,315,250	$2,315,250	$2,315,250	$2,315,250	$9,261,000
2028	$1,984,500	$1,984,500	$1,984,500	$1,984,500	$7,938,000
2029	$661,500	$661,500	$661,500	$661,500	$2,646,000
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2954.00

PROJECT : HYUNDAI-ROTEM RAILCAR OVERHAUL

SCOPE

TYPE: REHAB | MRP |

- Toilet
- Door
- LED
- Truck
- Exterior Scheme

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Remove multiple systemic issues in OEM.
15 years of mid-life overhaul program.
Improvement in safety system.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Impact to Rotem car availability due to increase in unscheduled maintenance. Cost increase in maintenance due to high consumption of parts required for the unscheduled maintenance.

Current Age: 124 Year(s) Standard Lifespan: 15 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$18,000,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$9,000		
DBE/LABOR	$50,000		
PROJECT MANAGEMENT			
* P.M STAFF	$368,000		
* SUPPORT STAFF	$350,000		
* CONSULTANT	$2,700,000		
CONTINGENCY	$2,148,000		
TOTAL	$23,625,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$1,181,250	$1,181,250
2026	$1,181,250	$1,181,250	$1,181,250	$1,181,250	$4,725,000
2027	$2,067,188	$2,067,188	$2,067,188	$2,067,186	$8,268,750
2028	$1,771,875	$1,771,875	$1,771,875	$1,771,875	$7,087,500
2029	$590,625	$590,625	$590,625	$590,625	$2,362,500
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2955.00

PROJECT : LOCOMOTIVE OVERHAULS

SCOPE

TYPE: REHAB | MRP |

- Engine (both HEP and Main) partial overhaul - replace as needed basis.
- HVAC overhaul with R-407c freon replacement
- Truck/Suspension overhaul
- Exterior repaint
- Coupler overhaul

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

This overhaul is intended for life extension/bridging to new loco purchase.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Increase of impact to revenue service due to increase in unscheduled maintenance on degraded equipment.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$6,380,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$5,000		
DBE/LABOR	$20,000		
PROJECT MANAGEMENT			
* P.M STAFF	$280,000		
* SUPPORT STAFF	$175,000		
* CONSULTANT	$700,000		
CONTINGENCY	$756,000		
TOTAL	$8,316,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$415,800	$415,800
2026	$415,800	$415,800	$415,800	$415,800	$1,663,200
2027	$727,650	$727,650	$727,650	$727,650	$2,910,600
2028	$623,700	$623,700	$623,700	$623,700	$2,494,800
2029	$207,900	$207,900	$207,900	$207,900	$831,600
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2956.00

PROJECT : ROLLING STOCK FLEET PA/PEI COMM UPGRADES

SCOPE

TYPE: REHAB | MRP |

• Upgrade communication control device.
• Add interior destination panels.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Heavily outdated technology in the communication control device - ex) 512MB CF card. This issue is in all control device.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Cost increase in the maintenance due to degraded conditions of communication system.
Improvement in customer convenience with interior panels that shows location

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$900,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$6,000		
DBE/LABOR	$20,000		
PROJECT MANAGEMENT			
* P.M STAFF	$70,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$70,000		
CONTINGENCY	$107,000		
TOTAL	$1,173,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$58,650	$58,650
2026	$58,650	$58,650	$58,650	$58,650	$234,600
2027	$102,638	$102,638	$102,638	$102,636	$410,550
2028	$87,975	$87,975	$87,975	$87,975	$351,900
2029	$29,325	$29,325	$29,325	$29,325	$117,300
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2957.00

PROJECT : F125 LOCOMOTIVE ENGINE INTERMEDIATE OVERHAULS

SCOPE

TYPE: REHAB | MRP |

• Engine overhaul - 100% replacement

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Overhaul of engine is required as per the maintenance manual.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

Increase of impact to revenue service due to engine failures. Impact to shop availability due to increase of unscheduled maintenance for the failed engines.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$4,200,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$6,000		
DBE/LABOR	$58,000		
PROJECT MANAGEMENT			
* P.M STAFF	$350,000		
* SUPPORT STAFF	$315,000		
* CONSULTANT	$600,000		
CONTINGENCY	$553,000		
TOTAL	$6,082,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$304,100	$304,100
2026	$304,100	$304,100	$304,100	$304,100	$1,216,400
2027	$532,175	$532,175	$532,175	$532,175	$2,128,700
2028	$456,150	$456,150	$456,150	$456,150	$1,824,600
2029	$152,050	$152,050	$152,050	$152,050	$608,200
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2960.00

PROJECT : FY25 BACK-OFFICE TRAIN CONTROL SYSTEM

SCOPE

TYPE: REHAB | MRP |

Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life.
Train Control Back Office:
1) DOC/MOC/Vegas Servers
2) CAD Workstations and Monitors
Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and Centralized train control systems and equipment. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$300,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,750,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$8,000		
PROJECT MANAGEMENT			
* P.M STAFF	$62,000		
* SUPPORT STAFF	$28,000		
* CONSULTANT	$550,000		
CONTINGENCY	$135,000		
TOTAL	$2,833,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$106,238	$106,238	$106,238	$106,236	$424,950
2027	$354,125	$354,125	$354,125	$354,125	$1,416,500
2028	$141,650	$141,650	$141,650	$141,650	$566,600
2029	$106,238	$106,238	$106,238	$106,236	$424,950
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2961.00

PROJECT : FY25 SYSTEMWIDE ON-BOARD TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE

TYPE: REHAB | MRP |

Procure Slot 10 image development for newer operating software to replace out of date, non-supported version. Pref GPS upgrade for entire fleer, new data radio 220 upgrades to replace out of commissions and support radios being used, 5g cell antenna upgrade.

Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and Centralized train control systems and equipment. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 124 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$1,250,000		
CONSTRUCTION	$585,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$97,000		
* SUPPORT STAFF	$56,000		
* CONSULTANT	$253,000		
CONTINGENCY	$113,000		
TOTAL	$2,364,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$59,100	$59,100	$59,100	$59,100	$236,400
2027	$206,850	$206,850	$206,850	$206,850	$827,400
2028	$206,850	$206,850	$206,850	$206,850	$827,400
2029	$118,200	$118,200	$118,200	$118,200	$472,800
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

CONLEYD PROJECT# 2984.00

PROJECT : VENTURA SUBDIVISION TRAIN CONTROL, CIS, VSS, SYSTEMS REHABILITATION (VN)

SCOPE

TYPE: REHAB | MRP |

Ventura Sub Communications Systems Rehabilitation addresses major subcomponents to rehabilitate aging infrastructure and address growing backlog:

- Positive Train Control (PTC) systems
- Centralized train control systems
- Communication Back-haul systems

Mile Posts: 426.4 - 441.24

Division: Ventura - VC County County: VN Asset Type: Communications

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

SCRRA's communications systems infrastructure has evolved over the past 30 years, which requires changes in technology. Much of SCRRA's infrastructure has aged to the point of its useful life, is obsolete or is no longer supported by its manufacturer. SCRRA's long-term goal is to upgrade and replace existing infrastructure to not only

RISK CREATED BY NON-IMPLEMENTATION

The Metrolink system not being in a state of good repair can result in reduced service reliability (which lead loss of patrons), increased operating costs (cost increases if deferred to the future), and potential for train incidents

Current Age: 24 Year(s) Standard Lifespan: 15 Year(s)

RANKING // PROJECT READINESS

1. Condition of Asset..... Marginal
2. System Impact..... Low

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$30,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$95,000		
CONSTRUCTION	$111,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$4,000		
PROJECT MANAGEMENT			
* P.M STAFF	$21,000		
* SUPPORT STAFF	$9,000		
* CONSULTANT	$0		
CONTINGENCY	$14,000		
TOTAL	$284,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$21,300	$21,300	$21,300	$21,300	$85,200
2027	$28,400	$28,400	$28,400	$28,400	$113,600
2028	$21,300	$21,300	$21,300	$21,300	$85,200
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 3005.00

PROJECT : METROLINK CAM EXPENSES FOR FISCAL 2025

SCOPE

TYPE: REHAB | MRP |

Perform rehab work at LA Union Station to address drainage issues, upgrade lighting to LED, landscape refurbishment, upgrade safety and security elements at the stations, and modernize plumbing.
This amount changes each year.

Mile Posts: n/a

Division: All County: ALL Asset Type: Right of Way

OBJECTIVES

1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
2. (Goal 2: Maintain Fiscal Sustainability) Increase fare revenue
3. (Goal 3: Invest in People and Assets) Maintain State of Good Repair

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Short pay CAM expenses from FY 2019 to current -Pay current station share of rehab costs for the use of Union Station.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... Average

RISK CREATED BY NON-IMPLEMENTATION

Failure to implement improvements can lead to lead station vulnerability, additional costs in utilities and subcontractor

Current Age: 34 Year(s) Standard Lifespan: 20 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$35,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$1,150,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$10,000		
DBE/LABOR	$25,000		
PROJECT MANAGEMENT			
* P.M STAFF	$105,000		
* SUPPORT STAFF	$75,000		
* CONSULTANT	$100,000		
CONTINGENCY	$150,000		
TOTAL	$1,650,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$1,650,000	$1,650,000
2026	$0	$0	$0	$0	$0
2027	$0	$0	$0	$0	$0
2028	$0	$0	$0	$0	$0
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment H

PROJECT PROPOSALS FOR FY2025 BUDGET - NONE - NEW CAPITAL PROJECTS ONLY

ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	FUNDINGS METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	RIEMERM	2025	2025	SAVED	OPEN	2883	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Facilities	West Portal Olympic Readiness Upgrade Project	Current ticket window and customer experience operations are negatively impacted by space constraints at Metrolink's West Portal office at Union Station. In order to meet current demands, improve current safety conditions, and prepare for increased ridership and major events such as the 2028 Olympic and Paralympic games, expansion of the West Portal is fundamental to readiness of operations. This project would provide the capital to expand the West Portal ticketing and lost and found offices, provide necessary office space for the increased number of employees assigned to the location since originally opening in 2002, increase the number of windows and the frontage of the ticketing office at Los Angeles Union Station, improve efficiency through updated customer queueing, and improve Metrolink's visibility in the largest transportation hub in the Southern California region.	$786,000	$373,350	$155,628	$87,246	$113,184	$56,592	$0
2	SHAHIDS	2025	2025	SAVED	OPEN	2913	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Facilities	EV Infrastructure	•Develop necessary drawings for charging infrastructure, obtain permits and utility rebate applications.	$1,390,000	$660,250	$275,220	$154,290	$200,160	$100,080	$0
3	SHAHIDS	2025	2025	SAVED	OPEN	2914	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Business Systems	Project Management Information System Support	This includes oversight and support for the Project Management Information System during implementation phase.	$945,000	$448,875	$187,110	$104,895	$136,080	$68,040	$0
4	SHAHIDS	2025	2025	SAVED	OPEN	2944	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Facilities	CMF Car/Loco Shop Additional Fall Protection	• Install additional fall protection for loco and car shops, including on window rack. • Compliance related.	$110,000	$52,250	$21,780	$12,210	$15,840	$7,920	$0
5	FERNANDEZK	2025	2025	SAVED	OPEN	2962	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Train Control	New Train Control Simulators and Wayside Detectors	Acquire new wayside detectors to introduce into PTC system that will help aid MOW detect hazards in the field. Acquire new simulators that model new Metrolink purchased locomotives to full training requirements. (Excludes ARROW)	$2,174,000	$1,032,650	$430,452	$241,314	$313,056	$156,528	$0
6	FERNANDEZK	2025	2025	SAVED	OPEN	2963	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Train Control	PTC Colocation Phase 2	Setup a secondary data center location that has a fiber connection and physical circuits to maintain full train control system operations in the event of a loss of power or emergency at the primary location. The new colocation will strengthen disaster recovery capabilities through geographic diversification of the PTC infrastructure.	$520,000	$247,000	$102,960	$57,720	$74,880	$37,440	$0
																TOTAL	**$5,925,000**	**$2,814,375**	**$1,173,150**	**$657,675**	**$853,200**	**$426,600**	**$0**
																PROJECT COUNT	**8**						
																REHAB TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
																REHAB COUNT	**0**						
																CAPITAL TOTAL	**$5,925,000**	**$2,814,375**	**$1,173,150**	**$657,675**	**$853,200**	**$426,600**	**$0**
																CAPITAL COUNT	**7**						

PROJECT PROPOSAL

FY25

RIEMERM PROJECT# 2883.00

PROJECT : WEST PORTAL OLYMPIC READINESS UPGRADE PROJECT

SCOPE

TYPE: CAPITAL | NON-MRP |

Current ticket window and customer experience operations are negatively impacted by space constraints at Metrolink's West Portal office at Union Station. In order to meet current demands, improve current safety conditions, and prepare for increased ridership and major events such as the 2028 Olympic and Paralympic games, expansion of the West Portal is fundamental to readiness of operations. This project would provide the capital to expand the West Portal ticketing and lost and found offices, provide necessary office space for the increased number of employees assigned to the location since originally opening in 2002, increase the number of windows and the frontage of the ticketing office at Los Angeles Union Station, improve efficiency through updated customer queueing, and improve Metrolink's visibility

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

1. (Goal 2: Maintain Fiscal Sustainability) Increase fare revenue
2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
3. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
4. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce
5. (Goal 3: Invest in People and Assets) Reduce employee turnover

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

LA Union Station serves as a crucial transportation hub for the Southern California region, connecting multiple transit agencies, including Metrolink, and facilitating the movement of millions of passengers annually. When Metrolink first took occupancy of the West Portal office, four employees used the space, Monday-Friday. When ticket

RISK CREATED BY NON-IMPLEMENTATION

If this project does not move forward in FY25, Metrolink will not be well prepared to help increase passenger flow for the 2028 Olympic and Paralympic games - as ridership increases, Metrolink customer experience will be unable to meet the demand,

Current Age: 21 Year(s) Standard Lifespan: 0 Year(s)

RANKING // PROJECT READINESS

1. System Reliability..... High
2. Ridership Increase..... Average
3. Capacity Improvements..... Low
4. Safety & Security..... High
5. Environmental..... Low

Additional support document was submitted

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$40,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$25,000		
CONSTRUCTION	$425,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$6,000		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$83,000		
* SUPPORT STAFF	$35,000		
* CONSULTANT	$90,000		
CONTINGENCY	$72,000		
TOTAL	$786,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$39,300	$39,300	$39,300	$39,300	$157,200
2027	$58,950	$58,950	$58,950	$58,950	$235,800
2028	$98,250	$98,250	$98,250	$98,250	$393,000
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2913.00

PROJECT : EV INFRASTRUCTURE

SCOPE

TYPE: CAPITAL | NON-MRP |

•Develop necessary drawings for charging infrastructure, obtain permits and utility rebate applications.

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Under the new regulation public agencies in California must purchase 50% zero Emission (ZEV) vehicle from Model years 2024-2026. Starting from 2027 all vehicle purchased must be ZEV

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years

Current Age: New Standard Lifespan: 10 Year(s)

RANKING // PROJECT READINESS

1. System Reliability..... High
2. Ridership Increase..... Average
3. Capacity Improvements..... High
4. Safety & Security..... Low
5. Environmental..... High

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$50,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$1,000,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$5,000		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$108,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$90,000		
CONTINGENCY	$127,000		
TOTAL	$1,390,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$69,500	$69,500
2026	$69,500	$69,500	$69,500	$69,500	$278,000
2027	$121,625	$121,625	$121,625	$121,625	$486,500
2028	$104,250	$104,250	$104,250	$104,250	$417,000
2029	$34,750	$34,750	$34,750	$34,750	$139,000
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2914.00

PROJECT : PROJECT MANAGEMENT INFORMATION SYSTEM SUPPORT

SCOPE

TYPE: CAPITAL | NON-MRP |

This includes oversight and support for the Project Management Information System during implementation phase.

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

OBJECTIVES

1. (Goal 7: Improve Organizational Efficiency) Clearly define staff roles and
2. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce
3. (Goal 6: Improve Communications to Customers and Stakeholders) Improve

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Proper Oversight is needed for the project to make sure all the requirements are met

RANKING // PROJECT READINESS

1. System Reliability..... High
2. Ridership Increase..... Average
3. Capacity Improvements..... Low
4. Safety & Security..... High
5. Environmental..... Low

RISK CREATED BY NON-IMPLEMENTATION

Risk involved in non-implementation is that the project might result in a system which is not fully aligned with Metrolink needs.

Current Age: New Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$25,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$300,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$5,000		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$164,000		
* SUPPORT STAFF	$105,000		
* CONSULTANT	$250,000		
CONTINGENCY	$86,000		
TOTAL	$945,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$47,250	$47,250
2026	$47,250	$47,250	$47,250	$47,250	$189,000
2027	$82,688	$82,688	$82,688	$82,686	$330,750
2028	$70,875	$70,875	$70,875	$70,875	$283,500
2029	$23,625	$23,625	$23,625	$23,625	$94,500
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

SHAHIDS PROJECT# 2944.00

PROJECT : CMF CAR/LOCO SHOP ADDITIONAL FALL PROTECTION

SCOPE

TYPE: CAPITAL | MRP |

• Install additional fall protection for loco and car shops, including on window rack.
• Compliance related.

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Reduce employee turnover
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Fall Protection at CMF roof is highly recommended to increase safety.

RISK CREATED BY NON-IMPLEMENTATION

If not implemented there would be a higher risk of accident from falling

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

RANKING // PROJECT READINESS

1. System Reliability..... High
2. Ridership Increase..... Average
3. Capacity Improvements..... Low
4. Safety & Security..... High
5. Environmental..... Low

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$10,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$0		
CONSTRUCTION	$70,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$2,000		
DBE/LABOR	$8,000		
PROJECT MANAGEMENT			
* P.M STAFF	$6,000		
* SUPPORT STAFF	$0		
* CONSULTANT	$4,000		
CONTINGENCY	$10,000		
TOTAL	$110,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$5,500	$5,500
2026	$5,500	$5,500	$5,500	$5,500	$22,000
2027	$9,625	$9,625	$9,625	$9,625	$38,500
2028	$8,250	$8,250	$8,250	$8,250	$33,000
2029	$2,750	$2,750	$2,750	$2,750	$11,000
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2962.00

PROJECT : NEW TRAIN CONTROL SIMULATORS AND WAYSIDE DETECTORS

SCOPE

TYPE: CAPITAL | NON-MRP |

Acquire new wayside detectors to introduce into PTC system that will help aid MOW detect hazards in the field.
Acquire new simulators that model new Metrolink purchased locomotives to full training requirements. (Excludes ARROW)

Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

OBJECTIVES

1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

These simulators play a crucial role in the Authority's PTC Safety Plan, supporting initial train qualification training and ongoing refresher training for the Authority's train crews. To follow suit of training regulatory requirements obtaining additional simulators to accommodate the newly acquired vehicle models, such as the F-125 locomotives

RANKING // PROJECT READINESS

1. System Reliability..... High
2. Ridership Increase..... High
3. Capacity Improvements..... High
4. Safety & Security..... High
5. Environmental..... High

RISK CREATED BY NON-IMPLEMENTATION

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Current Age: New Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$800,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$800,000		
CONSTRUCTION	$50,000		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$11,000		
PROJECT MANAGEMENT			
* P.M STAFF	$98,000		
* SUPPORT STAFF	$42,000		
* CONSULTANT	$175,000		
CONTINGENCY	$198,000		
TOTAL	$2,174,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$135,875	$135,875	$135,875	$135,875	$543,500
2027	$135,875	$135,875	$135,875	$135,875	$543,500
2028	$135,875	$135,875	$135,875	$135,875	$543,500
2029	$135,875	$135,875	$135,875	$135,875	$543,500
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2963.00

PROJECT : PTC COLOCATION PHASE 2

SCOPE

TYPE: CAPITAL | MRP |

Setup a secondary data center location that has a fiber connection and physical circuits to maintain full train control system operations in the event of a loss of power or emergency at the primary location. The new colocation will strengthen disaster recovery capabilities through geographic diversification of the PTC infrastructure.

Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

OBJECTIVES

1. (Goal 4: Retain and Grow Ridership) Improve service reliability
2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Project is critical to ensuring continuity of operations in the event of a power outage or natural disaster impacting the Pomona area. Currently both Metrolink dispatching and operations centers (MOC and DOC) are located in Pomona, CA within close proximity to each other. In case of a power outage or natural disaster, the entire network could

RANKING // PROJECT READINESS

1. System Reliability..... High
2. Ridership Increase..... Low
3. Capacity Improvements..... Low
4. Safety & Security..... High
5. Environmental..... Low

Project is critical in the event of a power outage or natural disaster in the Pomona area impacting train service across the entire SCRRA network.

RISK CREATED BY NON-IMPLEMENTATION

SCRRA currently lacks geographic diversity between its existing train control data centers and is at risk of a power outage or natural disaster in the Pomona area impacting train service across the entire SCRRA network.

Current Age: New Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$0		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$145,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$8,000		
PROJECT MANAGEMENT			
* P.M STAFF	$18,000		
* SUPPORT STAFF	$14,000		
* CONSULTANT	$310,000		
CONTINGENCY	$25,000		
TOTAL	$520,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$65,000	$65,000	$65,000	$65,000	$260,000
2027	$65,000	$65,000	$65,000	$65,000	$260,000
2028	$0	$0	$0	$0	$0
2029	$0	$0	$0	$0	$0
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

PROJECT PROPOSAL

FY25

FERNANDEZK PROJECT# 2985.00

PROJECT : NEW SIMULATORS DMU - FOR ARROW LINE

SCOPE

TYPE: CAPITAL | NON-MRP |

Acquire new simulators that model new Metrolink purchased Diesel Multi Units (DMU) on ARROW LINE to full training requirements.

Mile Posts: n/a

Division: Redlands County: SB Asset Type: Train Control

OBJECTIVES

1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

These simulators are integral to the Authority's PTC Safety Plan, facilitating initial train qualification training and ongoing refresher training for our train crews. In alignment with regulatory requirements, acquiring additional simulators to accommodate newly acquired vehicle models, such as the Diesl Multi Unit (DMu)locomotives, is crucial for

RANKING // PROJECT READINESS

1. System Reliability..... Average
2. Ridership Increase..... Minor
3. Capacity Improvements..... Minor
4. Safety & Security..... High
5. Environmental..... High

RISK CREATED BY NON-IMPLEMENTATION

Current Age: New Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	$0		
DESIGN	$600,000		
ENVIRONMENTAL	$0		
ROW ACQUISITION	$0		
MATERIAL	$600,000		
CONSTRUCTION	$0		
SPECIAL RAIL EQUIP	$0		
FLAGGING	$0		
BUS BRIDGES	$0		
CLOSE OUT	$0		
DBE/LABOR	$10,000		
PROJECT MANAGEMENT			
* P.M STAFF	$56,000		
* SUPPORT STAFF	$42,000		
* CONSULTANT	$55,000		
CONTINGENCY	$137,000		
TOTAL	$1,500,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2025	$0	$0	$0	$0	$0
2026	$37,500	$37,500	$37,500	$37,500	$150,000
2027	$131,250	$131,250	$131,250	$131,250	$525,000
2028	$131,250	$131,250	$131,250	$131,250	$525,000
2029	$75,000	$75,000	$75,000	$75,000	$300,000
2030	$0	$0	$0	$0	$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

FY25 PROPOSED CAPITAL PROGRAM CASHFLOW
as of 04.16.24

Cash Basis

	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY25 State of Good Repair	$67.6M	$37.9M	$20.7M	$21.9M	$13.5M	$0.0M	$161.6M
	CASH OUTLAY						
2024-25	$9.2M	$5.2M	$2.8M	$3.0M	$1.8M	$0.0M	$22.1M
2025-26	$18.9M	$10.6M	$5.8M	$6.1M	$3.8M	$0.0M	$45.3M
2026-27	$18.2M	$10.2M	$5.6M	$5.9M	$3.7M	$0.0M	$43.6M
2027-28	$14.4M	$8.1M	$4.4M	$4.7M	$2.9M	$0.0M	$34.4M
2028-29	$6.0M	$3.4M	$1.9M	$2.0M	$1.2M	$0.0M	$14.5M
2029-30	$0.7M	$0.4M	$0.2M	$0.2M	$0.1M	$0.0M	$1.7M
Totals	$67.6M	$37.9M	$20.7M	$21.9M	$13.5M	$0.0M	$161.6M

Cash Basis

	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY25 New Capital	$2.8M	$1.2M	$0.7M	$0.9M	$0.4M	$0.0M	$5.9M
	CASH OUTLAY						
2024-25	$0.4M	$0.2M	$0.1M	$0.1M	$0.1M	$0.0M	$0.8M
2025-26	$0.8M	$0.3M	$0.2M	$0.2M	$0.1M	$0.0M	$1.7M
2026-27	$0.8M	$0.3M	$0.2M	$0.2M	$0.1M	$0.0M	$1.6M
2027-28	$0.6M	$0.3M	$0.1M	$0.2M	$0.1M	$0.0M	$1.3M
2028-29	$0.3M	$0.1M	$0.1M	$0.1M	$0.0M	$0.0M	$0.5M
2029-30	$0.0M	$0.0M	$0.0M	$0.0M	$0.0M	$0.0M	$0.1M
Totals	$2.8M	$1.2M	$0.7M	$0.9M	$0.4M	$0.0M	$5.9M

Cash Basis

	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY25 Capital Program	$70.4M	$39.1M	$21.4M	$22.7M	$14.0M	$0.0M	$167.5M
	CASH OUTLAY						
2024-25	$9.6M	$5.3M	$2.9M	$3.1M	$1.9M	$0.0M	$22.9M
2025-26	$19.7M	$11.0M	$6.0M	$6.4M	$3.9M	$0.0M	$47.0M
2026-27	$19.0M	$10.6M	$5.8M	$6.1M	$3.8M	$0.0M	$45.2M
2027-28	$15.0M	$8.3M	$4.6M	$4.8M	$3.0M	$0.0M	$35.7M
2028-29	$6.3M	$3.5M	$1.9M	$2.0M	$1.3M	$0.0M	$15.0M
2029-30	$0.7M	$0.4M	$0.2M	$0.2M	$0.1M	$0.0M	$1.7M
Totals	$70.4M	$39.1M	$21.4M	$22.7M	$14.0M	$0.0M	$167.5M

METROLINK

Revised Proposed FY25 Budget – Hybrid Optimized Service Level

Agenda

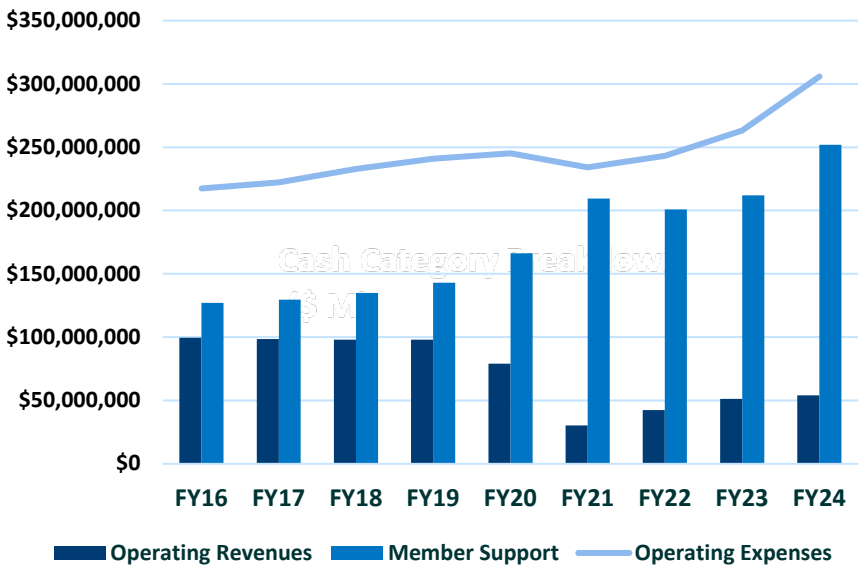
- Budget Challenges
- FY25 Budget Assumptions
- Sperry Capital / KPMG Ridership Forecast
- Proposed FY25 Operating Budget
- Proposed FY25 Capital Program Budget
- Summary

Our Operating Budget Challenges

- Both Ridership and Revenue are growing slowly but continues to lag pre-COVID numbers.
- Operating expenses are increasing Year-over-Year
  - ~60% of the Operational costs are fixed.
- Member Agencies are currently providing 80% of the funding for operating expenses.
- Financial challenges continue to place a burden on Member Agencies.

Operating Budget Challenges

Revenues, Support, and Expenses by Year



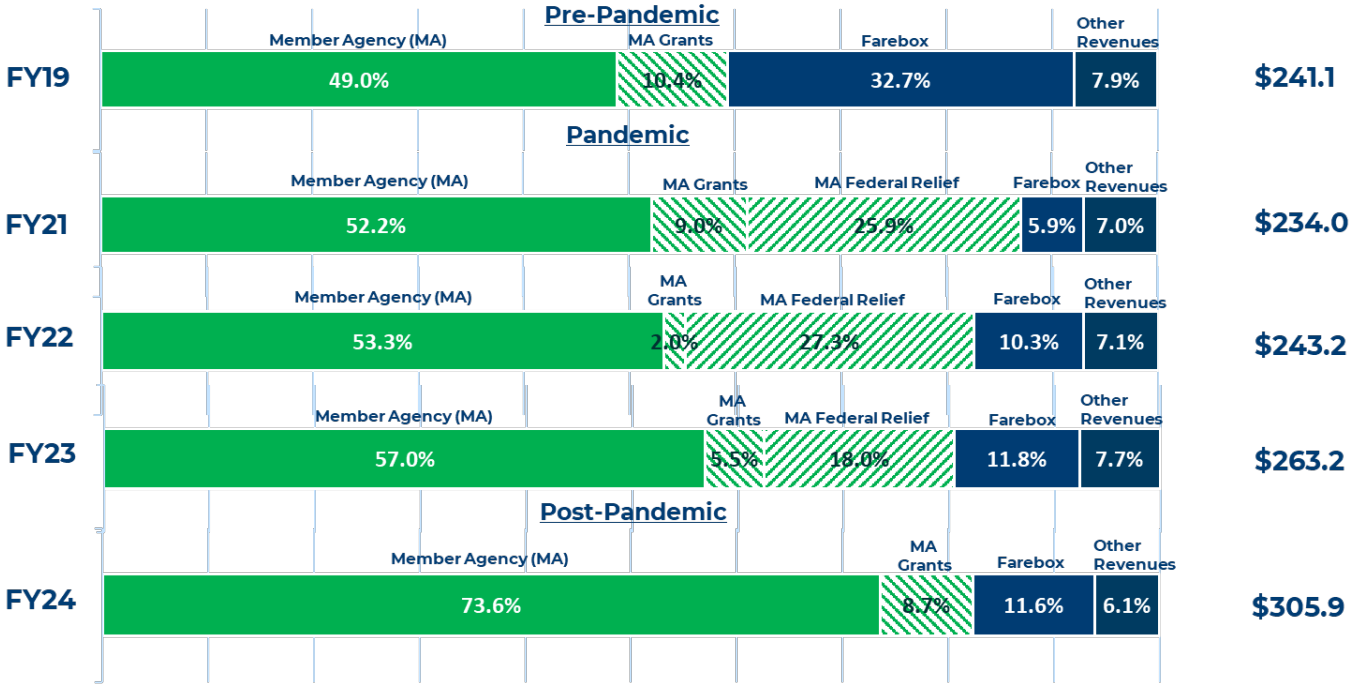
- Revenues:
  - Pre-Pandemic Revenues roughly flat (FY16 – FY19)
  - Post-Pandemic revenues are slowly increasing
- Expenses
  - Pre-Pandemic Operating Expenses increasing YOY
- Required Member Agency support increasing YOY

Notes:
- FY16 - FY23 Actuals
- FY24 Budgets

METROLINK

Metrolink Operating Funding Sources

Metrolink's Operating Budget Funds



METROLINK

Proposed FY25 Operating Budget Assumptions

Service Level:

- Hybrid Optimized Service Level – Current Service Start on July 1, 2024 with Optimized Start October 2024

Revenue:

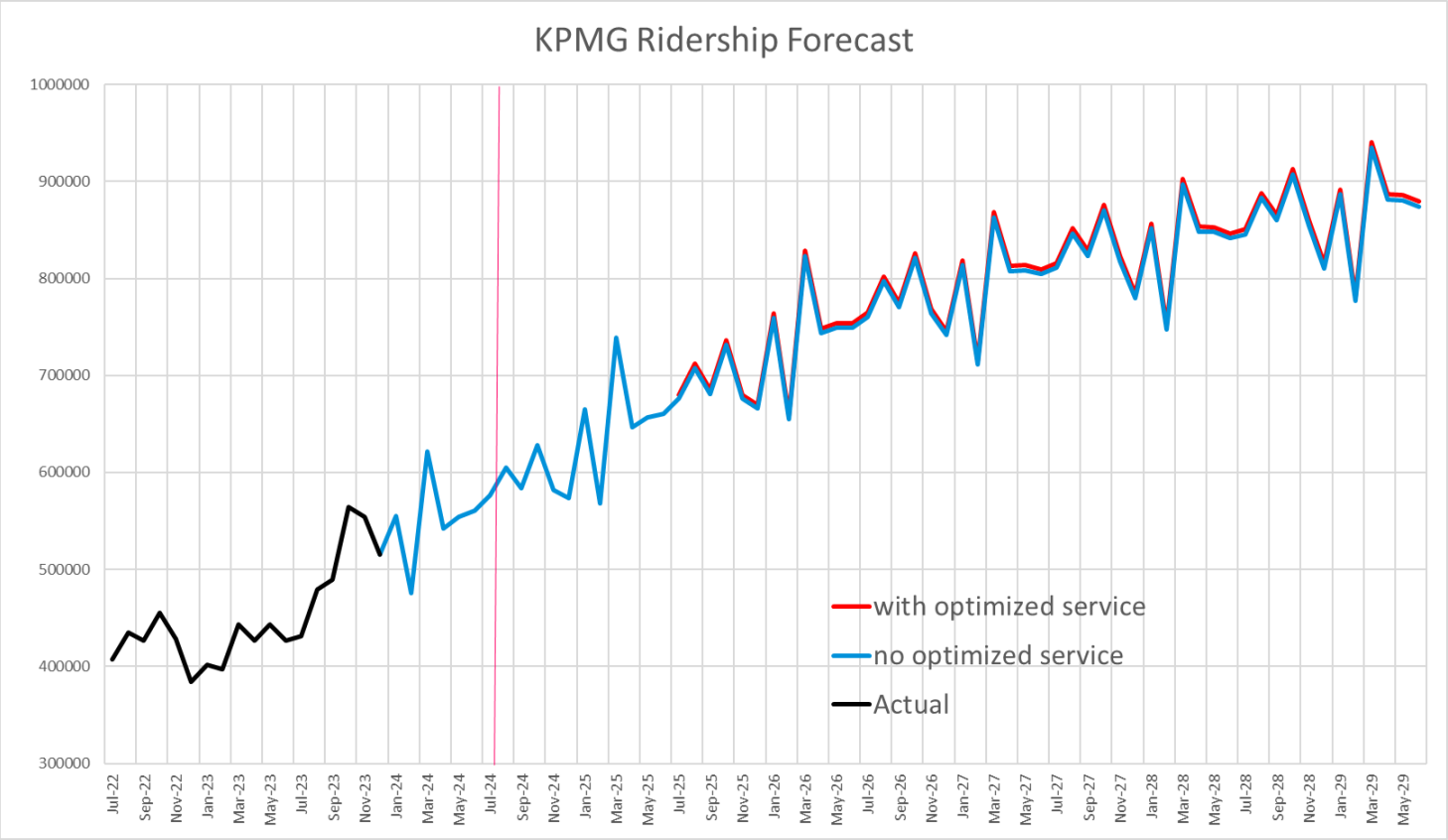
- Revenue / Ridership based on Updated Sperry Capital / KPMG Forecast
- No Fare Increases
- New Fare Promotions

Expenses:

- Contractor Increases only as Mandated by Agreements
- No New FTE Headcount
- 3.0% Merit Pool
- 3.0% COLA
- Mini-Bundle Mobilization estimated at $10.33M
- *Includes Student Adventure Pass Support*

Note: Arrow Service is a Separate Budget

Sperry Capital / KPMG Ridership Forecast



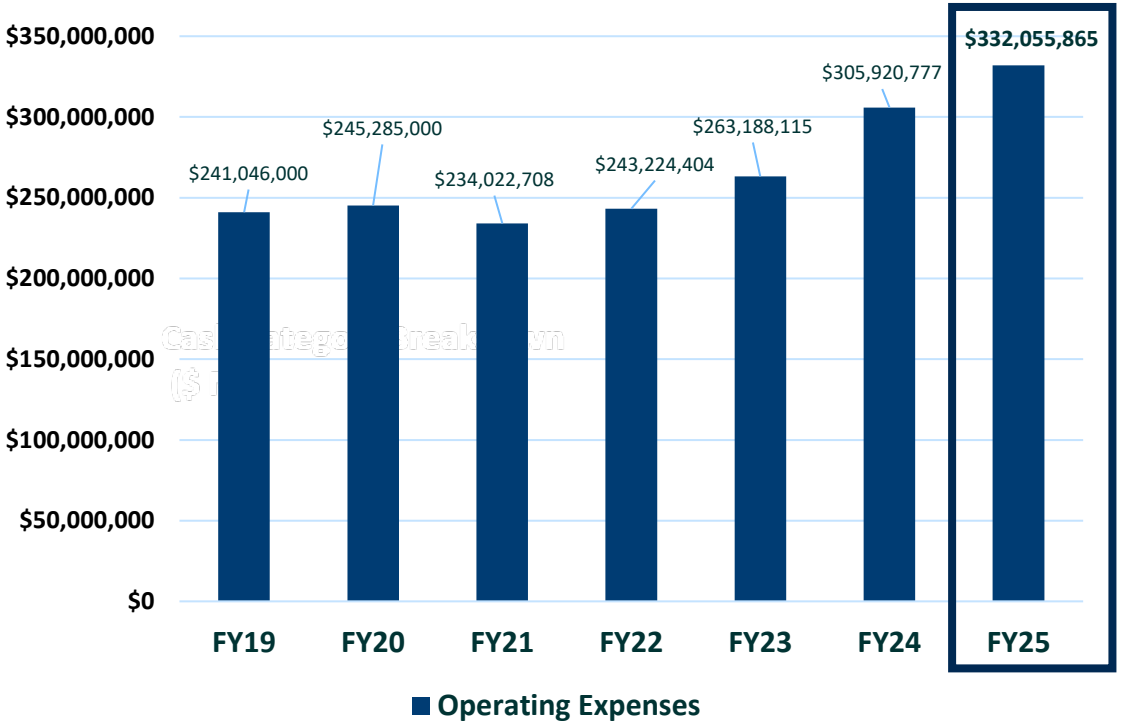
Operating Budget

Proposed FY25 Operating Budget Summary

- Operating Revenue - **$68.0M**
  - Increase from FY24 of **$14.0M** or **26.0%**
- Total Expenses - **$332.1M**
  - Increase from FY24 of **$26.1M** or **8.5%**
  - Including Hybrid Optimized Service
  - Including one-time Mini-Bundle Mobilization expense
  - Includes Student Adventure Pass Support
- Member Agency Support - **$264.0M**
  - Increase from FY24 of **$12.2M** or **4.8%**

Operating Expenses FY19 – FY25

Operating Expenses
FY19 – FY25



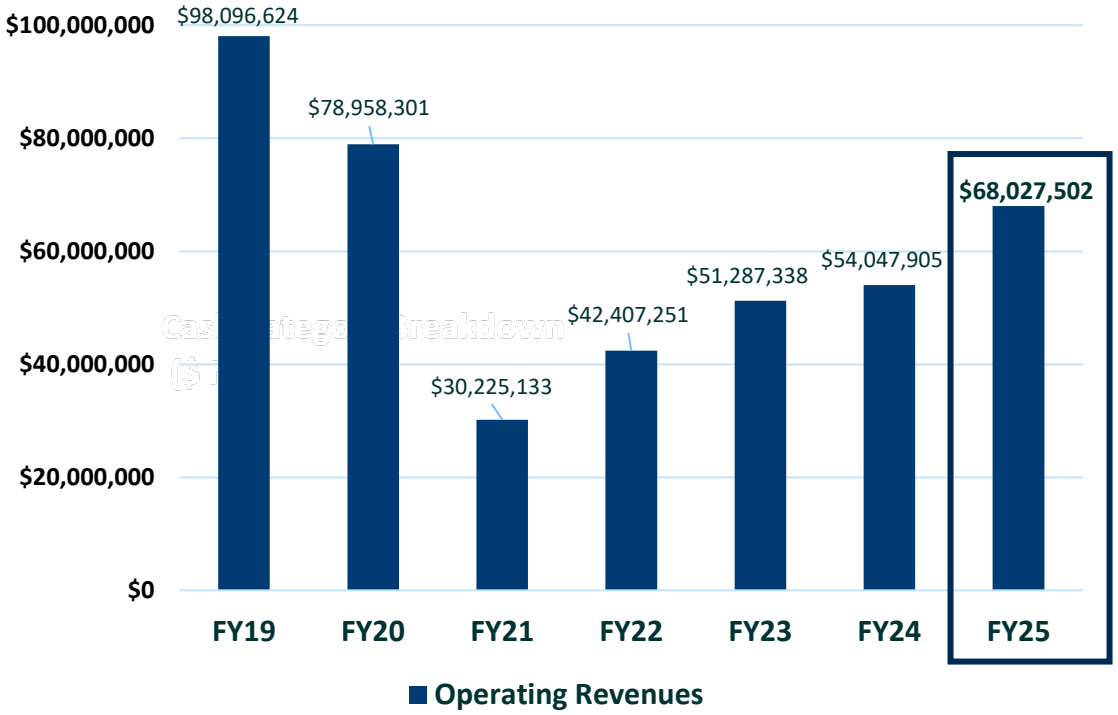
Notes:

- FY19, FY20, FY21, FY22, & FY23 Actuals
- FY24 & FY25 (Hybrid Optimized Service) Budgets not Actuals
- FY25 includes Mini-Bundle Mobilization
- Includes Student Adventure Pass Support

METROLINK

Operating Revenues FY19 – FY25

Operating Revenues



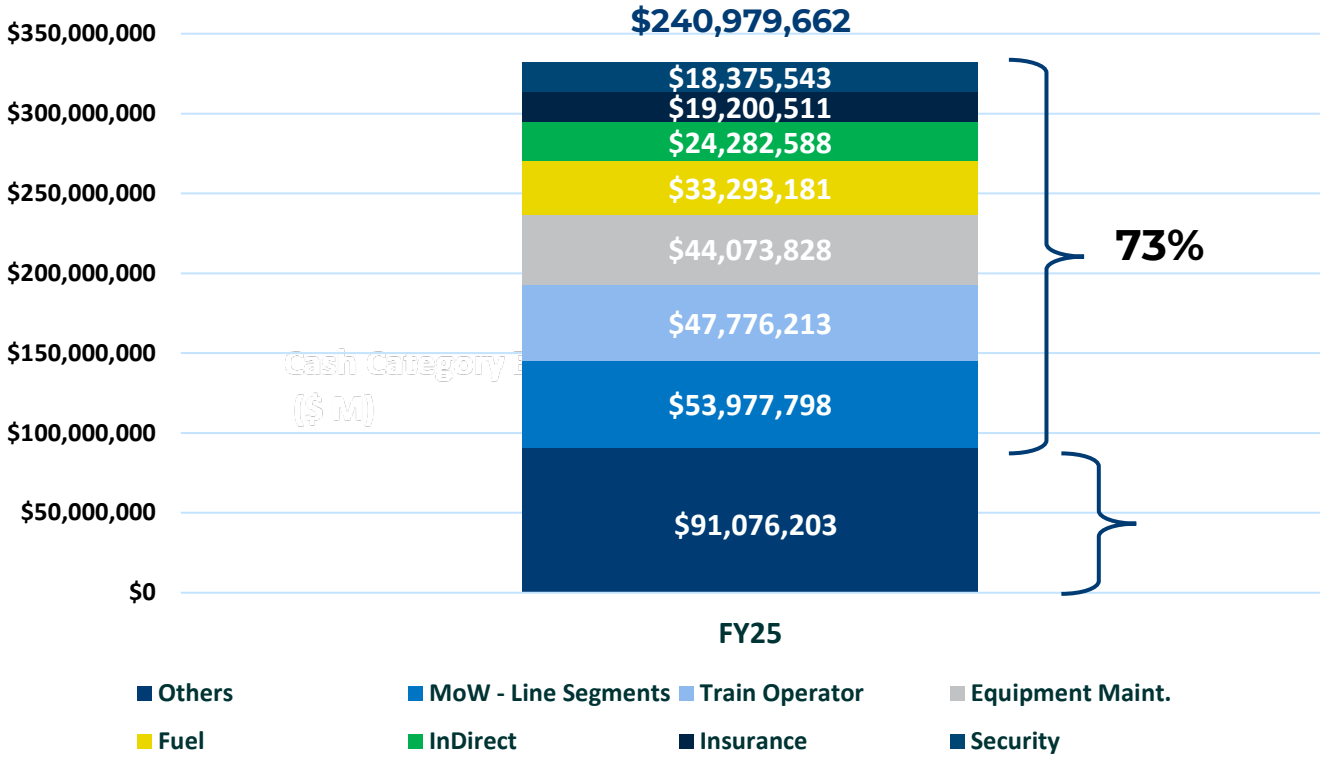
Note:

- FY19, FY20, FY21, FY22, & FY23 Actuals
- FY24 & FY25 (Hybrid Optimized Service) Budgets not Actuals (does not in Student Adventure Pass)

METROLINK

Top Drivers of $332.1M Operating Expenses FY25

Top Drivers of Operating Expenses



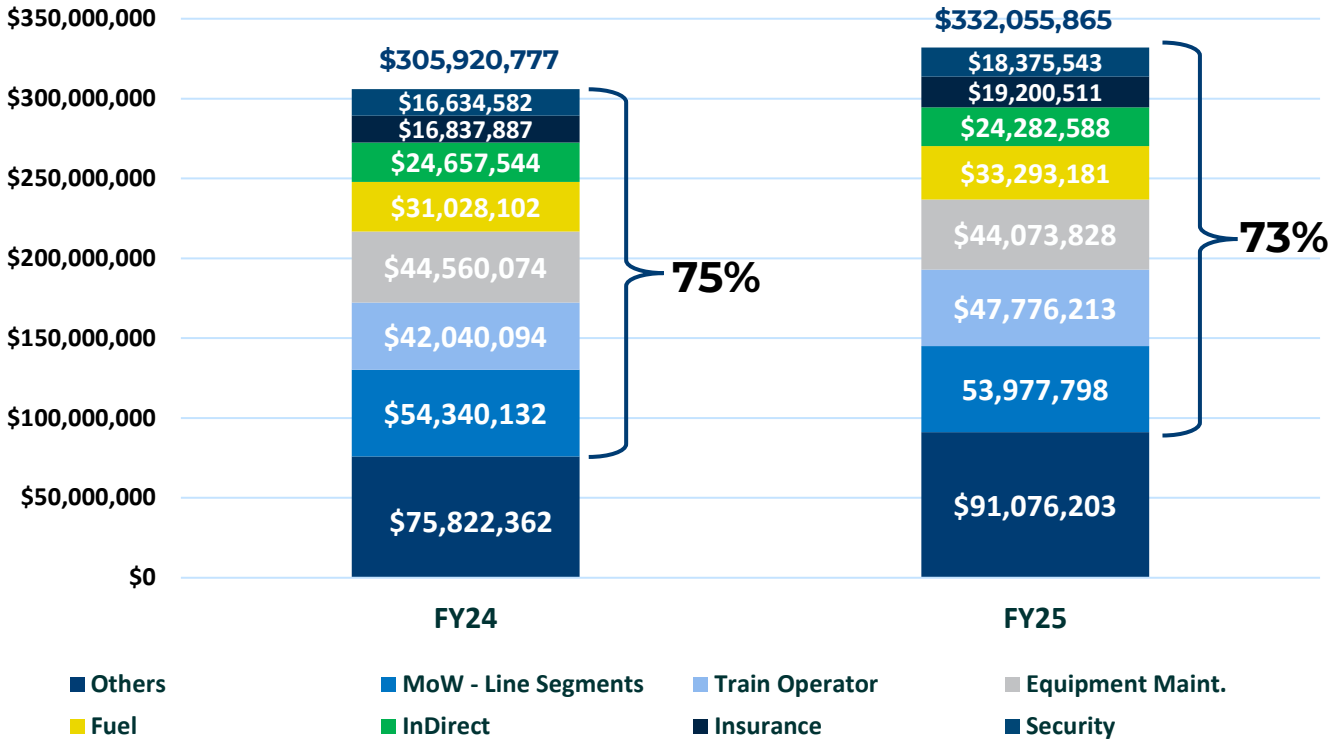
Note:

- MoW – Line Segments = Tracks & Signals and Structures

METROLINK

Top Operating Expense Drivers Comparison FY24 vs FY25

Top Drivers Comparing Operating Expenses FY24 vs FY25



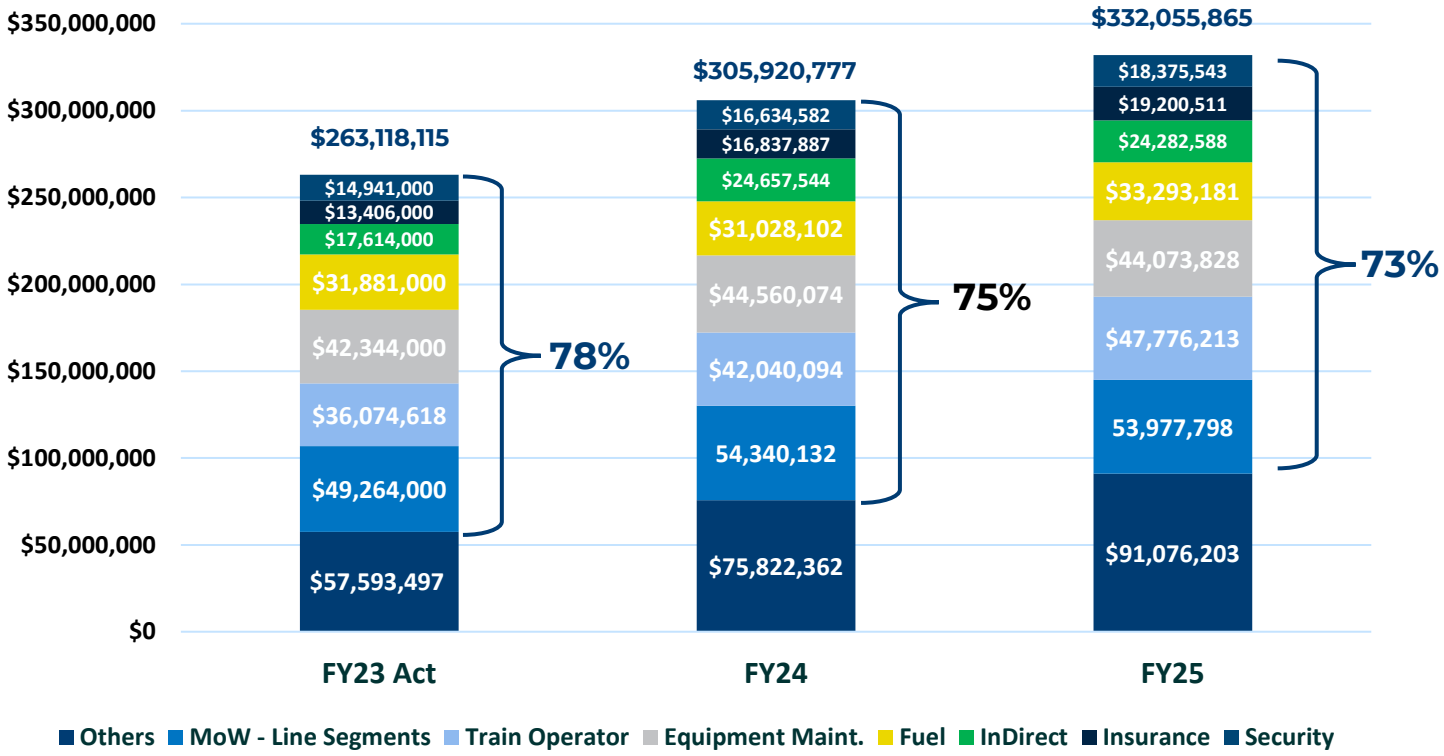
METROLINK

Note:

- MoW – Line Segments = Tracks & Signals and Structures

Top Drivers Comparing Operating Expenses FY23 vs FY24 vs FY25

Top Operating Expense Drivers Comparison FY23 vs FY24 vs FY25



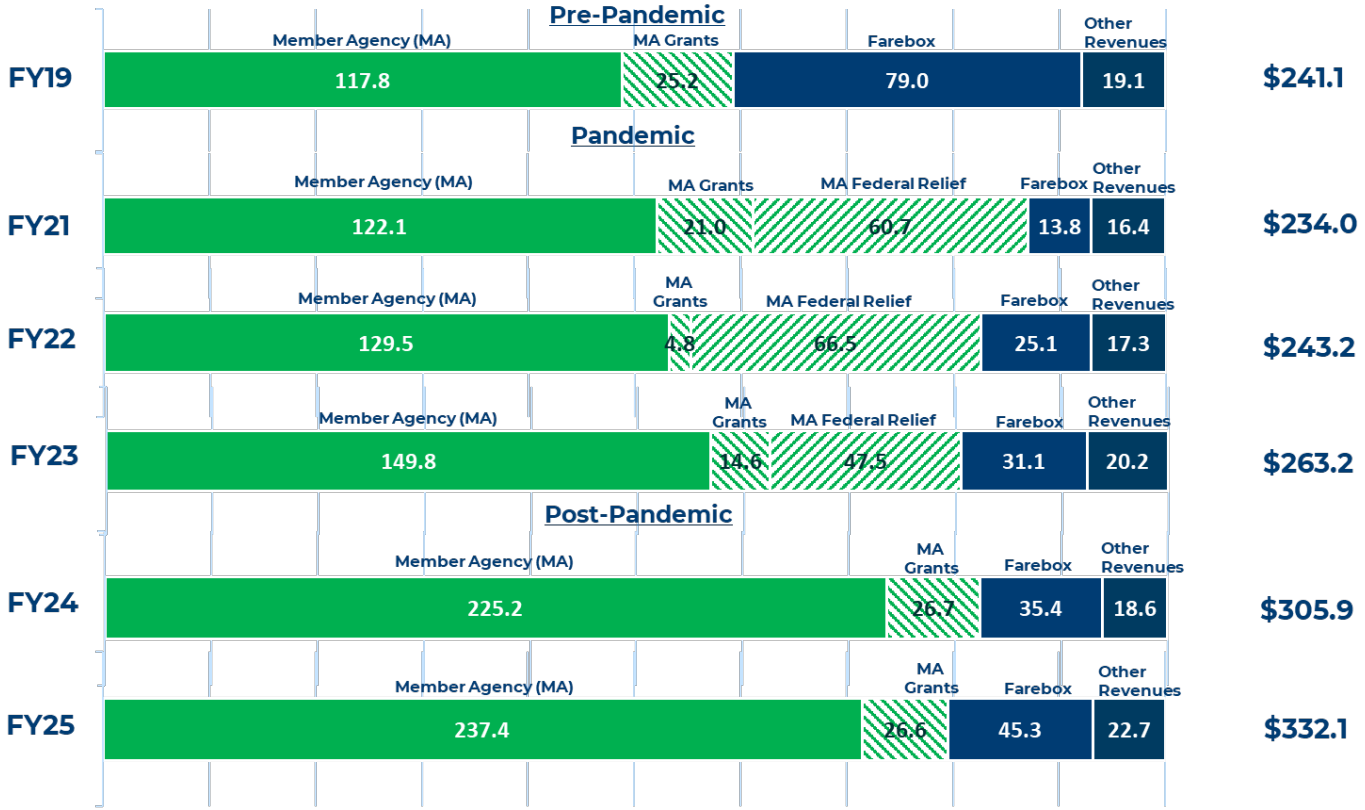
METROLINK

Note:

- MoW – Line Segments = Tracks & Signals and Structures

Metrolink Operating Funding Sources

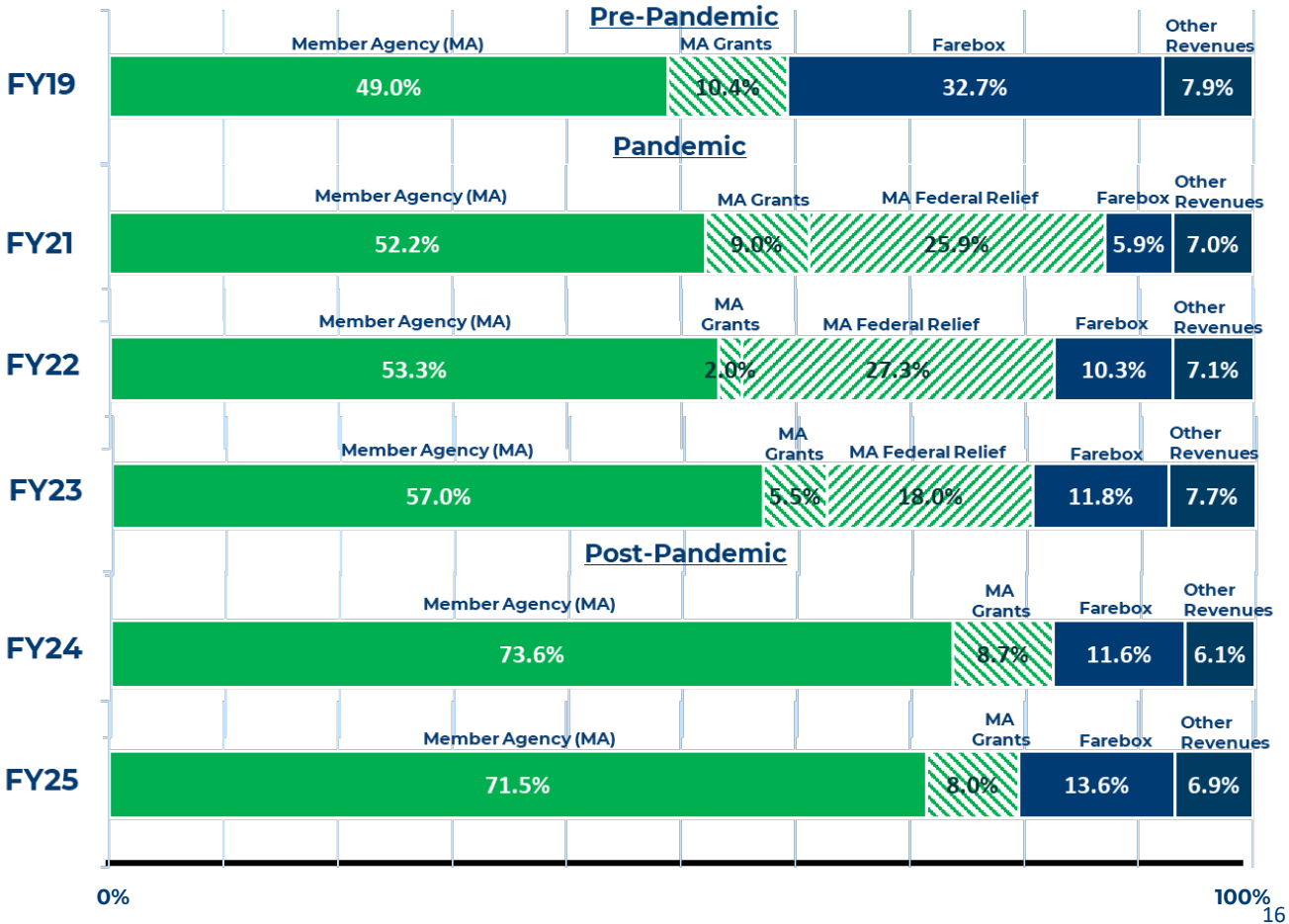
Metrolink's Operating Budget Funds



METROLINK

Metrolink Operating Funding Sources

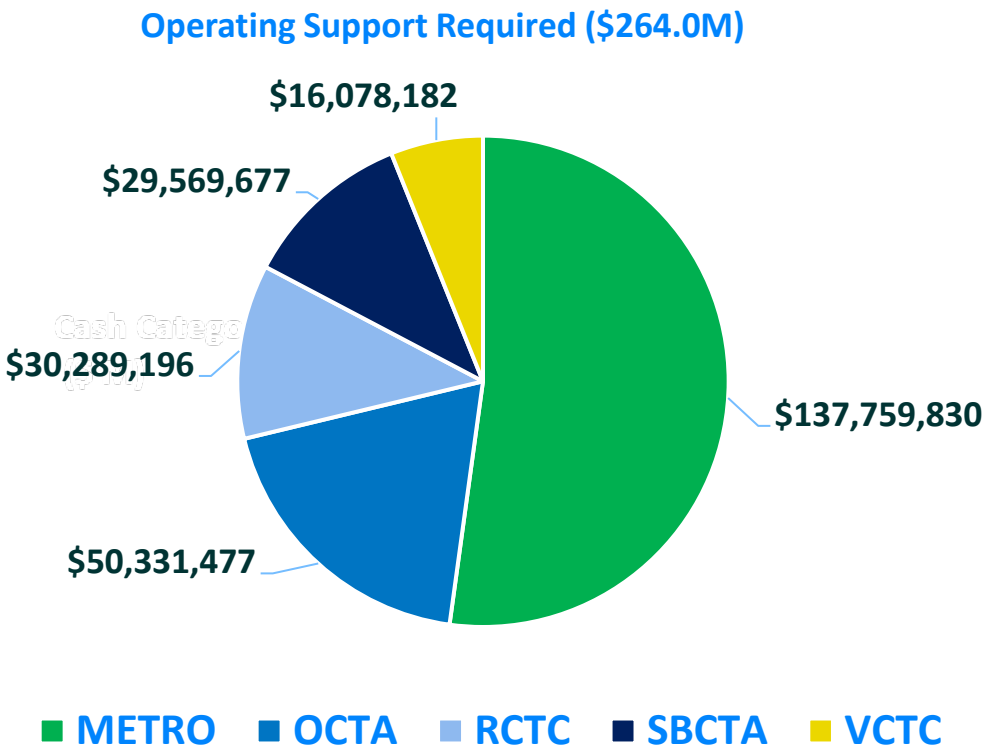
Metrolink's Operating Budget Funds



METROLINK

Proposed FY25 Operating Support Required by Member Agency

Operating Support Required from Member Agencies



Notes:

- Hybrid Service Level – Current Service Start on July 1, 2024 with Optimized Start October 2024
- Total includes Mini-Bundle Mobilization
- Total include Student Adventure Pass Support

METROLINK

Comparative FY25 Operating Support Required by Member Agency

Comparative FY25 Operating Support Required from Member Agencies

Service	Total	LA METRO	OCTA	RCTC	SBCTA	VCTC
Initial	$273,822,921	$142,066,738	$52,744,589	$31,460,544	$30,610,111	$16,940,938
Revised	**$264,028,362**	**$137,759,830**	**$50,331,477**	**$30,289,196**	**$29,569,677**	**$16,078,182**

Notes:

- Hybrid Service Level – Current Service Start on July with Optimized Start October 2024
- Total includes Mini-Bundle Mobilization (One-Time Expenses)
- Total includes Student Adventure Pass Support

METROLINK

Revised New Capital Program Budget

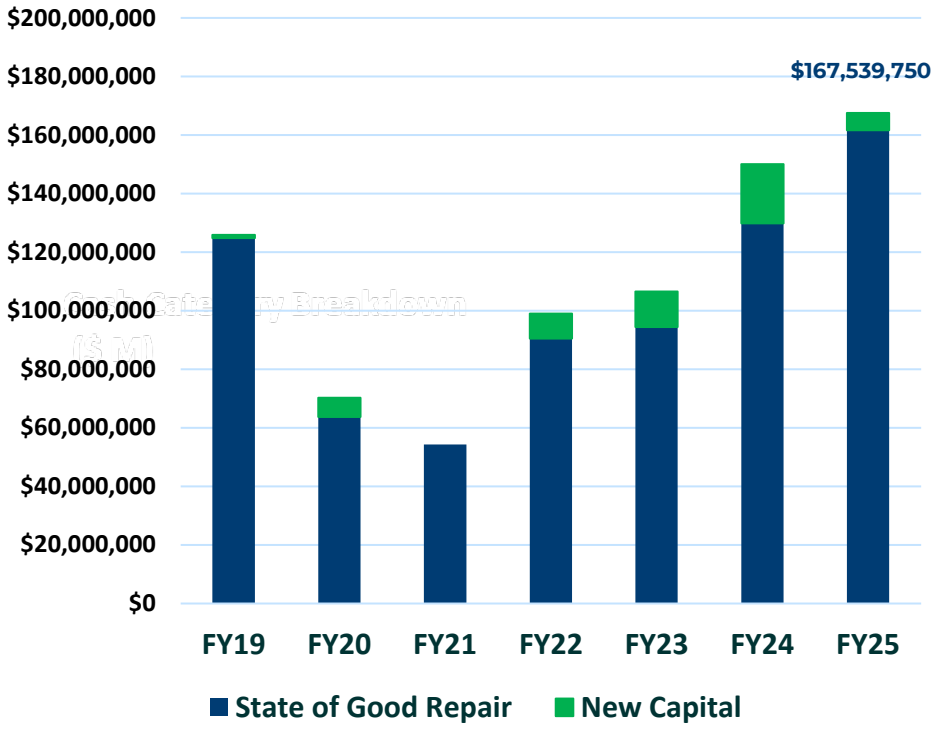
Revised Proposed FY25 System Capital Program Overview

- State of Good Repair - **$161.6M**
  - Increase from FY24 of **$31.8M** or **24.5%**

- New Capital - **$5.9M**
  - Decrease from FY24 of **($14.3M)** or **(70.0%)**

Revised Proposed FY25 Capital Program FY19 – FY25 State of Good Repair & New Capital

FY25 Capital Program FY19 – FY25
- SGR
- New Capital

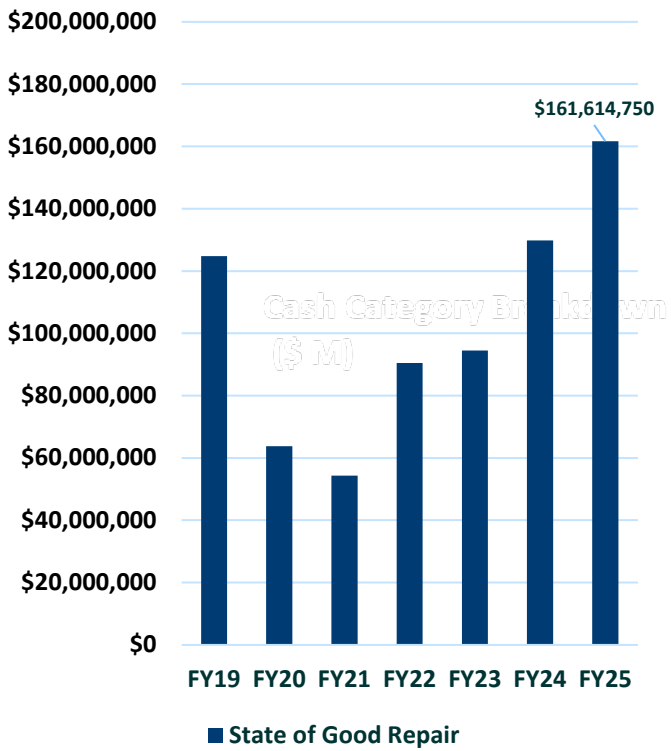


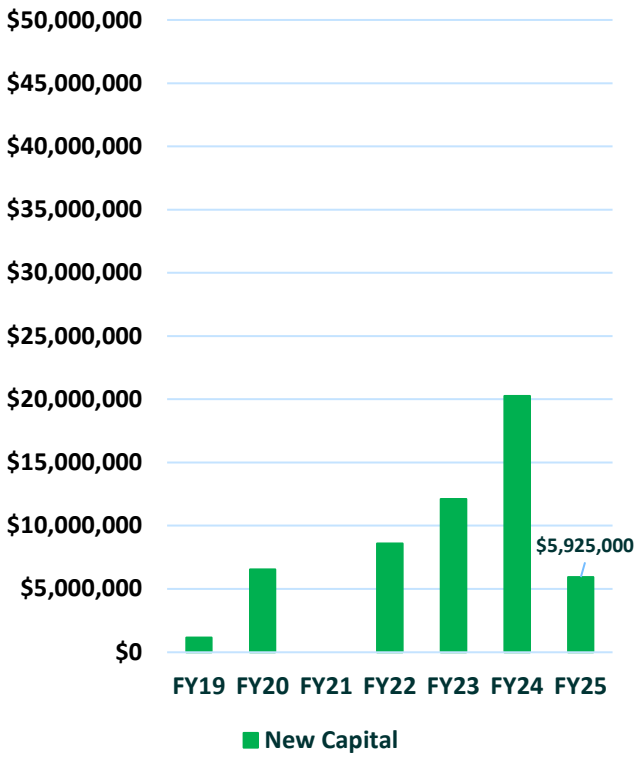
Note:
- FY23 data does not include New Capital Tier 4 Locomotive Purchase

METROLINK

Revised Proposed FY25 Capital Program FY19 – FY25
State of Good Repair & New Capital

FY25 Capital Program FY19 – FY25
- SGR
- New Capital





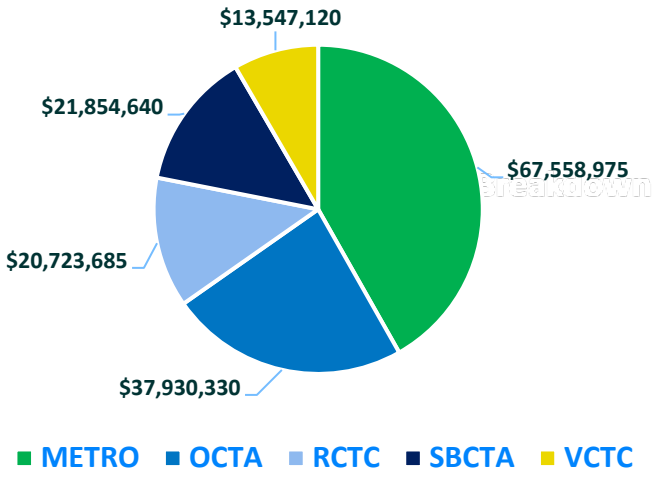
Note:
- FY23 data does not include New Capital Tier 4 Locomotive Purchase

METROLINK

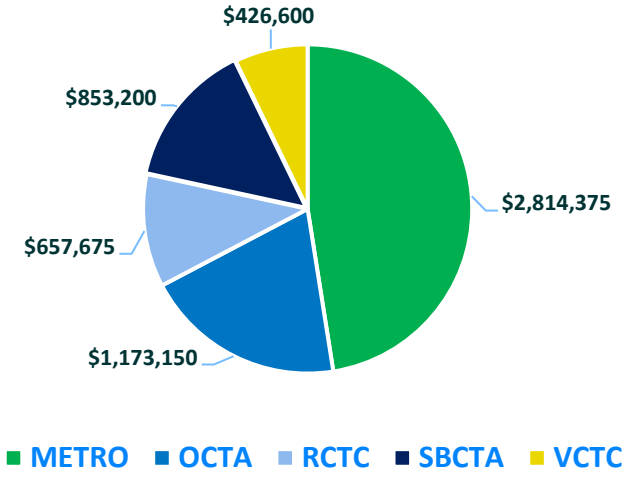
Proposed FY25 Capital Program By Member Agency

FY25 Capital Program
By Member Agency
- SGR
- New Capital

State of Good Repair



New Capital

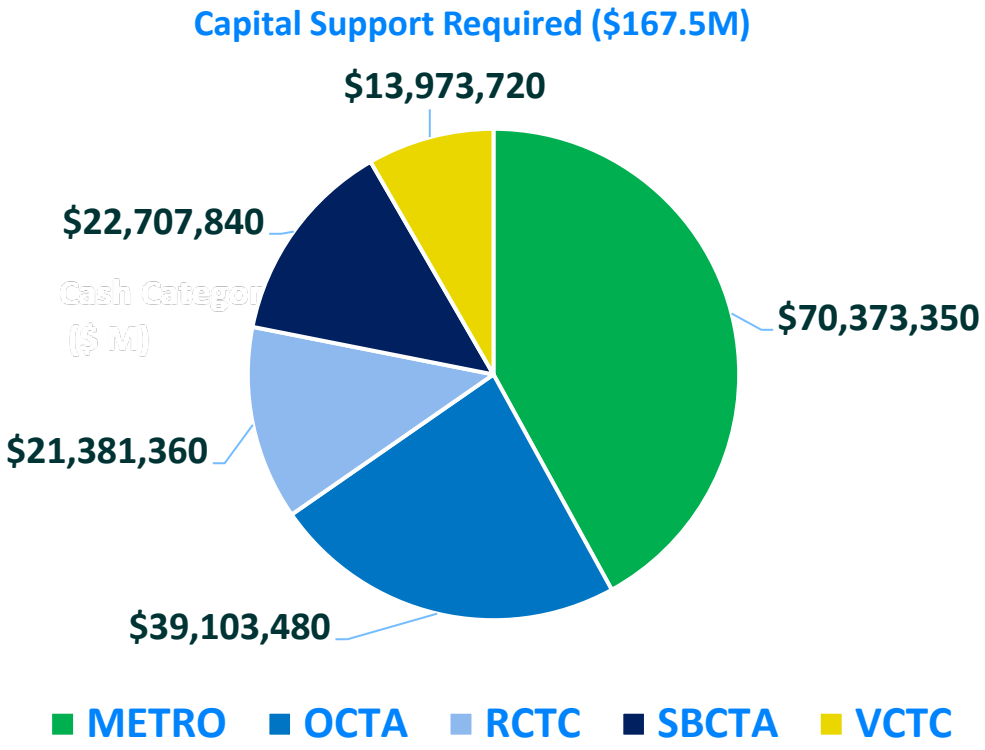


Notes:

METROLINK

Proposed FY25 Capital Program By Member Agency

FY25 Capital Program
By Member Agency
- SGR
- New Capital



METROLINK

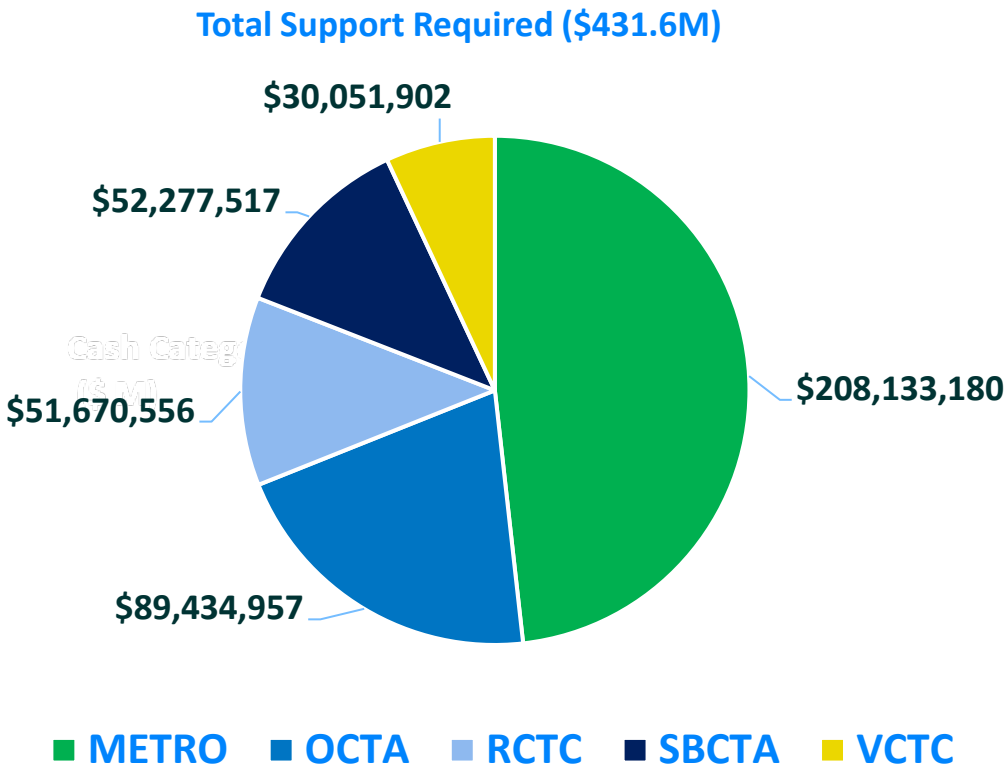
Notes:

Summary

- This budget will help Metrolink transition from Commuter Rail to Regional Rail.

Proposed FY25 Budget Support Required by Member Agency

Proposed FY25 Budget (Operating & Capital Program) Support Required from Member Agencies



Notes:

- Hybrid Service Level – Current Service Start on July with Optimized Start October 2024
- Total includes Mini-Bundle Mobilization
- Includes Student Adventure Pass Support

METROLINK

Proposed FY25 Budget
Summary of Support by Member Agency

FY25 Budget Summary of Support by Member Agencies

FY25 Proposed Budget

Hybrid Scenario (includes mobilization)

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Support	137,759,830	50,331,477	30,289,196	29,569,677	16,078,182	**264,028,362**
Total Capital Support	70,373,350	39,103,480	21,381,360	22,707,840	13,973,720	**167,539,750**
Total	**208,133,180**	**89,434,957**	**51,670,556**	**52,277,517**	**30,051,902**	**431,568,112**

Cash Category Breakdown ($ M)

FY24 Amended Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Support	128,093,315	50,557,390	28,141,155	28,754,730	16,326,283	**251,872,872**
Total Capital Support	72,989,847	29,554,225	15,624,704	17,967,472	13,923,752	**150,060,000**
Total	**201,083,162**	**80,111,615**	**43,765,859**	**46,722,202**	**30,250,035**	**401,932,872**

Year-Over-Year Variance

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Support	**7,050,018**	**9,323,343**	**7,904,697**	**5,555,316**	**(198,133)**	**29,635,240**
% variance	3.5%	11.6%	18.1%	11.9%	-0.7%	**7.4%**

METROLINK

Note: FY24 Amended Budget does not include “Working Capital Fund”

Thank you! Questions?

Los Angeles County Metropolitan Transportation Authority

Metrolink FY 25 Annual Work Program

Finance, Budget and Audit Committee

June 20, 2024

Metro

Recommendations

A. APPROVE $206,833,180 as Metro's contribution to Metrolink for FY 25 Metrolink Operations, Rehabilitation and Capital budget;

B. APPROVE increasing Metrolink funding to $2,920,232 for Outside 20' Maintenance of Metro Owned Right of Way beginning FY 2024-25 along with transferring management of program to Countywide Planning and Development;

C. APPROVE $500,000 in additional funding for the San Bernardino Line 25% Fare Reduction Program and extending program date to June 30, 2025;

D. EXTEND lapsing dates for four MOUs with Metrolink;

E. APPROVE FY25 Transfers to Other Operators $1.10 reimbursement rate;

F. AMEND the FY25 budget to include $29,290,000 for the Metrolink Working Capital Fund which was previously programmed and approved in Board Item 2023-2016 (June 14, 2023);

G. AUTHORIZE the CEO to negotiate and execute all necessary agreements.

Metro

Recommendation A: Metrolink Operations, Rehabilitation and Capital Funding for FY 25

- Metro subsidy for Metrolink Operations is increasing 7.5%.
  - The increase is due to additional train and engine crews for service expansion, fuel costs, annual fixed operating contract escalators of 3% to 5%, system security, station maintenance, and one-time start-up costs for a new train and engine crew contract.
  - Metro has concerns that Metrolink's costs have increased by $91M in the last five years compared to pre-COVID costs with member agencies now shouldering 80% of the operating costs compared to only 49% pre-COVID. This level of cost increases is not sustainable.
- Metro subsidy for Metrolink Rehabilitation and Capital projects is 42% of the FY 24-2025 budget request.
  - Metro's share for 35 Rehabilitation projects is $67,558,975.
  - Metro's share for 6 Capital projects is $2,814,375.

Metro

Recommendation B: Right of Way (ROW) Maintenance Funding

- Metrolink maintains Metro-owned ROW within 20 feet of the center of track with funding Metro provides as part of the annual budget process.
- Metro provides additional funding to Metrolink separate from the annual budget to maintain Metro-owned ROW beyond 20 feet from the center of track.
- Metro's current budget for Metrolink to perform the outside 20' services is $1,195,916. Metrolink has requested an FY 2024-25 increase of $1,724,316 for a total of $2,920,232.
- Services for both efforts include trash removal, graffiti abatement, fence repair, homeless encampment removal, tree trimming, and weed abatement.
- Metro assessed bringing this function in house, however, retaining Metrolink to maintain our ROW is the most efficient and cost-effective option.

Metro

Recommendation C: Extend San Bernardino Line 25% Fare Reduction Program

- In April 2018 and May 2019 Metro's Board approved $4,190,969 to fund the San Bernardino Line (SBL) 25% Fare Reduction program for fiscal years 2018-19 through 2022-23.
- The SBL 25% Fare Reduction program has become part of Metrolink's permanent fare structure.
- Metrolink was required to conduct a ridership and revenue analysis in FY22 which was not completed.
- Although the 25% Fare Reduction program expired June 30, 2023, Metro is being invoiced for costs incurred since June 2023. Sufficient funds remain on the project to cover costs through FY24.
- Staff is requesting up to $500,000 to extend the SBL 25% Fare Reduction program through FY25 and to allow Metrolink time to complete the analysis.

Metro

Recommendations D, E, F and G

- RECOMMENDATION D is requesting an extension for one SGR MOU and three capital project MOUs that lapse in FY 2024.
- RECOMMENDATION E is requesting approval for the FY25 Transfers to Other Operators reimbursement rate to Metro.
- RECOMMENDATION F - Metrolink asked the member agencies for a $50,000,000 Working Capital Long-Term Loan which will be used to provide Metrolink sufficient funding to advance and award capital projects as well as avoid cash flow issues. The Board approved programming this in June 2023 and Recommendation F is requesting amendment of the FY25 budget to include $29,290,000 for Metro's share.
- RECOMMENDATION G is requesting approval for the CEO to negotiate and execute all necessary agreements with Metrolink.

Metro

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

Metro

Board Report

File #: 2024-0325, **File Type:** Budget **Agenda Number:** 12.

FINANCE, BUDGET, AND AUDIT COMMITTEE
JUNE 20, 2024

SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2025 BUDGET

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING local funding request for Access Services (Access) in an amount not to exceed $189,763,812 for FY25. This amount includes:

- Local funds for operating and capital expenses in the amount of $187,153,892
- Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of $2,609,920

B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

ISSUE

The total FY25 budget proposed for Americans with Disabilities Act (ADA) paratransit service for Los Angeles County is $340,403,566. This includes a not to exceed amount of $337,793,646 in funds for Access, the Agency that provides ADA paratransit service on behalf of Metro and the fixed route operators, to support their operating and capital needs, and $2,609,920 for Metrolink's participation in Access' Free Fare Program.

The Access budget is proposed to be funded with various federal and local funding sources. Of this total, $118,605,981 will be funded by federal grants, including federal Surface Transportation Block Grant (STBG) Program funds, Section 5310 and 5317 funds. The remaining amount of $221,797,585 will be funded with Measure M ADA Paratransit Service (MM2%) funds, Proposition C 40% Discretionary (PC40%) funds, passenger fares and other funding sources generated by Access. See Attachment A for complete funding details.

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BACKGROUND

Metro, as the Regional Transportation Planning Authority, provides funding to Access to administer the delivery of regional ADA paratransit service on behalf of Metro and the forty-five other public fixed route operators in Los Angeles County. The provision of compliant ADA mandated service is considered a civil right under federal law and must be appropriately funded.

Access' service area covers more than 1,950 square miles of Los Angeles County. In FY25, Access is forecasted to provide more than 3.9 million passenger trips to approximately 113,000 qualified ADA paratransit riders. The paratransit service area is divided into six regions - Eastern, Southern, West Central, Northern, Santa Clarita, and Antelope Valley and operated by six contractors utilizing a mixed fleet of taxicabs, accessible vehicles, and transportation network companies like SilverRide and Uber to ensure efficient and effective service.

DISCUSSION

Ridership

Access' budget is based on a paratransit ridership forecast provided by an independent third-party consulting firm, Hollingsworth Consulting (Hollingsworth). The paratransit demand analysis uses historical data and other variables to form the basis for the ridership forecast. Total forecasted passengers including Access customers, personal care assistants and guests are then converted to trips.

Based on ridership data through December 2023, Hollingsworth projects ridership to increase by 26.1% in FY25 (compared to the FY24 budget) to more than 4.8 million passengers, exceeding pre-pandemic annual ridership. The FY25 budget will fund Access' request, reflecting Hollingsworth's ridership forecast. The number of trips and the contractual cost per trip are the major cost drivers in Access' budget.

Cost Per Trip

In FY25, Access projects the estimated average fully loaded cost per trip will be $62.53, a decrease from the FY24 average cost per trip of $62.79.

With the 26.1% increase in the number of trips in FY25, the average cost per trip is expected to decline because the fixed-fee components (i.e., lease costs, insurance, utilities, and administrative costs/staff) of Access' paratransit service contracts generally only increase by the Consumer Price Index (CPI).

Fares

Section 37.131(c) of the Code of Federal Regulations limits paratransit fares to no more than twice the full, non-discounted fixed-route base fare. A subsequent amendment in the 2015 Fixing America's Surface Transportation (FAST) Act tied Access' fares to the Metro base fare of $1.75 for

purposes of calculating a maximum paratransit fare amount for Los Angeles County.

Access charges a fare of $2.75 each way for a trip of up to 19.9 miles and a fare of $3.50 for a trip of 20 miles or more in the Los Angeles basin. For fares in the Santa Clarita and Antelope Valleys, Access charges $2.00 each way due to the lower base fares of the fixed-route systems in those areas. However, Access riders on fixed route service and Metrolink ride for free.

In FY25, Access projects fare revenues of $11.1 million, an increase of $2.3 million or 25.7% over FY24.

FY25 Proposed Budget

Access' FY25 total operating and capital budget is expected to increase by 21.6% as outlined in the table below.

Access Services - FY25 Proposed Budget

	Expenses ($ in millions)	FY24 Adopted	FY25 Proposed	$ Change	% Change
1	Direct Transportation [1]	$ 208.8	$ 259.9	$ 51.1	24.5%
2	Contracted Support	16.8	15.0	(1.8)	-10.7%
3	Management/Administration	15.4	16.3	0.9	5.9%
4	**Total Operating Costs**	241.0	291.2	50.2	20.8%
5	Capital Rolling Stock - Prior Year	32.4	16.3	(16.1)	-49.6%
6	Capital Rolling Stock - New	1.3	22.3	21.0	1615.4%
7	Capital Construction	-	5.0	5.0	100.0%
8	Facilities Development & Construction Fund (Non-Metro)	3.0	3.0	-	0.0%
9	**Total Capital Program**	36.7	46.6	9.9	27.1%
10	**Total Expenses**	**$ 277.7**	**$ 337.8**	**$ 60.1**	**21.6%**

Note: Totals may not add up because of rounding

[1] FY24 Adopted Budget includes $5 million in ridership reserve and FY25 Proposed Budget includes $15 million in ridership reserve

Operating Costs

Direct Transportation costs are projected to increase by 24.5% due to a 26.1% increase in paratransit demand and contractual CPI increases for the service delivery contractors. Contracted Support costs are estimated to decrease by 10.7% due to the new eligibility contract providing significant cost savings with fewer annual evaluations due to a change in Access policy granting customers five years of eligibility instead of three. Management & Administration costs will increase by 5.9% due to legal expenses; contractual CPI increases as well as staff cost of living adjustments (COLA).

Capital Program - Rolling Stock and Facilities Development & Construction

Access' total capital program is $46.6 million, an increase of 27.1% over FY24. This includes $22.3 million for new rolling stock to replace 167 vehicles which is about 23% of their fleet. Delays in vehicle production and availability in the past few years have lengthened the delivery schedule and up to $16.3 million will be carried over from FY24 for the purchase of revenue vehicles, which are scheduled to be delivered in FY25. Most of Access' revenue vehicles in the fleet have surpassed their useful life of 250,000 miles. The Federal Transit Administration (FTA) vehicle replacement limit is 100,000 miles per vehicle. Starting in FY25, Metro is moving from an advanced payment method for capital expenses to a reimbursement process, including for capital rolling stock. This reimbursement approach aligns with how Metro currently funds capital purchases for LA County Municipal Operators.

In addition, the capital program includes funds for facilities construction and development. Access' Strategic Plan calls for the development of Access-owned operating facilities in each of its six service regions to enhance long-term fiscal and operational effectiveness.

A Facilities Development & Construction Fund was established to advance the development of a paratransit operations and maintenance facility in Lancaster, California in the Antelope Valley. This facility is being partially funded with the Federal Emergency Management Agency (FEMA) and Medi-Cal trips reimbursements, $3 million from Non-Metro funds for the Facilities Development & Construction Fund, $5 million in PC40% funds and other COVID relief funding. Access will issue a Request for Proposals for construction services this calendar year with groundbreaking expected next year. Completion of the project is anticipated toward the end of 2026.

Access will continue to submit federal earmark requests and grant applications to reduce the need for Metro local fund sources such as PC 40% funds. These limited funds are reserved for transit service operations and are treated as funds of last resort for capital expense purposes. Programming of local funds for a maintenance facility requires Metro approval.

FY25 Operating Reserve

Access' forecasting firm is projecting ridership increases to exceed pre-pandemic levels. Metro will place in reserve $15 million of the budgeted amount and will make it available to Access should FY25 demand appear likely to meet the projected ridership forecast.

FY24 Performance

Through April 2024, Access has provided 2.8 million paratransit trips, which is about 99% of the trips provided during the same pre-pandemic period in 2019.

Overall, most operational statistics show improvement in FY24 when compared to FY23. This reflects Access' improvements with driver hiring and retention. Contractors who do not meet certain KPIs must provide a service improvement plan and are assessed liquidated damages, when contractually applicable.

The following Key Performance Indicators (KPIs) are in place to ensure that optimal and efficient

levels of service are provided countywide. These are reported monthly, and a year-over-year comparison is shown below:

Key Performance Indicators	Standard	FY23	FY24*
On-Time Performance	≥ 91%	**91.3%**	**92.1%**
Excessively Late Trips	≤ 0.10%	**0.05%**	**0.03%**
Excessively Long Trips	≤ 5.0%	**3.6%**	**3.6%**
Missed Trips	≤ 0.75%	**0.44%**	**0.34%**
Denials	0	*4*	*4*
Access to Work - On-Time Performance	≥ 94%	**95.5%**	**95.8%**
Average Hold Time (Reservations)	≤ 120	**60**	**54**
Calls On Hold > 5 Min (Reservations)	≤ 5%	**2.3%**	**2.5%**
Calls On Hold > 5 Min (ETA)	≤ 10%	**2.0%**	**2.6%**
Complaints Per 1,000 Trips	≤ 4.0	**2.7**	**2.1**
Preventable Incidents per 100,000 miles	≤ 0.25	**0.19**	**0.19**
Preventable Collisions per 100,000 miles	≤ 0.75	*0.82*	*0.83*
Miles Between Road Calls	≥ 25,000	**41,561**	**46,464**

*Statistical data through April 2024

Access has set aggressive performance goals for contractors. Two performance indicators fell slightly short of the goals, preventable collisions, and denials. The preventable collision goal fell short at .81, close to standard, mainly because of minor incidents like curb collisions and backing into objects. There have been four (4) individual denials in FY24 out of 2.8 million trips due to reservationists offering trip times outside of the allowable one-hour window; in each of these instances, immediate retraining was provided for staff.

Access Update in FY24:

- Received $3 million in federal funding for the Antelope Valley region paratransit operations facility
- Awarded contracts to the Eastern (San Gabriel Valley) region and eligibility service contractors
- Completed Customer satisfaction survey via text and phone - results will be shared in summer of 2024
- Implemented the Access Flex pilot program in the Southern Region

In FY25, Access plans to:

- Continue development of the Antelope Valley region paratransit operations facility
- Continue collaboration with Metro staff and LA28 on preparation of the 2028 Olympic and

Paralympic games and seek federal funding for a facility legacy project in the Southern region

- Initiate a pilot program for accessible electric and hydrogen paratransit vehicles
- Provide results of customer satisfaction survey in quarter 1 of FY25
- Continue Access Flex pilot program in the Southern Region

Metro Oversight Function

Metro provides oversight of Access to ensure system equity, inclusion, cost efficiency, and accountability in their provision of ADA paratransit service. Metro actively participates and is represented on Access' Board of Directors and the Transportation Professionals Advisory Committee. Access will continue to be included in Metro's Consolidated Audit process. Additionally, at the request of the Metro Finance, Budget & Audit Committee, Access provides updates to the committee that includes an overview of Access' performance outcomes and service initiatives on a semiannual basis.

FINANCIAL IMPACT

Access' proposed budget for FY25 is included in Cost Center 0443, Project 410011, and Account 54001 in the FY25 Metro Annual Budget as adopted at the May 2024 Board meeting.

Impact to Budget

Access' funding will come from Measure M 2% funds in the amount of $18,287,939 million, and Proposition C 40% funds in the amount of $171,475,873 million for a total of $189,763,812 million. Given the region is fully funding its forecasted ADA paratransit obligation, there will be no budgetary impact on Metro's bus and rail operations.

EQUITY PLATFORM

By federal mandate, Access exclusively serves people with disabilities. Access' service region is divided into six regions, and all have similar KPIs, which are measured and monitored by Access' staff. Access has analyzed its service area map to determine the percentage of riders served in Equity Focus Communities (EFCs). From July 1, 2023, through April 30, 2024, about 45.8% of all trips taken by 50,257 Access riders were picked up in EFCs. There was a slight reduction from last year of 0.9% of all trips taken and 5,244 less trips taken by Access riders in EFCs.

On a semi-annual basis, Access conducts two virtual countywide community meetings to allow all customers and stakeholders to receive information about Access and directly communicate with staff about their service experiences. The meeting notice is posted in advance on Access' website and social media outlets, and flyers are distributed. Closed captioning, language translation services, Braille, and large print materials are available upon request to ensure that all customers throughout

Los Angeles County can participate. The next community meeting is planned for summer 2024. Additionally, a customer satisfaction survey was conducted in English and Spanish via text and phone; the survey also utilized a language line service that can translate the survey into any language needed. The results of the survey will be available in the summer of 2024.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Goal 2: Deliver outstanding trip experiences for all users of the transportation system.

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

ALTERNATIVES CONSIDERED

Not fully funding Access to provide the mandated ADA paratransit services for FY25 would place Metro and the other 45 Los Angeles County fixed route operators in violation of the ADA, which mandates that fixed route operators provide complementary paratransit service within three-fourths of a mile of local rail and bus lines. Not fully funding ADA service would impact Metro's as well as the region's ability to compete for federal grants and to receive federal funding. If individual transit operators were required to provide these services, the overall cost of the program would increase and the mobility options of people with disabilities throughout Los Angeles County would be significantly limited.

NEXT STEPS

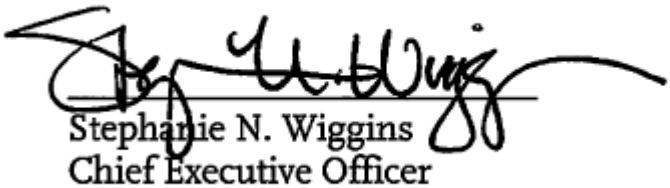
Upon approval, staff will execute an MOU for FY25 to ensure proper disbursement of funds.

ATTACHMENTS

Attachment A - FY25 Access Services ADA Program

Prepared by: Fayma Ishaq, Senior Manager, Budget, 213-922-4925
Giovanna Gogreve, Director, Budget, 213-922-2835

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



Stephanie N. Wiggins
Chief Executive Officer

Attachment A

	FY25 ACCESS SERVICES ADA PROGRAM		
	($ in millions)		
	EXPENSES		
1	FY25 Access Services Proposed Budget	$	337.8
2	Metrolink Free Fare Program (paid by Metro)		2.6
3	**Total Expenses**	**$**	**340.4**
4			
5	**REVENUES**		
6	**Federal Funds - Operating & Capital**		
7	STBG Program, ARPA & 5317	$	110.2
8	Prior Year Capital Rolling Stock - 5310		8.4
9	**Subtotal Federal Funds**	**$**	**118.6**
10			
11	**Local Funds**		
12	**Measure M 2%**		
13	**Subtotal Measure M**	**$**	**18.3**
14			
15	**Proposition C 40%**		
16	Operating [1]	$	131.6
17	Ridership Reserve		15.0
18	Capital Rolling Stock - New		22.3
19	Metrolink Free Fare Program (paid by Metro)		2.6
20	**Subtotal Proposition C**	**$**	**171.5**
21			
22	**Total Local Funds**	**$**	**189.8**
23	**Local Carryover or Non-Metro Funds**		
24	Passenger Fares & Misc. Income/Other Agency Funds	$	16.0
25	Prior Year Capital - Rolling Stock		8.0
26	Capital Construction		5.0
27	Facilities Development & Construction Fund (Non-Metro)		3.0
28	**Subtotal Local Carryover/Non-Metro Funds**	**$**	**32.0**
29			
30	**Total FY25 Local Funds**	**$**	**221.8**
31			
32	**Total Revenues**	**$**	**340.4**

Note: Totals may not add up because of rounding

[1] Operating & Capital - portions of these funds maybe replaced with federal STBG Program funds

Access Services Fiscal Year 2025 Proposed Budget

Finance, Budget & Audit Committee

June 2024

Access Services – FY25 Proposed Budget

Access Services - FY25 Proposed Budget

		FY24 Adopted	FY25 Proposed	$ Change	% Change	Notes
	Expenses ($ in millions)					
1	Direct Transportation [1]	$ 208.8	$ 259.9	$ 51.1	24.5%	Forecasted trip demand is 26.1%
2	Contracted Support	16.8	15.0	(1.8)	-10.7%	New Eligibility contract changes with fewer in-person evaluations
3	Management/Administration	15.4	16.3	0.9	5.9%	Normal annual adjustments influenced by CPI, COLA and legal expenses
4	**Total Operating Costs**	241.0	291.2	50.2	20.8%	
5	Capital Rolling Stock - Prior Year	32.4	16.3	(16.1)	-49.6%	Vehicle production backlog
6	Capital Rolling Stock - New	1.3	22.3	21.0	1615.4%	Rolling stock replacement of vehicles that have surpassed their useful life (250K miles)
7	Capital Construction	-	5.0	5.0	100.0%	Antelope Valley Operating Facility Development
8	Facilities Development & Construction Fund (Non-Metro)	3.0	3.0	-	0.0%	Antelope Valley Operating Facility Development
9	**Total Capital Program**	36.7	46.6	9.9	27.1%	
10	**Total Expenses**	**$ 277.7**	**$ 337.8**	**$ 60.1**	**21.6%**	

Note: Totals may not add up because of rounding

[1] FY24 Adopted Budget includes $5 million in ridership reserve and FY25 Proposed Budget includes $15 million in ridership reserve

FY25 Local Funding Request

FY25 ACCESS SERVICES ADA PROGRAM

($ in millions)

	EXPENSES		
1	FY25 Access Services Proposed Budget	$	337.8
2	Metrolink Free Fare Program (paid by Metro)		2.6
3	**Total Expenses**	**$**	**340.4**
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5	**REVENUES**		
6	**Federal Funds - Operating & Capital**		
7	STBG Program, ARPA & 5317	$	110.2
8	Prior Year Capital Rolling Stock - 5310		8.4
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[1] Operating & Capital - portions of these funds maybe replaced with federal STBG Program funds

Key Performance Indicators

Key Performance Indicators	Standard	FY23	FY24*
On-Time Performance	≥ 91%	**91.3%**	**92.1%**
Excessively Late Trips	≤ 0.10%	**0.05%**	**0.03%**
Excessively Long Trips	≤ 5.0%	**3.6%**	**3.6%**
Missed Trips	≤ 0.75%	**0.44%**	**0.34%**
Denials [1]	0	4	4
Access to Work - On-Time Performance	≥ 94%	**95.5%**	**95.8%**
Average Hold Time (Reservations)	≤ 120	**60**	**54**
Calls On Hold > 5 Min (Reservations)	≤ 5%	**2.3%**	**2.5%**
Calls On Hold > 5 Min (ETA)	≤ 10%	**2.0%**	**2.6%**
Complaints Per 1,000 Trips	≤ 4.0	**2.7**	**2.1**
Preventable Incidents per 100,000 miles	≤ 0.25	**0.19**	**0.19**
Preventable Collisions per 100,000 miles [2]	≤ 0.75	0.82	0.83
Miles Between Road Calls	≥ 25,000	**41,561**	**46,464**

*Statistical data through April 2024

[1] Reservationists offering trip times outside the allowable one-hour window

[2] Minor incidents like curb collisions and backing into objects

FY24 Accomplishments

- Received $3 million of federal funding for Antelope Valley Paratransit Operations Facility
- Contract Awards - Eastern Region & Eligibility Service Contractors
- Completed Customer Satisfaction Survey
- Transportation Network Company (TNC) – Access Flex Pilot Program (Southern Region)

FY25 Initiatives

- Continue Development of Antelope Valley Paratransit Operations Facility
- Work with Metro & LA28 for 2028 Olympic & Paralympic Games/Facility Legacy Project
- Pilot Program for Accessible Electric & Hydrogen Paratransit Vehicles
- Result of customer satisfaction survey in Quarter 1 of FY25
- Continue Southern Region - Access Flex Pilot Program

Access Services - Recommendations

A. APPROVING local funding request for Access Services (Access) in an amount not to exceed $189,763,812 for FY25. This amount includes:

- Local funds for operating and capital expenses in the amount of $187,153,892
- Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of $2,609,920

B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

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

Metro

Board Report

File #: 2024-0184, **File Type:** Contract **Agenda Number:** 13.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 20, 2024

SUBJECT: REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL SERVICES BENCH

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 3 to the Regional Rail Planning and Environmental On-Call Services Contract Nos. AE56752000 through AE56752005 to exercise the first one-year option term in the amount of $2 million, increasing the not-to-exceed (NTE) cumulative contract amount from $25 million to $27 million and extending the period of performance from August 14, 2024, to August 13, 2025.

ISSUE

Metro's Regional Rail Planning and Environmental On-Call Services (PEOCS) contracts expire on August 13, 2024. Staff requests Board approval of the one-year option term to the PEOCS bench contracts to cover future on-call task orders, including those to be issued during the Summer and Fall of 2024, as detailed further in this report. These task orders are in support of the Multimodal Integrated Planning (MIP) division, which includes Regional Rail Planning, under the Countywide Planning and Development department.

BACKGROUND

Metro's Regional Rail Planning unit, under the Countywide Planning and Development department, is responsible for conceptual planning through environmental clearance for Class 1 regional rail projects related to external railroad operators, such as Southern California Regional Rail Authority (Metrolink), Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN/Amtrak), California High-Speed Rail Authority, Brightline West, High Desert Corridor, BNSF Railway, and Union Pacific Railroad. Metro owns 150 miles of Class 1 railroad right-of-way in Los Angeles County, plus Los Angeles Union Station. Regional Rail planning serves as the building block for the commuter, intercity, freight, and future high-speed rail service expansion within Los Angeles County, using task orders to support the diverse scope of services for strategic planning, project conceptual planning, modeling, feasibility studies, station planning, preliminary engineering, and environmental clearance.

The PEOCS bench was established in April 2019 with the intent to shorten the time needed to issue task orders. Under this on-call program, task orders are issued to pre-selected prime consultants on a rotation basis, which has enabled Vendor / Contract Management (V/CM) to execute task orders in

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approximately six weeks instead of up to four months with a competitive task order procurement.

The total contract value at the time the bench was established was $10 million for a period of five years with two one year options. In June 2023, the Board approved a $15 million increase to the bench for the issuance of additional task orders to support the Regional Rail Program.

..Discussion

DISCUSSION

To date, 12 task orders have been issued totaling $15,707,902. Approximately eight more task orders are anticipated to be issued during the Summer and Fall of 2024, at an estimated value of $8.8 million (Attachment C). This would take the total value of task orders issued to approximately $24.5 million. The additional $2 million to be exercised under the one-year option would provide additional time and funding.

Current PEOCS Authority	$ 25,000,000
Minus Task Orders Issued (as of 4/30/24)	($ 15,707,902)
Minus Additional Task Orders (Summer/Fall 2024)	($ 8,800,000)
Remaining (2% of PEOCS Authority)	$ 492,098

DETERMINATION OF SAFETY IMPACT

All planning, feasibility studies, and environmental clearance efforts will be done in accordance with all applicable FRA, CPUC, and SCRRA design and engineering standards, which will maximize Americans with Disabilities Act (ADA) and safety benefits to the public.

FINANCIAL IMPACT

The extension of the PEOCS bench will have no impact on the existing FY24 budget. Funding for FY24 task orders is within the current approved Regional Rail budget for cost center 4611. New task orders in FY25 and FY26 will have an approved funding source before each task order is initiated. The Chief Planning Officer will be responsible for budgeting costs for FY25 and FY26.

Impact to Budget

The funding for each task order will vary based on the specific scope of work for each individual planning study, conceptual design, or environmental clearance effort. The current task order for the PEOCS bench uses primarily Measure R 3% funds dedicated to Regional Rail activities. This fund source is not eligible for Metro bus and rail operations.

EQUITY PLATFORM

The recommendations support Metro’s involvement with commuter, intercity, freight, and high-speed rail services, providing connections for residents, workers, students, and families with a regional public transportation option to access jobs, health care, education, and other economic opportunities

across the Greater Los Angeles region. In Los Angeles County the existing Regional Rail planning projects will directly improve the quality of life in the Equity Focus Communities of Lancaster, Palmdale, Sylmar, San Fernando, Mission Hills, Sun Valley, Burbank, Glendale, Los Angeles, Atwater Village, Lincoln Heights, Baldwin Park, Pomona, Pico Rivera, La Mirada, and Santa Fe Springs.

Each prime consultant on the bench made a 24.88% SBE commitment and a 3% DVBE commitment. The current overall SBE and DVBE participation, across all bench primes, is 21.51% SBE and 1.30% DVBE. As indicated in the Diversity & Economic Opportunity Department (DEOD) Summary (Attachment D), two of the firms are scheduled to issue future tasks to SBE/DVBE firms that will meet the DEOD goals. A third firm was recently awarded its first task order and no invoicing has been issued to date.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro Regional Rail's partnership with external class 1 railroad operators to improve service reliability and mobility, provide better network integration and transit connectivity through and within Los Angeles County. The PEOCS bench is consistent with the following strategic plan goals:

- Goal 1.1: Expand the transportation network and increase mobility for all uses;
- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County;
- Goal 4.1: Work with partners to build trust and make decisions that support the goals of the Strategic Plan; and
- Goal 5.1: Leverage funding and staff resources to accelerate the achievement of goals and initiatives prioritized in the Strategic Plan.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendations. This is not recommended as the existing PEOCS bench expires August 13, 2024. Staff currently have several task orders in development, scheduled to be executed in the Summer and Fall of 2024. Without approval of Recommendation A, to exercise the one-year option of the PEOCS bench, Metro Regional Rail would no longer be able to issue on-call task orders, some of which are for mission-critical 2028 Olympics planning efforts. The one-year option will extend the PEOCS bench until August 13, 2025, and provide additional bench funding authority for future Board or CEO initiatives.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 3 to the Regional Rail Planning and Environmental On-Call Services Contract Nos. AE56752000 through AE56752005 to exercise the first one-year option extending the period of performance through August 13, 2025. Staff will work with contractors to ensure they each fulfill their SBE and DVBE commitments. Staff will then report back in twelve months to either request the last one-year extension or begin the procurement to award new contracts for Regional Rail on-call services.

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ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - Future Task Orders
Attachment D - DEOD Summary

Prepared by: Jay Fuhrman, Senior Manager, Transportation Planning, (213) 547-4381
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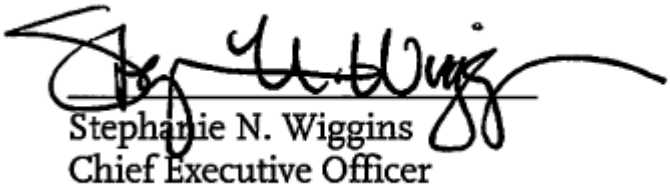

PROCUREMENT SUMMARY
REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL SERVICES BENCH / AE56752000 THROUGH AE56752005

1.	**Contract Number**: AE56752000 to AE56752005			
2.	**Contractors**: Gensler, HDR Engineering, Inc., CH2M Hill Inc. (Jacobs/CH2M), Mott MacDonald, LLC, STV Incorporated, and WSP USA			
3.	**Mod. Work Description** : Exercise first one-year option.			
4.	**Contract Work Description** Provide planning and environmental on-call services.			
5.	**The following data is current as of**: 4/4/24			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	5/23/19	**Contract Award Amount:**	Not-to-Exceed (NTE) $10,000,000
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$15,000,000
	Original Complete Date:	8/13/24	**Pending Modifications (including this action):**	$2,000,000
	Current Est. Complete Date:	8/13/25	**Current Contract Value (with this action):**	NTE $27,000,000
7.	**Contract Administrator**: Andrew Conriquez		**Telephone Number**: (213) 922-3528	
8.	**Project Manager**: Jay Fuhrman		**Telephone Numbers**: (213) 547-4381	

A. Procurement Background

This Board Action is to execute Modification No. 3 to the Regional Rail Planning and Environmental On-Call Services Contract Nos. AE56752000 through AE56752005 to exercise the first one-year option extending the period of performance from August 14, 2024 through August 13, 2025. These task orders are in support of the Regional Rail unit under the Countywide Planning department. Some of the task orders to be issued are mission critical to support the LA 28 Games Mobility Concept Plan Olympics planning efforts and other Board directed initiatives. This Contract Modification will increase the NTE cumulative contract amount by $2,000,000 from $25,000,000 to $27,000,000.

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is task order firm fixed unit rate.

On May 23, 2019, the Board approved the award of six task order-based bench on-call Contract Nos. AE56752000 through AE56752005 for Regional Rail Planning and Environmental Services in the cumulative NTE amount of $10,000,000.

Two modifications have been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

Work will be performed through the issuance of separate task orders. Proposals submitted for each task order will be subjected to cost analysis, technical analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

CONTRACT MODIFICATION/CHANGE ORDER LOG

REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL SERVICES / AE56752000 THROUGH AE567520005

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	SP-19 Ordering (Indefinite Delivery/Quantity Contracts) deleted and added Exhibit I – Supplemental Ordering Process.	Approved	11/7/19	$0
2	Increase cumulative not-to-exceed contract amount	Approved	6/22/23	$15,000,000
3	Exercise first one-year option extending the period of performance through 8/13/25.	**Pending**	**Pending**	**$2,000,000**
	Modification Total:			**$17,000,000**
	Original Contract:		**5/23/19**	**NTE $10,000,000**
	Total:			**NTE $27,000,000**

ATTACHMENT C
REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL SERVICES BENCH
FUTURE ANTICPATED TASK ORDERS (as of June 2024)

Name	Description	Department
Antelope Valley Line Corridor Planning	This study will evaluate portions of the Antelope Valley Line holistically, in terms of connectivity to the future East San Fernando Valley Light Rail Transit, and other possible capital and State Of Good Repair improvements, which may include track improvements, station evaluations, grade crossing and active transportation improvements, etc.	Countywide Planning
Glendale Station Train Horn Noise Reduction Study	This Board requested study will assess opportunities to reduce the sounding of train horns near the Glendale Metrolink station. This may include the establishment of a "Quiet Zone", wayside horns, and/or other improvements which would lead to less frequent sounding of train horns.	Countywide Planning
LA County Passenger Rail Strategic Plan	This visioning document will provide the framework for Metro's overall investment in the commuter rail network for Los Angeles County. The plan may identify future ridership and service level goals, prioritize use of Metro funds for various Los Angeles County capital and State Of Good Repair projects, address funding challenges, management of Metro-owned ROW, governance/interaction with key stakeholders and other JPA members, plus address future station, parking, and safety needs, etc.	Countywide Planning
LA General Medical Center Station Environmental Clearance	This Board requested study will initiate and compete the PAED process for a new Metrolink station near the LAC+USC medical center, along the San Bernardino Line. Previously a feasibility study was completed which identified a suitable candidate location for a new Metrolink station.	Countywide Planning
Metro Strategic Plan Update	This additional scope is for the expansion of the development of the OCEO Priorities Roadmap work, including organizing and launching workshops with internal subject matter experts and analysis of findings. Expansion of the organizational values research and development, particularly through the Employee Advisory Body (EAB) meetings, which invites 85 employees from across the agency to weigh in. Additional support for the organization, execution, and analysis from EAB work. Additional work is required for the communication rollout, implementation, and monitoring progress of the strategic plan once the plan document has been approved by the CEO and Senior Leadership.	Office of Strategic Innovation
Olympics 2028 Mobility Concept Plan Implementation	The planning efforts in preparation for the 2028 Olympic and Paralympic Games will continue with preparation of preliminary designs, cost estimates and schedules to be developed for a selected group of projects from the Mobility Concept Plan in order to apply for federal and state grant funding. This effort will also provide planning support for the recently awarded Reconnecting Communities award from USDOT. Additionally, this effort will support modeling of Games-time operations to evaluate potential impacts to transit and traffic	Office of Strategic Innovation
San Bernardino Line Rail Multiple Unit (RMU) Study/Implementaion Plan	This study will evaluate opportunities to implement RMU service along the Metrolink San Bernardino Line to Los Angeles Union Station. The study will identify opportunities to realize operational cost savings, and discuss other issues, such as maintenance, fueling, signal and communications, and other operational and capital needs, plus ohter impacts and benefits.	Countywide Planning
7th/Metro Station Improvements/30% design	The additional scope for the 7th St/Metro Center Station Updates project is to expedite completion of the 30% design by 5 months to assist in completing the project prior to the 2028 Olympic Games. There will also be an additional task to test tactile wayfinding pilots at existing Metro stations to ensure an optimal and streamlined tactile wayfinding pathway system for sight-impaired customers at 7th St/Metro Center Station.	Countywide Planning

DEOD SUMMARY

REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL SERVICES BENCH/AE56752000 - AE56752005

A. Small Business Participation

The Diversity & Economic Opportunity Department (DEOD) established an overall 24% Small Business Enterprise (SBE) goal and 3% Disabled Veteran Business Enterprise (DVBE) goal for the procurement. Each prime on the bench made an overall 24% SBE and 3% DVBE commitment.

To date, ten (10) Task Orders (TO) have been awarded to six (6) primes on the Regional Rail Planning and Environmental On-Call Services task order contracts. Overall SBE and DVBE achievement in meeting the SBE/DVBE commitments is based on the aggregate value of all task orders awarded to each prime consultant. Overall, across all primes, the current SBE participation 24.33%, exceeding the SBE commitment by 0.33% and the current DVBE participation is 1.26%, representing a 1.74% shortfall.

According to Gensler, Jacobs/CH2M, and STV, the DVBE subcontractor is scheduled to perform cost estimating on the project. To date, this scope of work has not commenced or has been very minimal, as confirmed by Metro's project manager. Each prime has indicated that once the DVBE is engaged, the level of participation will increase. DEOD will continue to monitor and track the primes efforts to meet and/or exceed the SBE and DVBE commitments.

1. **Gensler (3 Task Orders Awarded – Total Amount: $4,661,013)**

Overall Small Business Commitment	**24% SBE 3% DVBE**	**Overall Small Business Participation**	**17.45% SBE 0% DVBE**

2. **HDR Engineering, Inc. (1 Task Order Awarded – Total Amount $54,426)**

Overall Small Business Commitment	**24% SBE 3% DVBE**	**Overall Small Business Participation**	**24.51% SBE 3.01% DVBE**

3. **Jacobs/CH2M (2 Task Orders Awarded – Total Amount: $6,709,733)**

Overall Small Business Commitment	**24% SBE 3% DVBE**	**Overall Small Business Participation**	**19.72% SBE 0.47% DVBE**

4. **Mott MacDonald, LLC (1 Task Order Awarded – Total Amount: $2,493,471)**

Overall Small Business Commitment	**24% SBE 3% DVBE**	**Overall Small Business Participation**	**36.76% SBE 3.20% DVBE**

5. **STV Inc. (1 Task Order Awarded – Total Amount: $901,646)**

Overall Small Business Commitment	**24% SBE 3% DVBE**	**Overall Small Business Participation***	**0.00% SBE 0.00% DVBE**

***No payments have been reported to date**

6. **WSP USA (2 Task Orders Awarded – Total Amount: $887,614)**

Overall Small Business Commitment	**24% SBE 3% DVBE**	**Overall Small Business Participation**	**31.51% SBE 3.30% DVBE**

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, field, soils and materials testing, flagman, building construction inspection, construction management and other support trades.

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.

Los Angeles County Metropolitan Transportation Authority

Regional Rail Planning and Environmental Bench

Planning and Programming Committee

June 20, 2024
Legistar File 2024-0184

Metro

Recommendation

A. EXECUTE Modification No. 3 to the Regional Rail Planning and Environmental On-Call Services Contract Nos. AE56752000 through AE56752005

- exercise the first one-year option term in the amount of $2 million increasing the not-to-exceed (NTE) cumulative contract amount from $25 million to $27 million
- extend the period of performance from August 14, 2024 to August 13, 2025

Metro

Background

- The Planning and Environmental On-Call Services (PEOCS) bench was established to be able to quickly issue task orders to consultants for Metrolink related work and other mission critical activities such as:
  - LA 28 Games Mobility Concept Plan Olympics planning efforts
  - 7th Street/Metro Center Station Customer Environment Updates
  - Metro Strategic Plan Update
  - East San Fernando Valley Corridor – Station and Accessibility Improvements
  - Metrolink Antelope Valley Line Capital Projects – Environmental Clearance
  - Metrolink Pico Rivera Station Feasibility Study
- The original PEOCS bench was established in 2019 for $10M. In June 2023 the Metro Board approved an increase of $15M in anticipation of future task orders.

Metro

Future Task Orders

➢$15.7M in task orders have been issued. An additional $8.8M in additional task orders are anticipated to be issued during the Summer/Fall of 2024 for the following projects:

- Antelope Valley Line Corridor Planning
- Glendale Station Train Horn Noise Reduction Study
- LA County Passenger Rail Strategic Plan
- LA General Medical Center Station Environmental Clearance
- Metro Strategic Plan Update – task order modification
- Olympics 2028 Mobility Concept Plan Implementation – task order modification
- San Bernardino Line Rail Multiple Unit Study
- 7th/Metro Station Improvements/30% design – task order modification

Metro

Next Steps

- Subject to Board approval of the recommendations, staff will execute additional task orders during the Summer/Fall of 2024
- Work with contractors to ensure they meet their SBE and DVBE goal commitments
- Report back to Board in Summer 2025 to either request the last one-year extension or begin the procurement to award new contracts for Regional Rail PEOCS services

Metro

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

Metro

Board Report

File #: 2024-0248, **File Type:** Contract **Agenda Number:** 14.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 20, 2024

SUBJECT: LONG BEACH TO EAST LOS ANGELES (LB-ELA) TASK FORCE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Ratification and Modification No. 34 to Contract No. PS4340-1939 with URS Corporation (an AECOM Entity) to fund the additional LB-ELA Task Force (formerly I-710 Task Force) outreach efforts and technical responses in the not-to-exceed amount of $477,612, increasing the total contract value from $68,782,355 to $69,259,967 and extending the period of performance six months to end on September 30, 2024.

ISSUE

The Long Beach-East Los Angeles Corridor Draft Mobility Investment Plan (LB-ELA CMIP) was publicly released and open for public comment between February 1, 2024, to March 1, 2024. The public review and input period was extended 30 days to provide additional comments and responses to be incorporated into the final plan. The Contract Ratification and Modification is needed to provide additional funding in the amount of $477,612 for this additional outreach and technical support for the LB-ELA CMIP. Due to the sensitivity to respond to public requests for an extension of the public review period, the Contract Modification was not executed prior to the approval of the 30-day extension and exceeds the contract modification authority.

The Vendor/Contract Management Department and the Countywide Planning and Development Department have pursued corrective action on this contract to ensure such incidents do not occur in the future.

BACKGROUND

In May 2021, Metro and Caltrans commissioned the LB-ELA Task Force (Task Force) to suspend all work related to the I-710 South Corridor Project Environmental Impact Report/Environment Impact Statement (EIR/EIS) due to environmental implications. Since November 2021, Metro’s goal for the Task Force has been to work with impacted communities and stakeholders in an equity-focused manner to develop a multimodal, community-supportive LB-ELA CMIP.

The LB-ELA CMIP is concentrated on improving the regional and local mobility of people, goods, and air quality while fostering economic vitality, social equity, environmental sustainability, and access to opportunity for the most impacted residents along the I-710 Corridor. After a two-and-a-half-year-long process, the Draft LB-ELA CMIP was released for public comments on January 31, 2024, with a 30-day public comment period ending on March 1, 2024, and Metro Board approval anticipated at the March Board meeting.

In response to public and Board member requests, the project team extended the public comment period an additional 30 days and added one additional meeting each for the Task Force and its Community Leadership Committee (CLC). The Metro Board adopted the final LB-ELA CIMIP at its April 2024 meeting. A final CMIP was published on June 3, 2024.

Additionally, toward the culmination of the Task Force and CLC's participation in the LB-ELA CMIP development, staff identified additional close-out tasks to support the documentation of the equity-focused planning process and develop resources for the implementation phase of the LB-ELA CMIP, as described in the Discussion section below.

DISCUSSION

The extension of the public review period included additional Task Force and CLC meetings, as well as additional focused meetings with various stakeholders. These meetings were critical as they helped resolve issues from draft to final CMIP and helped bring strong support behind the plan. The number of comments received during the extension period was significant and required thorough responses, including follow-up meetings with certain groups and/or individuals. Due to the last-minute 30-day extension, the project team went through additional revisions of the draft plan, these revisions were due to stakeholder feedback Without this greater level of effort it would have been difficult to secure Task Force and CLC consensus to recommend the Final CMIP to the Metro Board by April 2024. During the 30 day extension, the consultant team worked tirelessly in providing excellent customer service and outreach to the Task Force and CLC members, using tools such as the dashboard which assisted in visually presenting the CMIP and through the other mechanism, such as one on one meetings, along with group meetings. After the 60-day comment period, the Task Force and CLC voted to move the Final LB-ELA CMIP forward for Metro Board consideration and adoption.

The costs incurred due to the extension of the public comment period, additional stakeholders' meetings, Task Force meetings, CLC meetings, and incorporation of the new comments into the final CMIP were approximately $120,000.

In addition, close-out tasks are needed to support the documentation of the equity-focused planning process and develop resources for the implementation phase of the LB-ELA CMIP.

A summary of the work plan for this effort is provided below.

Task 1: Project Management

The contractor will provide six (6) additional months of project management, contract administration, document control, and project control activities, through the anticipated project completion of

September 2024. Additional project management support was needed to help shepherd the adoption of the Final CMIP. This includes ongoing project management activities including the assignment and coordination of contractor team resources to conduct final meetings and close-out of the project.

Task 20: Task Force Organization

The outreach team subcontractor, led by Arellano and Associates (AA, a Small Business Enterprise), was instrumental in securing consensus for the Final CMIP. The team will continue to support Metro and the project team in conducting regular team meetings and performing the necessary administrative and management functions needed to support the closeout of the project.

Task 29: Dashboard Tool

The LB-ELA Corridor has many transportation projects that are being evaluated under separate tasks of this contract. The objective of this task is to develop a web-based, public-facing application (Dashboard) to visually provide evaluative information about these multimodal transportation projects. This tool serves as a bridge to the implementation phase, which will allow us to provide public transparency and keep oversight of the many projects the plan will fund and support development through implementation. This work was identified as necessary to secure consensus to ensure public engagement in the process during the draft to final CMIP. The task will be completed within 6 months from notice-to-proceed and will involve four stages: visioning, design, development, and deployment.

Task 31: CLC White Paper (New Task)

Given the unique role of the CLC throughout the development of the LB-ELA CMIP and the level of effort from staff to develop relationships with its members, the CLC facilitation subcontractor will work with Metro to close out the CLC process by developing a CLC white paper. The white paper will recommend strategies for continued community engagement in the implementation of the LB-ELA CMIP's working groups and public meetings. It will also broadly support Metro's 2022 Public Participation Plan by creating a resource where staff can refer to the LB-ELA process lessons learned about building trust, engaging, and working with CLCs.

Task 32: Health and Transportation Equity Data Toolkit (New Task)

Throughout the development of the LB-ELA CMIP, members of the Task Force, CLC, and the community regularly uplifted the need to consider health and how the projects, programs, and strategies of the CMIP impacted the health of communities along the corridor. The consultant will close out the work of the Equity Working Group by developing a toolkit of data sources, online maps, and technical guidance for incorporating health and transportation equity into project planning and implementation. The deliverables from this task will support Metro staff in maintaining continuity with these topics and community concerns when implementing initial investments from the CMIP.

DETERMINATION OF SAFETY IMPACT

Performance of the proposed contract modification will have no negative impact on the safety of

Metro's patrons or employees.

FINANCIAL IMPACT

Funding for the necessary work to complete Contract Modification 34 is included in the $4,000,000 shown in Metro's FY24 budget and $5,000,000 in the FY25 budget in Cost Center 4720 (Highway Program), Project 460316 (I-710 South Early Action Projects), Account 50316 (Services Professional/Technical), Task 14.01.

Since this is a multi-year project, the Project Manager, the Cost Center Manager and the Chief Planning Officer will continue to be responsible for budgeting any remaining costs in future fiscal years.

Impact to Budget

The source of funds for this project will be Measure R Highway Capital (20%) Funds from the I-710 South and/or Early Action Projects. This fund source is not eligible for Bus and Rail Operations or Capital Expenditures.

EQUITY PLATFORM

Approving the execution of the contract modification will support the closeout of the current LB-ELA Investment Plan contract and position staff to begin the implementation of the Board-approved CMIP (File #2023-0594 <https://datamade-metro-pdf-merger-testing.s3.amazonaws.com/2023-0594.pdf>).

Through this contract modification, Metro will continue to center equity in future decision-making, budget allocation, and community engagement activities for the Project(s) along the I-710 South Corridor. Staff have worked closely with the Task Force and CLC, comprised of residents from communities along the corridor, to collaboratively develop an investment plan to implement priority multimodal projects and programs. The CLC engagement at every step of the process has been led by Metro's Office of Equity and Race and is unprecedented for Metro highway planning projects, and a CLC White Paper will help to document residents' experiences and identify best practices for future Metro efforts. Further, health and transportation equity have been consistent themes heard from the CLC, Task Force, and community members throughout and prior to the two-and-a-half-year-long process to develop the LB-ELA CMIP. The Health and Transportation Equity Data Toolkit task will support the continuity of staff understanding of and responsiveness to these community concerns as Metro, partner agencies, and other stakeholders implement the LB-ELA CMIP.

Without this action and subsequent timely planning and investment to address the current corridor conditions, the I-710 South Corridor users and corridor communities will continue to experience pollution, congestion, unsafe traffic conditions, spillage of freeway traffic onto local neighborhoods, and other negative impacts of the anticipated escalating traffic demand in the corridor.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro staff collaboration with local, regional, state, and federal agencies, as well as the local

communities to develop an innovation and investment strategic plan to implement the prioritized projects for the I-710 South Corridor and a long-term vision to improve I-710 is consistent with the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

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

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

ALTERNATIVES CONSIDERED

The Board may elect not to approve the Contract Modification. This option is not recommended. Completing the Task Force process is a necessary step in the development and implementation of the improvements described in Measure R and Measure M for the corridor.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 34 to Contract No. PS4340-1039 with URS Corporation (an AECOM Entity) to fund the additional LB-ELA Task Force (formerly I-710 Task Force) outreach efforts and technical responses. Staff will continue to monitor the contract services.

ATTACHMENTS

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

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Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

I-710 CORRIDOR PROJECT FINAL EIR/EIS
PS4340-1939

1.	**Contract Number**: PS4340-1939			
2.	**Contractor**: URS Corporation (an AECOM Entity)			
3.	**Mod. Work Description**: Additional Project Support for the I-710 Corridor Project EIR/EIS to fund the Long Beach-East LA (LB-ELA) Corridor Task Force (Task Force) outreach effort and technical responses			
4.	**Contract Work Description**: I-710 Corridor Project Environmental Impact Report and Environmental Impact Statement (EIR/EIS)			
5.	**The following data is current as of**: 5/13/2024			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	1/28/2008	**Contract Award Amount:**	$22,686,314
	Notice to Proceed (NTP):	1/28/2008	**Total of Modifications Approved:**	$46,096,041
	Original Complete Date:	6/30/2015	**Pending Modifications (including this action):**	$477,612
	Current Est. Complete Date:	9/30/2024	**Current Contract Value (with this action):**	$69,259,967
7.	**Contract Administrator**: Andrew Conriquez		**Telephone Number**: 213-922-3528	
8.	**Project Manager**: Lucy Delgadillo		**Telephone Number**: 213-922-7099	

A. Procurement Background

This Board Action is to approve Contract Modification No. 34 to fund the Long Beach-East LA (LB-ELA) Corridor Task Force (Task Force) outreach effort and technical responses for the EIR/EIS, Project Report and Advanced Preliminary Engineering for the I-710 project. This Modification covers additional support for the I-710 Corridor Project EIR/EIS.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a cost-plus fixed fee. All terms and conditions remain unchanged.

A total of 33 modifications have been executed to date. Refer to Attachment B - Contract Modification/Change Order Log.

B. Cost Analysis

The recommended not-to-exceed amount has been determined to be fair and reasonable based upon the independent cost estimate (ICE), technical evaluation, and cost analysis. Fee remains unchanged from the original contract.

Proposal Amount	Metro ICE	Not-To-Exceed Amount
$477,612	$492,000	$477,612

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

I-710 SOUTH CORRIDOR PROJECT FINAL EIR/EIS / PS4340-1939

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Added New DBE and Updated Project Manager	Approved	5/20/2008	$0
2	Added New Subcontractor/Revised SOW – to include additional Traffic Studies	Approved	1/152009	$53,599
3	Revised SOW – Utility Design	Approved	10/29/2009	$299,103
4	Revised SOW – to include additional Traffic Studies	Approved	1/25/2010	$78,019
5	Revised SOW – Enhanced Landscape Design Services	Approved	2/22/2010	$254,947
6	Revised SOW to include additional geometric design options, traffic analysis and forecasts, advanced planning studies	Approved	10/20/2010	$484,017
7	Revised SOW to revise build alternatives 6A/6B, oil field relocation strategies, visual impact analysis, meeting support, project management support, tolling alternatives, utility strategy alternatives analysis	Approved	1/5/2011	$4,001,672
8	Revised SOW to revise alternative segment 6 and design options, update geometric plans, visual impact analysis, meeting support, project management support, tolling alternatives, community participation, and public officials coordination	Approved	5/23/2011	$1,339,228
9	Supplemental SOW – Traffic Simulation Model	Approved	4/23/2012	$324,339
10	Supplemental Environmental Analyses for the I-710	Approved	4/24/2012	$0

	Corridor Project ($255,525) and Task reductions (-$255,525) resulting in net zero change			
11a	Supplemental SOW ($218,518) and Task reductions (-$218,518) resulting in net zero change	Approved	11/202012	$0
12	Revised SOW incorporating project changes, changes in state and federal improvement requirements, evaluation of Preferred alternative, re-circulation of Draft EIR/EIS and completion of Final EIR/EIS	Approved	1/24/2013	$9,190,276
13	Supplemental Work -Augment public officials, and staff oversight coordination	Approved	1/13/2014	$69,179
14	Period of Performance Extension	Approved	6/29/2015	$0
15	Period of Performance Extension	Approved	9/21/2015	$0
16	Supplemental Statement of Work and Period of Performance Extension	Approved	10/22/2015	$7,012,735
17	Supplemental Statement of Work and Period Performance Extension	Approved	1/28/2016	$3,729,598
18	Budget adjustments and extension of expiration date - No Cost Increase	Approved	4/25/2017	$0
19	Supplemental Statement of Work and increased funding.	Approved	10/25/2017	$496,821
20	Supplemental Statement of Work and increased funding	Approved	12/5/2017	$494,485
21	Supplemental Statement of Work and increased funding	Approved	1/15/2018	$408,765
22	Supplemental Statement of Work and increased funding	Approved	6/28/2018	$7,249,919
23	Period of Performance Extension	Approved	10/9/2019	$0
24	Period of Performance Extension	Approved	2/12/2020	$0
25	Supplemental Statement of Work with revisions to tasks with no cost increase	Approved	9/23/2020	$0
26	Supplemental Statement of Work with revisions to tasks with no cost increase	Approved	8/12/2021	$0
27	Period of Performance Extension	Approved	11/23/2021	$0
28	Supplemental Statement of Work, increase to funding and Period of Performance Extension	Approved	6/4/2022	$6,276,217

29	Reallocation of tasks with no increase to the contract authority	Approved	9/23/2022	$0
30	Supplemental Statement of Work and increased funding	Approved	11/12/2022	$475,227
31	Supplemental Statement of Work, increase funding and extend the period of performance	Approved	7/27/2023	$3,857,895
32	Period of Performance Extension	Approved	9/4/2023	$0
33	Period of Performance Extension	Approved	3/21/2024	$0
34	Additional Project Support for the I-710 Corridor Project EIR/EIS to fund the Long Beach-East LA Corridor Task Force Outreach Effort and Technical Responses	**Pending**	**Pending**	**$477,612**
	Modification Total:			**$46,573,653**
	Original Contract:		**1/28/2008**	**$22,686,314**
	Total:			**$69,259,967**

DEOD SUMMARY

I-710 CORRIDOR PROJECT FINAL EIR/EIS / PS4340-1939

A. Small Business Participation

URS Corporation (an AECOM Entity) made a 9.56% Disadvantaged Business Enterprise (DBE) commitment. Based on payments, the project is 98% complete and the current level of DBE participation is 16.28%, exceeding the commitment by 6.72%.

Small Business Commitment	9.56% DBE	Small Business Participation	16.28% DBE

	DBE Subcontractors	Ethnicity	% Committed	Current Participation[1]
1.	Civil Works Engineers	Caucasian Female	3.11%	2.76%
2.	JMD, Inc.	Black American	2.76%	0.98%
3.	Tatsumi & Partners	Asian-Pacific American	0.79%	1.47%
4.	Wagner Engineering & Survey	Caucasian Female	2.90%	0.98%
5.	Arellano Associates, LLC	Hispanic American	Added	6.15%
6.	D'Leon Consulting Engineers	Hispanic American	Added	0.50%
7.	Epic Land Solutions	Caucasian Female	Added	0.51%
8.	Galvin Preservation Associates	Caucasian Female	Added	0.49%
9.	McCormick-Busse, Inc. dba MBI Media	Caucasian Female	Added	0.52%
10.	Here Design studio, LLC	Black American	Added	1.37%
11.	Network Public Affairs, LLC	Caucasian Female	Added	0.16%
12.	PacRim Engineering, Inc.	Asian-Pacific American	Added	0.09%
13.	Pan Environmental, Inc.	Asian-Pacific American	Added	0.10%
14.	Wiltec	Black American	Added	0.20%
	Total		**9.56%**	**16.28%**

[1]*Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷Total Actual Amount Paid-to-date to Prime.*

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification/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.

Long Beach East-Los Angeles (LB-ELA) Corridor Task Force

Planning and Programming Committee
June 20, 2024
FILE #2024-0248

Metro

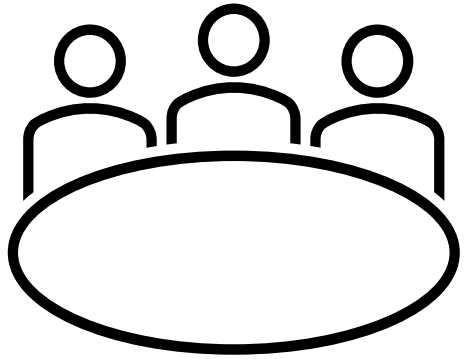
Background

- Draft LB-ELA Corridor Mobility Investment Plan (CMIP) was released for public comment on January 31, 2024, with a 30-day public comment period.

- In response to requests from the public and Director Hahn, the public comment period was extended an additional 30 days to close on April 1, 2024.

- After the 60-day comment period, the Task Force and its Community Leadership Committee (CLC) voted to move the Final LB-ELA CMIP forward for Metro Board consideration and adoption.

- The LB-ELA CMIP was approved by the Board on April 25, 2024.



Metro

Staff Recommendation

CONSIDER:

AUTHORIZING the Chief Executive Officer to execute Contract Ratification and Modification No. 34 to Contract No. PS4340-1939 with URS Corporation (an AECOM Entity) to fund the I-710 Task Force outreach efforts in the not-to-exceed amount of $477,612, increasing the total contract value from $68,782,355 to $69,259,967.

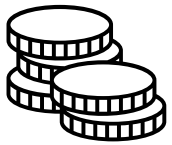
*Contract Modification 34 requests an additional **$477,612** and extends the period of performance through September 30, 2024.*

- *The increased amount is necessary to finalize the LB-ELA Corridor Investment Plan (CMIP) and a Comprehensive Multimodal Congestion Plan (CMCP) due to the 30-day extension of the public comment period from March 1, 2024, to April 1, 2024.*

- *Contract Modification 34 is needed to support the additional work completed during this period and for the additional scope elements to be completed during post-completion.*

Contract Modification Request

Contract Modification Task Breakdown	Budget
Project Management	$45,000
Task Force Meeting Support	$205,612
Dashboard Maintenance & Support	$45,000
Community Leadership Committee (CLC) White Paper	$82,000
Health Equity Guidelines	$100,000
Total	**$477,612**



Metro

Equity

- Metro staff has worked closely with the Task Force and CLC, the latter of which is comprised of residents from communities along the corridor.

- The CLC engagement, led by Metro's Office of Equity and Race, is unprecedented for Metro highway planning projects, and a CLC White Paper will help to document residents' experiences and identify best practices for future Metro efforts.

- Heath and transportation equity have been consistent themes heard from the CLC, Task Force, and community members throughout and prior to the two-and-a-half-year-long process to develop the LB-ELA CMIP.

- The Health and Transportation Equity Data Toolkit task, co-developed by Metro's Office of Equity and Race, will support the continuity of staff's understanding and responsiveness to these community concerns as Metro, partner agencies, and other stakeholders implement the LB-ELA CMIP.

Metro

Next Steps

- Upon Board approval of the requested recommendations, staff will execute the Contract ratification and Modification No. 34 to Contract No. PS4340-1039 with URS Corporation (an AECOM Entity) to fund the additional LB-ELA Task Force outreach efforts and technical responses.
- Staff will continue to monitor the contract services.

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

Metro

Board Report

File #: 2024-0276, **File Type:** Program **Agenda Number:** 15.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 20, 2024

SUBJECT: STATE ROUTE (SR) 138 SEGMENT 13 SAFETY IMPROVEMENTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. PROGRAMMING $2,500,000 in Proposition C 25% or Surface Transportation Block Grant (STBG) for the SR-138 Segment 13; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for the SR-138 Board-approved projects.

ISSUE

The California Department of Transportation (Caltrans) District 7 is the lead and implementing agency for SR-138 Segment 13 (the “Project”). In May 2023, Caltrans was in the process of reaching the 95 percent design phase milestone. The milestone prompted a reassessment of the engineer’s cost estimate, which identified a cost increase that would almost double the capital cost, from $45.5 million to $85.5 million.

In order to maintain the Project’s capital budget of $45.5 million, Caltrans developed design options to reduce the Project scope while continuing to address the corridor’s need for safety improvements. Caltrans will require $2.5 million in support costs to update the engineering plans and permits based on the reduced Project scope and limits, described below. In tandem, Caltrans will seek approval at the June 2024 California Transportation Commission (CTC) meeting for an 18-month allocation time extension to avoid lapsing of the previously programmed funds.

BACKGROUND

In August 2001, the North County Combined Highway Corridor Study was initiated to develop a transportation plan to address and accommodate personal travel and goods movement in northern Los Angeles County. The study focused on SR-138 as a key bypass corridor to reduce congestion in the central region by routing traffic around congested Los Angeles freeways. The SR-138 corridor was divided into several segments in the study, each as a separate project. The limits for Segment 13 extend from 0.4 miles west of 187th Street East to 0.7 miles south of the SR-138/18 junction and SR-

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18 from the SR-138/18 junction to 1.1 miles east of the junction, a total distance of 4.1 miles.

Various themes emerged during the development of the Purpose and Need for the North County Combined Highway Corridor Study, including the need for safety enhancements. SR-138 is a two-lane undivided corridor - sometimes referred to as “blood alley” - that experiences safety and operational deficiencies, such as passing over the centerline, which cause collisions that are double the statewide average.

During the initiation of the environmental clearance for SR-138, Caltrans conducted an extensive series of community meetings that focused on presenting various design alternatives and gathering information about the community’s concerns and needs. The following meetings were held:

- Public Scoping Meeting in Littlerock on August 26, 1998.
- Cultural meeting with the Big Pines Historical Society on July 15, 1999.
- Antelope Valley Transportation Summit meeting in Palmdale on January 28, 2000.
- Town Council meeting in Littlerock on March 20, 2000.
- Informational meeting with Pearblossom Chamber of Commerce on June 1, 2000.
- Antelope Valley Transportation Summit meeting in Palmdale on June 15, 2000.
- Informational meeting with Littlerock Town Council on June 22, 2000.
- Informational meeting with Littlerock Chamber of Commerce on July 19, 2000.
- Informational meeting with the City of Palmdale on August 2, 2000.
- Informational meeting with Llano Community Association on October 24, 2000.

The public hearing during the environmental phase was held on October 30, 2000, at Littlerock High School where surrounding communities attended. Notices were sent to all property owners (approximately 2,000 notices along the corridor) and were published in six local newspapers in English and Spanish. During the development of the various segments along SR-138, which took approximately 20 years, community engagement meetings were held to provide updates during the development phases and construction activities. The most recent community outreach meeting was held on August 25, 2020, conducted via WEBEX, and was attended by residents from Littlerock, Pearblossom, Llano, and unincorporated Los Angeles County for the development of SR-138 Segment 13.

Caltrans completed the environmental clearance in March 2001 for all 13 segments along the corridor. Most recently, Segment 13 completed an environmental revalidation in December 2023 and completed the final design phase in March 2024 (all necessary right-of-way has been acquired for the Project). The Project is contained in a four-segment agreement between Metro and Caltrans that also includes Segment 6 (completed construction in December 2022), Segment 9 (completed construction in February 2021), and Segment 4 (currently in the final design phase). All other project segments are complete, except for Segment 4, which is in final design as noted.

During the development of the SR-138 corridor projects, the Board approved the Modernizing the Metro Highway Program policy in June 2021, providing flexibility to use Measure R and Measure M Highway funds for active transportation projects and complete street improvements. To comply with the Board directives, projects undergoing the environmental clearance process were evaluated for

alignment with the new policy. Since the environmental clearance for the SR-138 corridor segments was completed before the Board's approval of this policy, no changes were made to the SR-138 project. However, in alignment with the policy, segments of SR-138 that have been completed have included sidewalk improvements since they were in closer proximity to the Little Rock and Pearblossom communities. The remainder of the corridor, including Segment 13, is characterized by land uses and long distances between destinations that are not conducive to walking and biking. Additionally, the Project is not subject to vehicle miles traveled analysis since the environmental phase was completed before the effective date of July 2020.

Project Description

The Project's purpose is to improve safety and accommodate travel demand resulting from regional growth. Over the years, Caltrans' monitoring of the corridor identified a pattern of cross-centerline fatal collisions with the Project limits. The existing two-lane undivided highway without a center median poses safety challenges due to improper passing and turning, resulting in head-on collisions, sideswipes, and broadside collisions. Data from Caltrans' Traffic Accident Surveillance and Analysis System (TASAS) identified that from July 2020 to June 2023, there were a total of 55 vehicular collisions, of which three were fatal collisions and 29 were injury collisions within the Project limits. The number of collisions causing injuries and fatalities on Segment 13 is double the statewide average.

Based on the Project's Traffic Study, adding an additional lane in each direction should significantly reduce the collision rate.

The Project as currently designed includes:

- Widening the conventional highway from two lanes to four lanes with standard-width shoulders.
- Adding a median lane.
- Constructing a direct connector (flyover structure) from eastbound SR-138 to eastbound SR-18,
- Adding an overhead sign.
- Improving drainage.
- Incorporating new pervious pollution-prevention infiltration areas to capture rainwater runoff.

In November 2023, Caltrans conducted a reassessment of the Engineer's cost estimate, which identified a capital cost increase of $40 million, thereby increasing the cost to construct the Project as currently designed from $45.5 million to $85.5 million.

DISCUSSION

The Project's construction phase is funded by Metro's State Transportation Improvement Program (STIP) funds, for a programmed amount of $45.5 million. There is currently no additional programming capacity for STIP, and Metro requested that Caltrans provide design options that address the corridor's needs but maintain the budget within the current $45.5 million programmed

amount. After Metro requested that Caltrans attempt to identify contributing funds to aid in the cost increase, Caltrans determined that the Project would be ineligible for State Highway Operational and Protection Program (SHOPP) funds per California Government Code and the SHOPP Guidelines, since the Project adds a new traffic lane. Caltrans further indicated there are no other eligible funding sources available to cover the cost increase at this time and the imperative next action is to seek approval from CTC for an 18-month allocation time extension to avoid lapsing of the previously programmed funds.

To address the Project's need and maintain the budget within the current programmed amount of $45.5 million, Caltrans developed the following option to the original scope.

The option stays within the programmed amount but reduces the project limits from 4.1 miles to 2.5 miles (from 0.4 miles west of 190th Street East to 0.4 miles west of 213th Street East). The 2.5 miles will include the additional travel lane in each direction, median lane, standard-width shoulders, drainage improvements, and pollution-prevention infiltration areas. The remaining 1.6 miles will not include these improvements nor the direct connector from eastbound SR-138 to eastbound SR-18. However, thermoplastic striping would be updated to increase visibility and address safety within the 1.6-mile section of the corridor that is not widened. This option would not preclude the direct connector and other project elements from being constructed on the excluded 1.6-mile segment in the future should funding become available.

DETERMINATION OF SAFETY IMPACT

Approval of this item will address safety needs for the traveling public along this corridor. Caltrans and local safety standards will be adhered to during the implementation of the proposed improvements.

FINANCIAL IMPACT

The budget of the SR-138 project, per Programming Agreement No. PA.P0008981, is $193,003,000 and consists of State Transportation Improvement Program (STIP) and Regional Surface Transportation Program (RSTP) funds (now referred to as "STBG"), which covers SR-138 Segments 4, 6, 9, and 13. The additional contribution of $2,500,000 to the Project's engineering support cost will be limited to Proposition C 25% or STBG funds.

If approved by the Board, the Programming Agreement will be amended to reflect an additional $2,500,000 of Proposition C 25% funding; however, staff will continue to seek funding from federal RSTP funds (also referred to as the Surface Transportation Block Grant Program) to fund the engineering support cost. .

Since this is a multi-year project, the Chief Planning Officer and Cost Center manager will be responsible for budgeting the project costs in future fiscal years.

Impact to Budget

This action will not impact the approved FY24 budget. Staff will reassess the approved FY25 budget

of $5M for project 460330 (SR-138 Capacity Enhancements) as necessary to fund the identified priorities and revisit the budgetary needs using the quarterly and mid-year adjustment processes subject to the availability of funds.

The source of funds for the additional contribution to the Project are not eligible for transit capital and operations expenses.

EQUITY PLATFORM

There are no Metro Equity Focus Communities (EFC) within the Project limits. However, there are Metro EFCs within five miles of the Project limits that cover large portions of the Antelope Valley in north Los Angeles County. In addition, the Project limits are identified within the Metro Equity Need Index and are classified within the “Moderate Need”.

The SR-138 project was environmentally approved in 2001 and programmed in the 2018 RTIP as a highway widening project before the establishment of Metro’s Equity Platform. Caltrans conducted an extensive series of community meetings during the environmental clearance of the SR-138 corridor. The meetings were focused on the design alternatives and sought the community’s concerns and needs.

Due to the lack of public transportation services in the vicinity of Segment 13 and the high dependence by local residents on their personal vehicles for mobility, improvements to safety are a critical concern improvement to address safe access. During the design development of SR-138 Segment 13, Caltrans incorporated safety enhancements intended to reduce some of the most common types of crashes; head-ons, sideswipes, and broadsides.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the strategic plan goal:

“Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.”

> Goal 1.1. Approval of the multimodal highway subregional programs will expand the transportation system as responsibly and quickly as possible as approved in Measure R and M to strengthen and expand LA County’s transportation system.

“Goal 4: Transform LA County through regional collaboration”

> Goal 4.1. Metro will work closely with municipalities, councils of governments, and Caltrans to implement holistic strategies for advancing mobility goals”

ALTERNATIVES CONSIDERED

The Board may choose not to accept staff’s recommendations. However, this alternative is not recommended as this would result in Caltrans not receiving the funds that are needed to repackage the Project for construction and would further delay the needed safety improvements along the SR-

138 corridor.

NEXT STEPS

To prevent the lapsing of STIP funds, Caltrans will seek an 18-month extension at the June 2024 CTC meeting to allow sufficient time to repackage the Project for the construction phase.

As part of the repackaging for the reduced scope for Segment 13, the environmental document will again be reevaluated before the Project is advertised for construction.

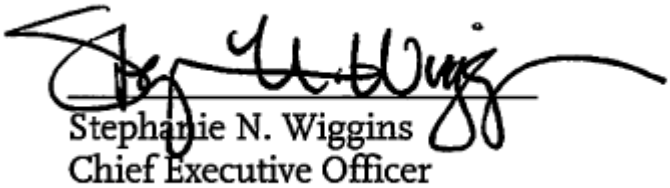
Staff will continue to work with Caltrans to execute any necessary funding agreement amendments, attain the revised final design package, permits, and certifications, and request allocation of the funds from the CTC by December 2025.

Prepared by:

Roberto Machuca, Deputy Executive Officer, Complete Streets and Highways, (213) 418-3467
Craig Hoshijima, Executive Officer, Strategic Financial Planning, (213) 547-4290
Michelle Smith, Executive Officer, Complete Streets and Highways, (213) 547-4368
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317

Reviewed by:

Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer

State Route (SR) 138 Segment 13 Safety Improvements

PLANNING & PROGRAMMING COMMITTEE [FILE 2024-0276]

JUNE 20, 2024

Metro

BACKGROUND & PURPOSE

SR-138 Project Corridor

- A Caltrans-led safety and operational corridor improvement project.
- Identified as a bypass corridor to help avoid congested Los Angeles freeways.
- Project corridor split into 13 segments for funding opportunities and implementation.

SR-138, Segment 13

- Final design and right-of-way phases were completed in March 2024.
- A reassessment of the construction capital cost estimate identified a significant increase (from $45.5M to $85.5M).
- Caltrans developed design options to stay within the existing programmed budget ($45.5M).
- Based on the reduced scope and project limits, additional funding ($2.5M) is needed to update the plans and permits for construction.
- Advancing the reduced scope does not preclude implementing the original scope should additional funding become available.

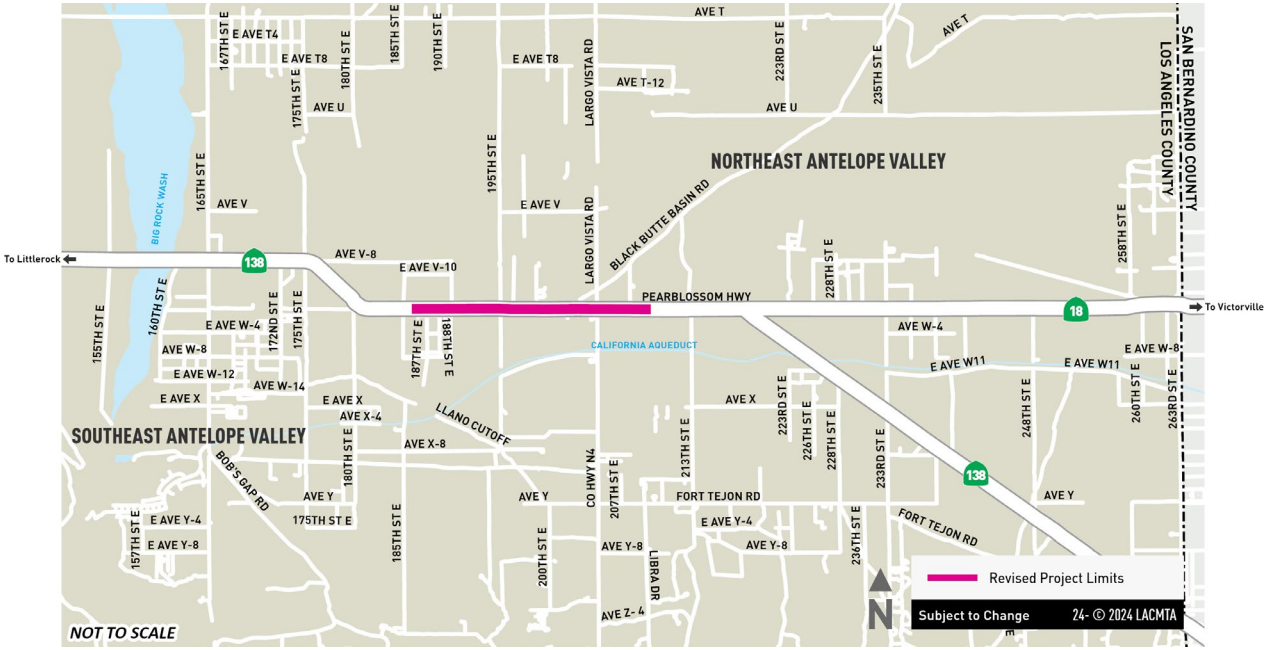
NEED FOR SAFETY IMPROVEMENTS

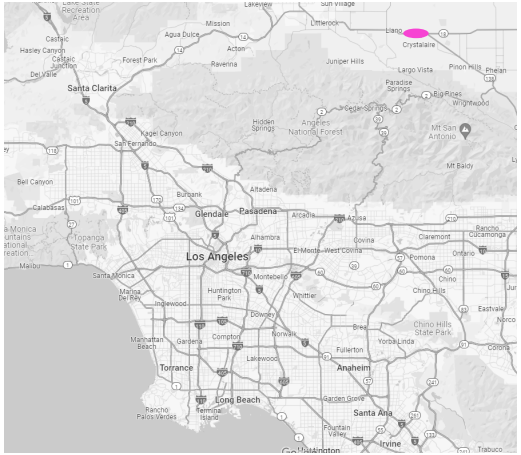
SR-138 Corridor

- Two-lane undivided highway without a center median.
- Experiences safety challenges due to speeding, improper passing, and improper turning that result in head-on collisions, sideswipes, and broadside collisions.
- Referred to as “Blood Alley” due to the excessive number of collisions causing fatalities and injuries that are double the statewide average.

Caltrans Traffic Accident Surveillance and Analysis System (TASAS) Data July 2020 through June 2023	
Total number of collisions	55
Total number of fatalities	3
Total number of injuries	29
Total number of fatalities + injuries	32
Multi-vehicle collisions	40

SR-138 SEGMENT 13





- **Project Location**: Unincorporated Los Angeles County
- **Revised Project Limits**: 0.4 miles west of 190th Street East to 0.4 miles west of 213th Street East

Original Segment 13 Project Limits: 0.4 miles west of 187th Street East to 0.7 miles south of 138/18 junction, and on SR-18, from 138/18 Junction to 1.1 miles east of the junction.

STAFF RECOMMENDATIONS

CONSIDER:

A. Programming $2,500,000 in Proposition C 25% or Surface Transportation Block Grant (STBG) for SR-138, Segment 13; and

B. Authorizing the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for the SR-138 Board-approved projects.

Caltrans will seek approval at the June 2024 CTC meeting for an 18-month time extension to avoid lapsing of programmed funds for SR-138 Segment 13.

NEXT STEPS

September 2024

Execute Funding Agreement/Amendment between Metro and Caltrans for rescoped work.

September 2025

Work with Caltrans to revise final design plans, obtain permits and certifications.

December 2025

Work with Caltrans to request allocation of the funds from the CTC for project construction.

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

Metro

Board Report

File #: 2024-0277, **File Type:** Motion / Motion Response **Agenda Number:** 16.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 20, 2024

SUBJECT: JOINT DEVELOPMENT POLICY AND EXCLUSIVE NEGOTIATION AGREEMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE the:

A. Amended Joint Development Policy (Attachment A); and

B. Amended Exclusive Negotiations Agreement (ENA) Key Terms (Attachment B) for 10K Sites.

ISSUE

In March 2024, the Board approved the ENA Key Terms with the following amendments:

- Report back on the ENA template to clearly communicate participation with community-based organizations (CBOs), allowing for community-based development organizations (CBDOs) to work directly with Metro as the prime or sub-prime contractor. This would allow for CBO/CBDO participation, not exclusive of the Joint Development Bench. Include engagement with general contractors and subcontractors for the inclusion of Small Business Enterprise, Disadvantaged Business Enterprise, Disabled Veterans Business Enterprise, and Minority and Women Business Enterprise; and

- Directed the CEO to improve the contract language for RFPs and to work with cities to help streamline the entitlement process and work with the developers to streamline the capital stack.

Staff is seeking Board approval of an Amended Joint Development (JD) Policy and Amended ENA Key Terms (Attachment A and B) to incorporate the Board approved amendments.

BACKGROUND

Joint Development (JD) Policy
In June 2021, the Board adopted an updated JD Policy. The JD Policy states, “Metro will require,

wherever feasible, that developers collaborate with local Community-Based Organizations (CBOs), both formally as development partners or informally as community partners providing independent community-level input on the project scope, design and program." The JD Policy also states, "Development teams shall provide opportunities for Metro-certified Small Business Enterprises (SBE), Disadvantaged Business Enterprises (DBE), and Disabled Veterans Business Enterprises (DVBE) to partner in their projects through the delivery of professional or construction services." Additionally, the JD Policy notes that proposals will be evaluated based on their potential to be delivered fastest, having a clear schedule for implementation, and/or not requiring discretionary local actions.

Acceleration Strategies and Developer Bench
To facilitate the accelerated delivery of housing and to achieve the Board-directed goal of growing the JD housing portfolio to 10,000 units by 2031 (5,000 income-restricted), in April 2023, the Board adopted 27 strategies to accelerate the creation of new housing units on 20 Metro-owned sites located throughout Los Angeles County (10K Sites) by 2031. Consistent with the strategies approved by the Board, Metro released a Request for Qualifications (RFQ) in August 2023 to establish a bench of developers (JD Developer Bench) eligible to respond to future 10K Site Requests for Proposals (RFPs). The RFQ awarded points to applicants who demonstrated experience creating opportunities for CBOs and SBE/DBE/DVBE firms, and/or local businesses in past projects through subleasing or as providers of community, professional, and/or construction services.

With input from Los Angeles County community organizations and developers, Metro defined a community-based development organization (CBDO) as "a nonprofit, tax-exempt, housing developer with a commitment to a geographic community and a stated intention of generating community scale outcomes including building wealth, increasing economic stability, improving health, or advancing equity through its projects and programs or partnerships with other organizations." Metro conducted targeted outreach through direct phone calls and emails to CBDOs rooted in the communities in which the 10K Sites are located and encouraged them to respond to the RFQ. CBDOs were awarded five points (out of 100 total possible points) in RFQ evaluations, and in March 2024, the Board approved the JD Developer Bench and amendments which included 80 approved developers, 25 of which were identified as CBDOs. These CBDOs may respond to future RFPs as lead or co-developers.

DISCUSSION

JD Policy Revisions
Given the CBDO definition had not been established in 2021 when the JD Policy was adopted, staff recommends the JD Policy be amended per Attachment A to incorporate the CBDO definition and align provisions meant to boost CBDO participation. The JD Policy revisions also require developers to track and report outcomes related to CBDO, CBO, and SBE/DBE/DVBE participation throughout the ENA phase. Additional revisions have been made to the JD Policy to align with the acceleration strategies adopted by the Board in April 2023.

Requests for Proposals
To carry out the commitments contained in the amended JD Policy, future 10K Site RFPs will award

additional points in evaluations if a CBDO is the lead developer. For partnerships where the CBDO is not the lead developer, they must have an active role and financial stake in the development in order to receive points in the scoring of RFP proposals. So as not to exclude CBDOs who may not have participated in the RFQ process, developers on the JD Bench may identify CBDOs as co-developers in responding to site-specific RFPs.

The RFPs will also require developers to collaborate with CBOs wherever feasible and provide opportunities for Metro-certified SBEs/DBEs/DVBEs. Points will be awarded based on each proposer's demonstrated track record and level of commitment in partnering with CBOs and targeted business enterprises in project delivery.

During the solicitation process, staff will host "Building Partnerships" events that will highlight upcoming development opportunities and help connect prospective Developers, especially CBDOs (including but not limited to those on the JD Developer Bench) with CBOs and SBEs/DBEs/DVBEs to encourage partnerships and joint ventures that can respond to RFPs. In addition to the JD interested parties list, to reach a broad audience, JD staff will utilize the Metro CBO Database managed by the Office of Equity and Race and lists of certified firms maintained by the Diversity and Economic Opportunity Department.

ENA Key Terms
Staff recommends revising the ENA Key Terms per Attachment B to reflect Metro's commitment to CBDO leadership, and CBO and SBE/DBE/DVBE participation in the delivery of JD projects. The proposed revisions to the ENA Key Terms will require developers to report quarterly on CBDO, CBO, and SBE/DBE/DVBE participation during the negotiations phase.

Streamlining Entitlements and Delivery
As previously noted, in April 2023, the Board approved 27 strategies to accelerate the delivery of joint development projects. Staff is in the process of carrying out these process improvements with the intent of reducing JD project delivery from an average of 10 years to five or less. While local entitlements and CEQA approvals have historically been a factor in long delivery timeframes, continued streamlining for affordable housing and transit-oriented developments at both the State and local levels, is resulting in significantly accelerated approvals. Additionally, Metro's State and Federal Legislative Program includes goals to support legislation and funding opportunities that incentivize, support, and accelerate the development of affordable housing around transit. Staff continues to monitor legislation that relates to transit-oriented development and housing interests and administer TOC Technical Assistance grants to local jurisdictions to foster transit-supportive plans and policies that promote equitable TOC outcomes, including through transit-oriented development.

Aligned with Metro's commitment to delivering housing as quickly as possible, proposals that demonstrate a commitment to streamlining and acceleration will be awarded additional points. With innovation as a core value of the JD Policy, RFP evaluations will award additional points to proposers who present feasible and innovative funding strategies.

DETERMINATION OF SAFETY IMPACT

The approval of these recommendations will not impact the safety of our customers and employees.

FINANCIAL IMPACT

Approval of these recommendations will not impact the existing FY24 or approved FY25 budget for Cost Center 2210 (Joint Development), Project 401300 “Joint Dev. 10K Homes” which includes funding to support the release of the site-specific RFPs to the Developer Bench. The funding source for the project is General Fund, which is eligible for bus and rail operation and capital projects, however, Metro collects an ENA fee from development partners to defray transaction costs.

EQUITY PLATFORM

Harnessing the local expertise of CBDOs, CBOs, and SBEs/DBEs/DVBEs will help Metro effectuate meaningful community engagement and develop JD projects that include elements that benefit, enhance, and respond to the needs of surrounding communities. The proposed revisions to the Joint Development Policy and ENA Key Terms will memorialize Metro’s CBDO definition and commitment to CBDO, CBO, and SBE/DBE/DVBE participation in the delivery of JD projects. This will create opportunities for CBOs and SBE/DBE/DVBE firms that historically have not had the opportunity to participate in major development projects. The intent is to build relationships with these community organizations and companies, strengthen their capacity, and integrate public benefits such as job training, new leasing opportunities for local businesses, and social services into the developments that provide value to the surrounding community beyond just housing. The proposed revisions to the ENA Key Terms will create accountability and reporting requirements for the selected developers during the ENA phase.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

By approving these recommendations, Metro will advance Vision 2028 Strategic Plan Goal #3, “to enhance communities and lives through mobility and access to opportunity,” by activating several transit-oriented communities with catalytic development projects that will bring housing, jobs, and services to neighborhoods across the Metro system and Los Angeles County at-large.

ALTERNATIVES CONSIDERED

The Board could defer or deny approval of the recommendations. This is not recommended as the measures seek to incorporate approved Board amendments related to Metro’s commitment to making joint development opportunities available for CBDOs, CBOs, and targeted business enterprises to lead and participate in the delivery of joint development projects. Additional delay would constrain Metro in meeting its 10,000-unit goal by 2031 and its ability to urgently contribute needed solutions to the regional housing shortage.

NEXT STEPS

If the Board approves these recommendations, staff will incorporate amendments as indicated in Attachment A and B and invite the JD Developer Bench to respond to site-specific RFPs for 10K Sites. Building Partnerships events will be held and promoted utilizing Metro’s CBO, CBDO, and SBE/DBE/DVBE lists. After developers are selected for specific sites, staff will execute an ENA

consistent with the Board-approved ENA Key Terms. Metro will require developers to report quarterly on CBDO, CBO, and SBE/DBE/DVBE leadership and participation. This data and other significant milestones will be reported to the Board and the public through an online dashboard. Once the project entitlements are in place, staff will return to the Board for approval of JDA and Ground Lease terms, including CBO and SBE/DBE/DVBE participation commitments for the construction and delivery of the particular project.

ATTACHMENTS

Attachment A - Amended Joint Development Policy
Attachment B - Amended ENA Key Terms

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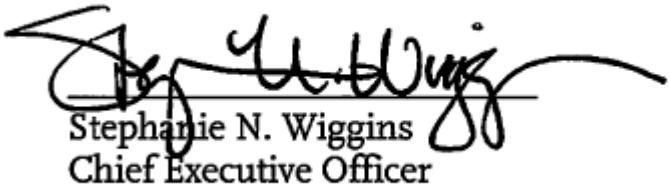

Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A – Amended JD Policy

Los Angeles County
Metropolitan Transportation Authority

Joint Development Policy

Metro

JUNE 2024

I. INTRODUCTION

Vision 2028 Strategic Plan

The Los Angeles County Metropolitan Transportation Authority (Metro) Vision 2028 Strategic Plan encourages the development of affordable housing near transit in order to give more people, especially in low-income communities, better access to transit.

Metro Joint Development

The Metro Joint Development (JD) Program is a real estate development program for properties owned by Metro.

This document serves to inform communities in which JD projects are constructed, developers who build them, and the general public, about the values, policies, and processes that govern the JD Program.

Land Use and Transit

Transit systems are most effective if they are surrounded by transit-supportive land uses that includes jobs, housing, schools, and amenities. While Metro does not have land use authority in Los Angeles County (the local jurisdictions hold this power), Metro can leverage the land it owns on behalf of the public, usually adjacent or proximate to Metro's transit infrastructure, to deliver transit-supportive uses (to the extent these uses comply with local land use policies).

Housing Affordability

Los Angeles County is suffering from a severe housing affordability crisis which is disproportionately impacting low-income residents, who make up Metro's core ridership.

Purpose

This policy is intended to enable Metro to build as much quality housing near transit as possible, for those who need it most, as soon as possible. Additionally, the Policy will continue to enable the development of other transit-serving uses (beyond housing) that will increase access to opportunity and support an efficient transit network.

II. VALUES & GOALS

Equity & Inclusion

- Deliver housing and amenities for everyone, focusing benefits for historically disadvantaged communities.
- Actively engage community members.

Access

- Preserve, protect and promote transit infrastructure and use.
- Respect communities around transit by stabilizing and enhancing housing and other amenities.
- Increase transit ridership and decrease single occupancy vehicle use.

Performance

- Leverage the value of the JD portfolio to maximize and accelerate positive impact.
- Streamline process to deliver projects faster without compromising quality or cutting corners.
- Measure the impact of the JD Program with specific performance metrics.

Innovation

- Lead the region and nation by driving innovation around transit-oriented housing.
- Pursue new methods of engagement, financing, and construction to deliver projects faster and more equitably.

MISSION STATEMENT: Create high-quality homes, jobs, and places near transit for those who need them most, as soon as possible.

III. POLICIES

A. Income-Restricted Housing

1. Affordable First.

   Metro will pursue all new JD sites for housing developments with 100% of residential units as Income-Restricted to persons and families of Extremely Low, Very Low, Lower or Moderate Income, in alignment with neighborhood incomes, as further described below.

2. Neighborhood Alignment.

   Metro will consider the local context and select an appropriate range of housing types to meet the needs of a diversity of household incomes, sizes, and ages. Metro will determine the affordability levels of any Income-Restricted Units by evaluating neighborhood income and rent levels as further described in the Process Section.

3. Minimum Affordability.

   If development of 100% Income-Restricted Units are determined to be infeasible, at least 25% of units will be affordable to Lower Income households or below, or an equivalent number of Income-Restricted Units at income levels calculated to an equivalent "Affordability Score," defined below. A Mixed-Income Project may also be pursued if a greater number or depth of Income-Restricted units can be generated in a Mixed-Income Project than in a 100% Income-Restricted project.

4. Affordability Definitions.

   The "Affordability Score" is a measure of the overall project affordability levels determined by the percentage of Income-Restricted Units and their depth of affordability. Scores will be determined consistent with the following equivalent unit mixes. Scores may also be adjusted to encourage additional housing-related benefits.

   - Extremely Low Income: 11% of units
   - Very Low Income: 15% of units
   - Lower Income: 25% of units
   - Moderate Income: 50% of units

   "Area Median Income" or "AMI" is the median annual income for a family or household in the County of Los Angeles. This amount is established each year by the United States Department of Housing and Urban Development (HUD) and published annually by the California Department of Housing and Community Development (HCD). As a point of reference, in April 2021, the Los Angeles County AMI for a three-person household was $106,400. The commonly used income categories are approximately as follows, subject to variations for household size and other factors:

   - Extremely Low Income: 0 to 30% of AMI
   - Very Low Income: >30% to 50% of AMI

- Lower Income: >50% to 80% of AMI
- Moderate Income: >80% to 120% of AMI

"Income-Restricted Units" are housing units that are reserved for people or households earning no more than a certain threshold income.

A "Mixed-Income Project" is a JD project with both Income-Restricted Units and market rate units.

"Neighborhood AMI" is a measure of the median income in a neighborhood surrounding a proposed JD project and will only be used to inform income levels for Income-Restricted Units where Neighborhood AMI is lower than County AMI.

B. Transportation & Access

1. Transit-Supportive Land Use.

   Metro will prioritize trip generating uses on JD sites to allow more people to drive less and access transit more. Projects will be prioritized which include more housing units for transit riders or a greater intensity of activity.

2. Preservation of Transit Facilities.

   Metro must retain authority over its transit facilities and services, and development shall not negatively impact existing or future public transportation facilities.

3. Transit Connections.

   Metro will maximize connections to transit facilities from and through JD projects, where appropriate. Projects are encouraged which provide for increased station access using buses, active transportation, and other alternative modes of travel. Projects should include provisions for effective and flexible curbside management of last-mile goods delivery and shared mobility services such as rideshare, microtransit, carshare, and carpools to minimize unintended consequences.

4. Parking.

   Metro will require projects that include parking spaces for residential uses to be at a ratio no higher than 0.5 parking spaces per bedroom. If the resulting residential parking is less than the minimum required by local land use policies, then JD projects will include residential parking at ratios no higher than the minimum required by such local policies. For JD projects built on existing park and ride lots or providing park and ride spaces, Metro will consider parking demand and pricing strategies when determining a strategy for replacement parking, if applicable.

   - Unbundled Parking. All off-street parking spaces related to residential uses in a JD project must be "unbundled" (i.e., marketed and rented separately from the

units within the project) in order to capture the actual cost to construct and maintain the dedicated parking spaces. An exception may be granted for Income-Restricted Units, if required by funding sources.

- Shared Parking. Metro will evaluate and pursue, wherever possible, shared parking strategies with the overarching goal of reducing the total number of off-site spaces constructed on the JD site.
- Replacement Parking. In the event that a Metro JD project is pursued on an existing Metro park and ride lot, demand-responsive considerations should inform replacement parking, if any.

5. Equity.

Metro will ensure that all projects are consistent with the Metro Equity Platform. Projects will be analyzed with Metro equity analysis tools and will strive to address past unintended consequences and provide the most opportunity to the most vulnerable populations, especially transit-dependent residents. In addition, Metro will ensure that JD projects comply with FTA Title VI Civil Rights and Environmental Justice requirements. Compliance with Title VI will be required of developers selected for JD projects.

C. Resources

1. Maximize Benefit.

Metro will seek the project that secures the best value for the public which may include affordable housing, public amenities or financial return that can be reinvested into Transit Oriented Communities activities.

2. Land Subsidies.

Where appropriate, and necessary for project feasibility, Metro may, subject to the approval of the Metro Board of Directors ("Board"), subsidize JD projects by discounting ground leases below the fair market value in order to accommodate transit infrastructure, Income-Restricted Units or other community benefits. Ground lease discounts from fair market value will be disclosed to the Board in an absolute dollar amount when transaction terms are presented to the Board for approval.

3. Collaborative Contribution.

Projects are encouraged which obtain capital, loans, grants, in-lieu contributions, or strategic partnerships from other agencies, including use of Local Return dollars in accordance with the Board-adopted TOC Policy, to create greater community economic benefit to JD projects.

4. Land Ownership.

Metro will retain fee ownership of its land, relying on long-term ground leases to develop its property. In exceptional cases where Metro's continued ownership of a property is

neither convenient nor necessary, Metro may sell the property in fee to the developer. In the event that a fee disposition of Metro property is necessary for a JD project, Metro will place a covenant on the property requiring that any Income-Restricted Units developed remain Income-Restricted in perpetuity, where feasible, and in any case for a period of not less than 99 years.

5. Use of Proceeds.

   Proceeds from JD projects will be reinvested in Transit Oriented Communities activities.

6. Strategic Acquisition.

   To encourage opportunities for JD projects surrounding transit investments, Metro will evaluate transit corridor projects in the initial planning (e.g., during the environmental and preliminary engineering phases) and shall seek to create the most advantageous conditions for JD projects in the acquisition of required property, location of new station sites, and construction of station facilities.

D. Community Outreach

1. Community Engagement.

   Metro will pro-actively engage with the communities throughout the JD process and require that developers do so as well.

2. CBO Participation.

   Metro will require, wherever feasible, that developers collaborate with local Community Based Organizations (CBOs), both formally as development partners or informally as community partners providing independent community-level input on the project scope, design and program.

3. Local Collaboration.

   Metro will consult and work cooperatively with local jurisdictions and developers to encourage transit-supportive, high-quality development at stations and surrounding properties. All JD projects must follow local laws and land use policies of the jurisdiction in which they are located.

E. Developer Solicitation.

1. Competitive Solicitation.

   Metro's preferred method for selection of developers for its JD projects is conducted through a full, open and competitive selection process that is further detailed in the Process section.

2. Unsolicited Proposals.

Staff may consider unsolicited proposals that seek the right to develop or improve Metro property by bringing unique benefit to a Metro site such as adjacent property or innovative design. For example, a successful proposal might add additional land area to a Metro site that would enable the combined properties to support a superior development than the Metro property alone. Unsolicited proposals must comply with all policies set forth herein.

If pursued, Metro will conduct market and zoning analysis, study the surrounding Neighborhood AMI, and seek input of impacted stakeholders to ensure the unsolicited proposal is in alignment with community needs.

F. Project Requirements.

1. Small & Disadvantaged Businesses.

Development teams shall provide opportunities for Metro-certified Small Business Enterprises (SBE), Disadvantaged Business Enterprises (DBE), and Disabled Veterans Business Enterprises (DVBE)~~, and Minority and Women Business Enterprises (MWBEs)~~ to partner in their projects through the delivery of professional or construction services.

2. Design Excellence.

Metro is committed to design excellence in JD projects. Metro will promote context sensitive planning, architectural integration, and quality materials for all programmatic elements of JD sites. Metro will ensure that projects demonstrate a high quality of design that is both sensitive to community context and enhances the surrounding community. If applicable, staff may require developers to incorporate community-appropriate public art and/or Metro directional signage into the proposed project.

JD projects will often require a signage and wayfinding program connecting the development to the transit system. These designs must reinforce Metro's brand identity and shall be prepared by a professional environmental graphic design consultant contracted by the Developer. JD projects may also provide opportunities for developers to commission public art in order to support cultural equity and articulate a community identity. Emphasis should be focus on spaces with high visibility and opportunity for architectural integration.

3. Sustainability.

Metro will require that JD projects shall be built to the latest green building codes and in accordance with the Metro Moving Beyond Sustainability plan.

4. Project Labor.

Metro will apply its agency-wide Project Labor Agreement and Construction Careers Policy to JD projects that meet the following thresholds: a mixed-use project containing both a

residential and a commercial component, where there are more than sixty (60) residential units being built; a residential only project that exceeds sixty (60) residential units; or a commercial only project (retail, office or hotel) that exceeds forty thousand (40,000) square feet of space.

IV. PROCESS

While this document is Board-adopted, Metro may continue to refine this Process section administratively as needed, so long as any refinements are in keeping with the Policy statements set forth in the previous Policy Section.

A. Site Selection

1. Acquisition.

   In the initial planning of a transit corridor project (e.g., during the environmental and preliminary engineering phases), Metro may conduct site analysis and evaluate proposed station sites for their JD potential. Working with Metro's Corridor Planning, Real Estate and Program Management departments, JD staff shall review proposed transit project property acquisitions for JD potential before the acquisition footprint is established and cleared during environmental review.

2. Site Prioritization.

   The JD staff has finite resources; therefore, the decision to begin a JD project must be made carefully, factoring in several criteria including, but not limited to market conditions, community input, ability to generate Income-Restricted Units, potential for local jurisdiction partnerships, and Metro resources. The JD workplan will prioritize projects with consideration of the following:

   - Neighborhood Stabilization. Metro will prioritize projects located in areas at higher risk of displacement based on the most recent and reputable data available.

   - Equity Focus Communities (EFCs). Metro will prioritize projects that fall within the Equity Focus Community geographies which have lacked investment and experienced disenfranchisement, as defined in Metro's Long Range Transportation Plan.

   - Access to Opportunities. Metro will prioritize projects that deliver Income-Restricted Units in areas with greater access to opportunities, such as jobs, schools, and other amenities.

   - Streamlining. Metro will evaluate projects based on their potential to be delivered quickly and with the least cost to Metro.

   - Maximizing Impact. Metro will prioritize projects that can best leverage transit supportive land use policies and deliver the greatest public benefit.

B. Project Scoping

1. Site Analysis.

   At the outset of the site selection process, staff shall conduct zoning and market analysis to determine the capacity of a JD site for housing units, community benefits and financial potential. Staff will conduct a community needs assessment and asset mapping to identify opportunities for the development program to leverage existing community resources and fill gaps where they exist. Potential JD sites will be evaluated through Metro equity analysis tools to address past unintended consequences and provide the most opportunity to the most vulnerable populations, especially transit-dependent residents. Metro will estimate any additional costs of upgrades required to develop the property in a manner that preserves existing transit infrastructure and operations. Examples of such costs include adding a new entrance, building replacement park and ride parking, or development features necessary to span or otherwise accommodate existing transit infrastructure.

2. Neighborhood Income Analysis.

   As part of the site analysis, Metro will evaluate income and rent data for the area that is within an approximately 15-minute walk of the site. The evaluation will include an historic "lookback" to determine a baseline "Neighborhood AMI" that will inform the threshold of household income levels and rents that will be targeted for projects with Income-Restricted Units. The neighborhood income and rent data will inform the outreach and preparation of Development Guidelines, with a goal of aligning housing affordability levels with the needs of the neighborhood and ensuring a realistic conversation about tradeoffs.

3. Community Engagement.

   Outreach should focus on upfront visioning and community updates throughout the process. In conducting outreach, Metro will utilize a breadth of outreach tools designed to broaden participation beyond traditional channels for gathering community input including, but not limited to focus groups, one-on-one meetings, workshops, pop-up events, attending other community meetings and events, intercept surveys, participation in community events, as well as virtual and online tools such as online surveys and virtual workshops to reach a broader stakeholder base.

   Metro will consult with local jurisdictions and conduct outreach to solicit input from the community surrounding a JD site. JD staff, working closely with Metro Community and Construction Relations staff, shall work with community stakeholders and the local jurisdiction to define a vision for the potential project.

4. Development Guidelines.

   Upon determination of a unified vision that is desirable to the community and economically feasible, Metro will prepare Development Guidelines ~~which will be presented to the Board for approval.~~ The Development Guidelines will articulate the following project expectations:

- Scale and Program. Results of the market and zoning analysis, community outreach, and neighborhood income and rent levels will be reflected in the Development Guidelines to set expectations for proposals.

- Transit Infrastructure Requirements. (if applicable). To the extent that additional transit investments are required to create a developable parcel, the scope and estimated cost for such improvements will be disclosed.

- Regulatory and Planning Framework. In communities where there has been a recent community plan or specific plan update or extensive outreach and visioning effort, the Development Guidelines will be informed by that document. The Development Guidelines will also incorporate relevant Metro plans and policies.

- Community-Informed Development Vision. The Development Guidelines will outline site-specific, community-informed priorities based on site analysis and community outreach.

- Project Checklist. Transit-oriented developments are expected to be walkable, human-scaled, and supportive of alternative transportation modes, among other attributes. These attributes will comprise a standardized "project checklist" to include design-related expectations such as the treatment of ground floor uses, pedestrian enhancements, community spaces and the like.

- Design Criteria. The Development Guidelines will specify urban design elements and site plan expectations unique to the site, as well as environmental graphics and public art for each project, if applicable.

- Community-Informed Evaluation Criteria. Community members will be invited to provide input on the evaluation criteria as part of the Development Guidelines so that the ultimate determining factors for selection are transparently communicated before a solicitation.

C. Developer Selection

1. Project Solicitation.

~~After Board approval of the Development Guidelines,~~ Metro will solicit proposals for development of a JD site through a Request for Information and Qualifications (RFIQ) and/or an Request for Proposals (RFP). Because of the unique nature of JD transactions and their divergence from a typical public procurement of goods or services, the developer solicitation process will use the Metro Acquisition Policy as a general guideline. Unique processes may be pursued in order to bring forward the best value project for Metro and the community. The RFIQ/RFP process will adhere to applicable state and federal codes, and, if the subject site was purchased with federal funding, will conform to Federal Transit

Administration FTA circular 7050.1B, which governs JD projects, as it may be amended from time-to-time.

2. Community-Based Development Organizations (CBDOs).

Following input from Los Angeles County-based community organizations and developers, in 2023 Metro defined a CBDO as "a nonprofit, tax-exempt, housing developer with a commitment to a geographic community and a stated intention of generating community scale outcomes including building wealth, increasing economic stability, improving health, or advancing equity through its projects and programs or partnerships with other organizations." Harnessing the local expertise of CBDOs will help Metro effectuate meaningful community engagement and develop JD projects that include elements that benefit, enhance, and respond to the needs of surrounding communities. Metro will require, wherever feasible, that development teams be led by or include CBDOs. If a CBDO is a partner rather than the lead developer, it must have an active role and financial stake in the development.

3. Fostering Partnerships.

During the solicitation process, staff may host a "Building Partnerships" event to highlight small businesses and local CBOs with the goal of connecting them with potential developer proposers, especially CBDOs.

4. Proposal Evaluation.

Metro will assemble an evaluation panel generally consisting of key Metro personnel, a representative of the local jurisdiction, and a community stakeholder, to the extent feasible and appropriate. Additionally, an urban design or development consultant, financial services consultant, community representative, and/or local jurisdiction technical staff may be used to provide support and advisory services in the evaluation of proposals. The evaluation panel will evaluate JD proposals and select a developer ~~to be recommended to the Board~~ or defer a JD project if none of the proposals maximize JD objectives.

5. Evaluation Criteria.

JD proposals will be evaluated based on their conformance with site-specific Development Guidelines and their support of the JD Policy. The selection team will evaluate various criteria and award points for project attributes including, but not limited to, the following:

1. Vision, Scope and Design. Projects that carry out Metro's JD Policies herein and the vision for the JD site as described in the site-specific Development Guidelines.

2. Affordability. Projects with a greater number of Income-Restricted Units, and/or deeper affordability levels following the Affordability Score and the alignment of affordability levels with Neighborhood AMI.

3. Transit-supportive Land Uses. Projects with trip-generating uses that allow more people to drive less and access transit more.

4. Financials. Projects with a reasonable and financially feasible proforma that compensates Metro at a fair market value for the land.

5. Implementation Streamlining. Projects that have a clear schedule for implementation, have the potential to be delivered fastest and with the least cost to Metro; projects that are "by-right" and do not require discretionary local actions; and projects with demonstrated community support that are less likely to be delayed by opposition.

6. Development Team. Proposers with demonstrated experience~~ and success and proposers that consist of~~ partnering with CBOs, SBEs, DBEs, and DVBEs~~, and MWBEs~~; Proposer teams where a CBDO is the lead developer or where a non-CBDO has committed to a partnership with a CBDO. Additional points will be awarded if the lead developer is a CBDO.

7. Community Engagement. Proposals that reflect robust engagement with CBOs and other community stakeholders as part of the development process.

6. Unsolicited Proposals.

Metro will evaluate unsolicited proposals using a three-phased approach:

- Phase One: Conceptual Proposal
- Phase Two: Detailed Proposal
- Phase Three: Community Outreach and Preliminary Discussions

Metro will respond to unsolicited proposals by following federal procurement guidelines for competitive procurement. Metro may, at any time, choose not to proceed further with any unsolicited proposal.

Phase One – Conceptual Proposal
Phase One includes a basic threshold review and evaluation of conceptual proposals, based on their compliance with the polices set forth in Section III, the site prioritization metrics set forth in Section IV.A.2, and the availability of staff resources at the time of receipt. Unsolicited proposals will only be accepted from developers with site-control of adjacent properties. If staff determines that the Phase One proposal should proceed, staff will request additional detailed information in a Phase Two proposal.

Phase Two – Detailed Proposal
During Phase Two, developers can meet with JD staff to better understand the process and the requirements for the proposed project. A Phase Two proposal will be evaluated based on its advancement of the policy priorities set forth in this document and the evaluation criteria set forth in Section IV.C.4. If Metro intends to move forward with a Phase Two proposal, JD staff and the proposers shall conduct outreach to targeted stakeholders in Phase Three.

Phase Three – Community Outreach and Preliminary Discussions
During Phase Three, Metro and the developer will conduct robust community outreach to understand the reception of the proposed project by the community. This outreach may consist of:

- meeting with local elected officials and municipal staff where the subject property is located;
- meeting with key community and business stakeholder groups;
- convening a public open house seeking community feedback;
- collecting written feedback or survey responses received on-line; and
- conducting virtual workshops, pop-ups, participating in community events, station intercept surveys, etc.

In response to the community input, the developer will be asked to address concerns raised and may submit a revised detailed proposal in response to public feedback. If the project is successful in addressing community concerns and JD staff determines a viable project can move forward, the proposal will be recommended to the Board to enter into an Exclusive Negotiation Agreement.

D. Development Phase

1. Exclusive Negotiation.
Following either the RFIQ/RFP or unsolicited proposal processes described above, Metro may decide to enter into an Exclusive Negotiation Agreement and Planning Document (ENA) with a developer. ~~Before recommending the selected developer's proposal to the Board,~~ Metro will negotiate and execute an ENA with the developer ~~U~~upon approval of a recommended developer and authorization by the Board, ~~Metro will execute the ENA with the developer~~ (unless the Board has delegated such authority to staff as was done for 10K Sites subject to the JD Developer Bench approved by the Board in March 2024).

Developer Responsibilities under the ENA include but are not limited to:

- Create a robust community engagement plan that will carry throughout the design, entitlement and construction process for the project.

- Negotiate in good faith, including such project design and project financing information as necessary for staff to negotiate a transaction.

- In consideration for entering into the ENA, the developer will provide Metro a non-refundable fee and will also provide Metro with a deposit to pay Metro's actual costs to negotiate and evaluate the proposal, including certain Metro in-house and third-party costs.

- Report on CBDO, CBO, SBE, DBE, and DVBE participation in the delivery of projects.

Metro Responsibilities under the ENA:

- During the negotiation period, provided that the developer is not in default of its obligations under the ENA, Metro will negotiate exclusively and in good faith with the developer a Joint Development Agreement (JDA) and Ground Lease to be entered into between Metro and the developer and will not solicit or entertain offers or proposals from other parties concerning the site.

Term of the ENA:

- Unless otherwise approved by the Board, ENA terms will consist of a twenty-four (24) month base period with the option to extend up to a total of sixty (60) months administratively, with notifications to the Board which will include a project status update, reasons for the extension, and proposed next steps. In considering an extension, staff will determine whether substantial progress has been made towards fulfillment of the requirements of the ENA and may require payment of additional fees and/or deposits.

2. FTA Concurrence.

   If a JD project will occupy land initially purchased with federal dollars, the project will need to obtain concurrence from the FTA in order to proceed.

3. Environmental Compliance.

   Metro cannot enter an agreement that would legally obligate the project's completion until the Board - as a responsible agency under CEQA and/or NEPA - considers and analyzes the environmental impacts of the project. The project must be cleared through CEQA before a JDA or a Ground Lease can be approved by the Board. Metro is not the lead CEQA agency for JD projects; the agency with local regulatory land use authority generally serves that function.

4. Joint Development Agreement.

   Upon satisfactory fulfillment of the development requirements in the ENA, negotiation of acceptable terms, and completion of the required environmental review ~~adoption of~~ under CEQA ~~findings by the lead agency~~, Metro will recommend that the Board (a) ~~adopt the~~take such action as required under CEQA ~~findings as a responsible party~~ and (b) authorize entering into a JDA and Ground Lease for the implementation of a project. The JDA shall describe the rights and responsibilities of both parties as established in the ENA negotiations.

5. Ground Lease.

   Upon satisfactory fulfillment of the closing conditions required in the JDA, and receipt of FTA concurrence, Metro will enter into a Ground Lease for the use of the site. The Ground Lease will describe the rights and responsibilities of both parties with respect to the site.

The CEO or designee may also enter into such other documents and agreements to implement and administer the project as described in the JDA and Ground Lease.

V. PROGRAM METRICS

A. Outcome Tracking

Metro will monitor and assess the JD Program and revise the JD Policy as needed. Metro will track the JD portfolio via a regularly updated dashboard of both completed and in-progress projects which will include data such as:

- Number and percentage of units by AMI levels
- Developer characteristics (ex. CBDO, market rate or non-profit, minority and/or women-led firms)
- Number of residents
- Resident employment and income characteristics
- Resident demographics
- Geographic distribution of JD projects
- Associated community benefits such as parks, community space, or street improvements
- Commercial space
- ~~Number and tenure of small businesses~~ CBO, SBE, DBE, and DVBE participation in the delivery of projects
- Construction and permanent jobs created
- First/last mile improvements
- Transit infrastructure improvements
- Revenue to Metro

Developers will be required to allow Metro to conduct annual commercial and residential tenant surveys to gather metrics for ongoing monitoring. Consistent with pillar one of the Equity Platform, requiring ground lessees to allow Metro to conduct an annual tenant survey would enable JD to track policy objectives such as transit use, demographic data (as allowed/feasible), car ownership, move in/move out information, revenue generation and qualitative data on the tenant satisfaction to help inform features of our projects (e.g., design issues, amenities, desired ground floor services, parking, and unit design).

In addition, Metro will conduct regular surveys of both existing and potential JD developers to identify areas of improvement for the JD Program.

VI. LEGAL FRAMEWORK

A. Statutory Basis

The Metro JD Program maintains statutory basis as obtained by a predecessor agency, the Southern California Rapid Transit District. Under California Public Utilities Code, Section 30600: "the district may take by grant, purchase, gift, devise, or lease, or by condemnation, or otherwise acquire, and hold and enjoy, real and personal property of every kind within or without the district necessary or incidental to the full or convenient exercise of its powers. That property includes, but is not limited to, property necessary for, incidental to, or convenient for joint development and property physically or functionally related to rapid transit service or facilities. The Board may lease, sell, jointly develop, or otherwise dispose of any real or personal property within or without the district when, in its judgment, it is for the best interests of the district to do so."

B. State Regulations

In response to the state housing crisis, a number of new laws have been adopted that prioritize and expedite the development of Income-Restricted Units, specifically on public lands such as Metro JD sites. In pursuing JD projects, Metro will comply with all relevant state laws.

Metro JD sites which were acquired with assistance from State funding sources may be subject to additional State laws or processes and will follow State guidance to ensure compliance.

C. Federal Regulations

Metro JD sites which were acquired with assistance from the FTA are subject to and will follow FTA guidance and will be reviewed individually by the FTA to ensure compliance. Current guidance in FTA Circular 7050.1B on FTA-funded real property for joint development, stipulates that joint developments follow four criteria: subject JD projects

1. Economic Benefit – project must enhance economic benefit or incorporate private investment.

2. Public Transportation Benefit – project must enhance the effectiveness of public transportation and be related physically or functionally to public transportation, or it can establish new or enhanced coordination between public transportation and other modes.

3. Revenue – developer and Metro must negotiate and agree on the amount of revenue the project will provide to Metro. The FTA does not define what

amounts to a "fair share of revenue" but Metro will provide FTA with a reasonable determination that the terms and conditions of the joint development project are reasonable and fair to Metro.

4. Fair Share of Costs – developers and commercial tenants must pay a fair share of the costs through rental payments or other means. The FTA does not define what amounts to a fair share of the costs of the facility and will not impose a particular valuation methodology. Metro will determine how to document its reasonable determination that the rental payment, or other means, is reasonable and fair.

D. Local Jurisdictions

Metro JD projects are subject to local land use laws, policies and procedures in the host jurisdiction, similar to any private development. The selected developer for any JD site must follow the land use, zoning, permitting, and entitlement process for the local jurisdiction of that site.

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Attachment B

<u>AMENDED</u> ENA KEY TERMS

Below is a summary of key terms and conditions for a template Exclusive Negotiation Agreement (ENA). Any ENA that deviates from or is inconsistent with this summary will require Board approval for execution. For purposes of this document, "Developer" means the Developer selected from the Developer Bench following the issuance of an RFP for the joint development of a 10K Site. "Project" means the housing project proposed by the Developer; and "Project Site" refers to the 10K Site, provided that on some projects, the Project Site may also include adjacent property owned or controlled by the Developer. Metro and Developer may be referred to individually as "Party" or collectively as "Parties" in this summary.

1. **Term**. The initial term of the ENA is twelve (12) months (Term). The Term may be extended by Metro staff in twelve (12) month increments if Developer is making substantial progress toward completing the transaction, not to exceed a total of sixty (60) months.

2. **Right to Terminate**. The ENA may be terminated early by either Party in limited circumstances, including: (i) the transaction is not reasonably likely to be completed; (ii) the Project is infeasible or cannot be financed; (iii) the Project is not likely to be constructed in a reasonable timeframe; (iv) the non-terminating party is in default under the ENA; or (v) certain title issues are present. Additionally, Metro may terminate without cost or penalty if Metro staff determines that the process followed to enter into the ENA or Developer's proposed Project does not comply with the Surplus Land Act.

3. **ENA Administration Fee**. Developer must pay a nonrefundable fee to Metro prior to the ENA's effective date to cover Metro's costs during the Term and to compensate Metro for exclusively negotiating with the Developer. The nonrefundable fee will be $50,000 or more, depending on project size and complexity.

4. **Agreement to Negotiate Exclusively in Good Faith; No Metro Commitment to Any Project or Funding**.
   - The Parties will exclusively negotiate in good faith during the Term. The ENA itself does not establish the terms of a future ground lease, joint development agreement (JDA) or any other Project-related agreements (Project Agreements) necessary to convey and develop the Project Site with the Project.
   - The ENA does not commit Metro to approving the Project, approving other proposed improvements to the Project Site or to entering into any of the Project Agreements. Metro retains absolute sole discretion to request modifications to the Project, to impose mitigation measures, to evaluate Project alternatives (including the no project alternative), and to reject the Project as may be necessary to comply with CEQA.
   - The ENA also does not commit Metro to funding, subsidizing, or otherwise financially contributing to the Project. Metro will retain its full discretion as to approval of the Project contemplated by the ENA.

5. **Documents to be Negotiated; Metro Retained Rights.**
   - The Parties will negotiate key terms for a JDA and form of ground lease (Term Sheet) for consideration by Metro's Board of Directors (Board). The Term Sheet will include the key terms and conditions that will be incorporated into the Project Agreements. Metro must receive Board authorization to execute the Project Agreements and such authorization will not be requested until all of the following have occurred: (i) the Term Sheet and the form of the JDA are agreed upon by the Parties; (ii) Metro staff has determined that all necessary CEQA-related documents have been prepared; and (iii) Metro staff has secured any required approval or concurrence of the Project (or the execution of the Project Agreements) by all applicable governmental or other funding entities.
   - Each Party may decline to enter into any subsequent agreement (including any of the Project Agreements) if the Parties fail to agree upon mutually satisfactory terms. Except as provided in the ENA, neither Party has any duty, obligation, or liability under the ENA if the Parties fail to timely agree upon and execute the Project Agreements.
   - If the Parties proceed with the transaction and the Project Agreements, Metro will retain certain rights with respect to the property to be ground leased (subject to limitations) throughout the life of the Project, as may be required by Federal Transit Administration funding. Those rights include, but are not limited to: (i) the right to install, operate and maintain public transit facilities; (ii) the right to install and maintain informational signage; (iii) the right to utilize sidewalks and common areas for pedestrian access and operations related to transit activities; (iv) inspection rights; and (v) all other rights not expressly granted to Developer in the ground lease.
6. **Schedule of Performance.** The ENA's Schedule of Performance contains key milestones for moving the Project forward. The milestones include, but are not limited to, public outreach requirements, title work, submittal of designs, CEQA compliance, entitlement submittal and Project proforma/financing plan submittal. Subject to a Valid Unavoidable Delay (discussed in Section 17 below), time is of the essence with respect to each Party's obligations under the Schedule of Performance. Failure of a Party to meet the milestones set forth in the Schedule of Performance shall constitute a breach under the ENA.

7. **Environmental Review.** Developer is responsible for all costs associated with CEQA compliance. Developer is responsible for preparing and submitting all Project-related CEQA documents (CEQA Documents) to the governmental agency with legal authority to issue entitlements for the Project (Entitling Authority), subject to Metro staff's advance review and approval. Metro will exercise its independent judgment and analysis in connection with any Project-related environmental reviews and will make its own determination as to what is required for Metro to satisfy the requirements of CEQA. Accordingly, Metro may require Developer to complete alternative CEQA studies and/or an alternative method to comply with CEQA than the Entitling Agency. These costs shall also be borne entirely by Developer.

8. **Project Entitlements.** Developer must prepare and submit all Project-related entitlement applications (Entitlement Applications) to the Entitling Authority, subject to Metro staff's advance review and approval. Developer is responsible for all costs associated with the Entitlement Applications. If Developer abandons an Entitlement Application for any reason, Metro may take over such application and Developer will cooperate with Metro to complete the entitlement process started by Developer. If the Project is not built, Developer will cooperate with Metro to remove any Project-related entitlements and/or encumbrances affecting Metro's property.

9. **Provision of Development Documents.** In addition to the CEQA Documents and the Entitlement Applications, Developer shall prepare at its sole cost and expense, but subject to Metro staff's independent review and judgment, all plans (including schematic design drawings) and other reports, investigations, studies, and related documents with respect to the Project Site, the Project, and Developer's intended use of the Project Site (collectively, Development Documents). In addition to the foregoing, Developer shall include in its contractors' and consultants' contracts, the right of Developer to assign the Development Documents to Metro.

10. **Ethics.** Developer (and Developer team members, as required by Metro Ethics) must remain in full compliance with: (i) Titles 4 (Procurement) and 5 (Ethics) of the Metro Administrative Code (Admin Code); (ii) all applicable provisions of Government Code sections 1090 and 87100 et seq.; and (iii) regulations governing campaign contributions to Board members imposed by Public Utilities Code section 130051.20, Government Code section 84300 et seq., and the Admin Code. Developer must also submit updated ethics declarations as required by Metro.

11. **Coordination.** Developer shall notify Metro regarding substantive meetings with governmental authorities concerning the Project, and Metro may participate in such meetings, at its discretion. The Parties will coordinate with each other and hold progress meetings to ensure compliance with the ENA.

12. **Development Team and Project Partners.** Developer will report quarterly on Community-Based Development Organizations (CBDO), community-based organizations, Small Business Enterprises (SBE), Disadvantaged Business Enterprises (DBE), and Disabled Veterans Business Enterprises (DVBE) participation in the delivery of projects.

13. **Community Outreach Plan.** Developer will perform community outreach in accordance with a Metro-approved community outreach plan attached to the ENA.

14. **Inspections.** Developer may conduct such due diligence inspections as the Parties deem necessary during the course of the Term to determine the condition of the Project Site and/or the Project's feasibility. Developer's entry onto the Project Site for such inspections will be in accordance with the terms and conditions of a right of entry agreement executed between the Parties. If the Project Site includes Developer-controlled property, Developer will similarly grant Metro with access to such property to conduct inspections.

15. **Title & Survey Review**. The Parties will conduct survey and title review for the Project Site. Specified title issues may be grounds for the ENA's early termination.

16. **Design Review**.
    - The design of the Project shall be at Developer's sole cost and expense.
    - Developer shall prepare and submit to Metro staff the initial set of schematic design drawings for the Project, which represents a Logical Evolution of Developer's conceptual plan. Within this context, "Logical Evolution" means the further development, refinement, or amplification of the conceptual plan that flows logically, naturally, and foreseeably from the conceptual plan, and reflects (among other things) good architectural and engineering design, and complies with the terms of the ENA and all legal requirements. The schematic design drawings must be prepared by a qualified and licensed architect and/or engineer, as applicable.
    - Metro staff shall have the right to review and approve, disapprove, or request changes to the schematic design drawings, Project development schedules, and proposed methods of construction for all Project improvements. During this process, any Metro staff determination

regarding possible impacts on Metro's Development Related Concerns (as defined) shall be made in Metro's sole and absolute discretion. Among other things, Metro's Development Related Concerns include: (i) Metro's operations, including its ability to install, inspect, operate, maintain, repair, and replace public transit facilities; (ii) Metro's exercise of rights retained under the ENA; (iii) public health and safety; and (iv) access to and from Metro's property.

17. **Indemnity & Insurance.**
    - Except for claims arising solely from Metro's gross negligence or willful misconduct, Developer will indemnify, defend (with counsel approved by Metro) and hold harmless Metro and the Metro Parties (as defined) from specified Project-related liability, claims, losses, costs, expenses or damages arising from or caused by Developer and the Developer Parties (as defined).
    - Developer must obtain for itself, and the Developer Parties, insurance in accordance with Metro's requirements.
18. **Breach & Default**.
    - A Party is in breach under the ENA if it fails to: (i) perform any obligation, or to comply with any covenant, restriction, term or condition in the ENA; or (ii) meet the milestones set forth in the Schedule of Performance.
    - Subject to limited exceptions, a breach will become a default if the aggrieved Party provides written notice to the Party committing the breach and the breaching Party thereafter fails to cure within a specified time period. The breaching Party can extend its time to cure if there is a "Valid Unavoidable Delay," which is a delay agreed upon by both Parties as being valid and unavoidable, in accordance with a process provided under the ENA (e.g., this may include a force majeure event). Notwithstanding, the deadline to cure a breach may not be extended due to a Valid Unavoidable Delay by more than sixty (60) days; nor may the Term be extended due to a Valid Unavoidable Delay.
19. **Upon Termination of ENA; Limitation on Metro Damages & Remedies**.
    - If the ENA expires or terminates and the Parties have not executed a JDA, then: (i) any rights or interest Developer may have under the ENA shall cease without notice; (ii) any Development Documents will become Metro's personal property; and (iii) Metro may use, develop (alone or with another entity) or dispose of the Project Site as it determines appropriate in its sole discretion.
    - If Metro defaults under the ENA (i.e., fails to perform an obligation as described in Section 17), Metro will pay Developer liquidated damages in an amount equal to not to exceed two hundred and fifty thousand ($250,000.00) (Liquidated Damages Amount). The Liquidated Damages Amount will be Developer's sole and exclusive remedy (inclusive of any attorneys' fees and costs) arising from Metro's default. Upon such a default and Metro's payment of the Liquidated Damages Amount, the ENA will terminate.
20. **Assignment**. Except as otherwise agreed to by Metro staff, Developer may not assign its rights or duties under the ENA to any other person or entity. Notwithstanding, Developer's shareholders, partners, members or other equity holders may transfer, sell, exchange, assign, or divest themselves of any interest they have in Developer so long as a change of Control (as defined) of Developer does not occur.

We're supporting thriving communities.

Joint Development Policy and Exclusive Negotiations Agreement

Planning and Programming Committee
Legistar File #2024-0277
June 20, 2024

Metro

Recommendations

CONSIDER:

A. APPROVING the Amended Joint Development Policy (Attachment A) and

B. APPROVING the Amended Exclusive Negotiation Agreements Key Terms (Attachment B) for 10K Sites.

March 2024 Motion

DUPONT-WALKER AMENDMENT: Report back on the ENA template to clearly communicate participation with community-based organizations (CBOs), allowing for community development-based organizations (CDBOs) to work directly with Metro as the prime or sub-prime contractor. This would allow for CBO/CDBO participation, not exclusive of the Joint Development Bench. Include engagement with general contractors and subcontractors for the inclusion of Small Business Enterprise, Disadvantaged Business Enterprise, Disabled Veterans Business Enterprise, and Minority Women Business Enterprise.

DUTRA AMENDMENT: Directed the CEO to improve the contract language for RFPs and to work with the cities to help streamline the entitlement process and work with the developers to streamline the capital stack.

Background

Joint Development Policy:

- Requires that Developers collaborate with local Community-Based Organizations (CBOs) in the delivery of JD projects to the extent feasible.

- Requires Developers provide opportunities for Metro-certified Small Business Enterprises (SBE), Disadvantaged Business Enterprises (DBE),and Disabled Veterans Business Enterprises (DVBE) to partner in their projects through the delivery of professional or construction services.

Acceleration Strategies and Developer Bench

- April 2023 – Board adopted 27 strategies to accelerate project delivery
- Targeted outreach to Community Based Development Organizations (CBDOs) with additional points awarded in Developer Bench RFQ
- 25 of 80 Bench Developers identified as CBDOs

Responses to Motion

- Amend JD Policy to incorporate definitions of CBDOs, require meaningful CBDO leadership and participation where feasible, and other modifications to align JD Policy with acceleration strategies approved by the Board in April 2023.
- Additional points for proposals where CBDO is lead developer. If CBDO is partner, they must have an active role and financial stake to receive additional points.
- Award points in site-specific RFPs for demonstrated track record and level of commitment to partnering with CBOs and SBEs/DBEs/DVBEs in project delivery.
- Host 'Building Partnership' events to connect prospective Developers (especially CBDOs) and targeted Metro business enterprises.
- Amend ENA Key Terms to require developers to report quarterly on CBDO, CBO, and SBE/DBE/DVBE leadership and participation in the delivery of projects.
- On-going streamlining of entitlements, financing in collaboration with local jurisdictions and developer partners.

Next Steps

- Conduct outreach to the 10K communities, which will then inform RFP evaluation criteria for each 10K Site.
- Invite the Developer Bench to respond to site-specific RFPs for 10K Sites **beginning mid-to-late 2024**.
- Building Partnerships events
- Complete RFP evaluations and enter into ENAs with the selected developers.
- Updates on developer selection and team composition, project proposals, CBO participation, SBE/DBE/DVBE commitments, and other significant milestones will be reported to the Board and public through a dashboard.
- Return to Board after entitlements are in place for approval of terms for Joint Development Agreements (JDAs) and ground leases.

Los Angeles County
Metropolitan Transportation
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Los Angeles, CA

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Board Report

File #: 2024-0281, **File Type:** Project **Agenda Number:** 17.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 20, 2024

SUBJECT: VENICE DIVISION 6 JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an Exclusive Negotiation Agreement and Planning Document (ENA) with Metro Venice Art Collective, LLC (Developer) for a period of 18 months, with the option to extend for an additional three, 12-month periods, for the development of Metro-owned property at the former Division 6 Bus Yard in the Venice Community of the City of Los Angeles (Site), subject to resolution of all properly submitted protest(s), if any.

ISSUE

In April 2023, Metro released a Request for Proposals (RFP) for the development of the Metro-owned former Division 6 Bus Yard in the Venice Community of the City of Los Angeles (see Attachment A - Site Map). After a thorough evaluation, community meeting, and final scoring process, staff recommends entering into an ENA with Metro Venice Art Collective, LLC, the highest-scoring proposer. During the ENA time frame, the Developer will refine the project, seek community feedback, obtain environmental approvals and City of Los Angeles entitlements, and negotiate terms for a Joint Development Agreement and Ground Lease with Metro.

BACKGROUND

The Site was a fully operational transit facility for over 100 years before being decommissioned in 2015. On January 28, 2016, the Board adopted Motion 59 by Directors Bonin and Kuehl calling for a community-based process to determine a new use for the Site through Metro's Joint Development (JD) program (Attachment B).

In the fall of 2018, Metro initiated extensive community outreach to collect input on the long-term reuse of the Site, which was used to create Development Guidelines, the primary tool to articulate the community's vision for the Site. The Development Guidelines were approved by the Board at its June 2019 meeting. A two-step procurement process was used for this Joint Development opportunity which is larger and more complex than typical Joint Development projects. Step one, or the Request for Interest and Qualifications (RFIQ), was released to the development community in December

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2019 from which qualified developers were invited to respond to step two, or the Request for Proposals (RFP).

Following delays due to the COVID-19 pandemic and changes in State Law for disposition of real property, step one resumption of procurement activities occurred in December 2020 when the seven submittals received were evaluated and five developers were shortlisted to advance to the RFP stage of the solicitation process.

In April 2023, the procurement process fully resumed when the RFP was released to all five shortlisted developers for the development of the Site. In September 2023, Metro received two RFP responses. Both responses were evaluated based on the evaluation criteria, which included key components from the Development Guidelines.

The City of Los Angeles is currently leasing the Site for a temporary shelter facility as a short-term use while the plans for the long-term reuse of the site through Joint Development were established and the developer selection process occurred.

Community Outreach

Leveraging the significant community outreach leading up to the 2019 Board adopted Development Guidelines, and momentum gained by issuance of the 2023 RFP, Metro held a virtual community meeting on March 18, 2024. This meeting provided an update on the joint development effort, allowed the two developers to present their project concepts, and gave an opportunity for Venice stakeholders to ask questions. Councilmember Traci Park provided opening comments. The meeting had 180 participants, and the recording of the event was posted on the project website. The announcement about the community update meeting was shared through Metro's Community Relations March newsletter and reached more than 160,000 stakeholders, and through eblasts to approximately 1,700 stakeholders who signed up for updates specifically about the Division 6 site. There were 10,000 flyers distributed in the 2-mile radius around the site and 1,100 impressions within 35 neighborhoods on a NextDoor post. Because of the significant community interest and engagement of the online participants, the meeting was extended by an additional hour to field questions and provide more insight into the developer proposals. Comments were received and a FAQs list was established and posted to the JD project website.

DISCUSSION

Developer Selection

On September 28, 2023, Metro received two responses to the RFP solicitation. The two responses were then evaluated, including written responses from both developers concerning their strategies for engaging the Venice community following presentations and feedback received at the Community Update meeting. Through this process, Metro Venice Art Collective, LLC is recommended to move forward for consideration by the Metro Board.

The final scoring and recommended selection were based on the Developer’s response to the following:

- Placement of open space and public art features within the development proposal.
- Inclusion of a local arts community-based organization, Venice Arts, within the commercial programming.
- Integration of the existing Vietnam Veterans mural within the physical development.
- Hyper-local nature of the development team and unique understanding of the Venice community.
- Developer's commitment to include all stakeholders in the project formation process.
- Commitment to stakeholder engagement with emphasis on in-person meetings.

The proposed Development also advances key elements of Metro's Joint Development Policy, including the delivery of housing and amenities, focusing benefits on historically disadvantaged communities, in this case, lower-income families and seniors, and actively engaging community members and other stakeholders. A summary of the developer selection process is provided in Attachment C - Procurement Summary.

Developer Entity

Metro Venice Art Collective, LLC is a limited liability company wholly owned by the Pinyon Group, which is a Los Angeles-based development and real estate investment firm with over 50% of its ownership composition being minority-based. In addition to the Pinyon Group, the developer team is extensive and includes subconsultants and advisors local to the Los Angeles area. These include design architects, environmental consultants, urban planning firms, legal counsel, onsite program management, and community-based organizations (CBOs). Related to onsite art and similar programs the Developer has partnered with the local CBO, Venice Arts. It has also engaged NDVETS, a local veterans advocacy group to assist with preservation of the veteran's mural that is presently onsite and in need of refurbishment.

As a development company, the Pinyon Group's team members have extensive experience with the acquisition, design, entitlement, development, construction, and asset management of over 25,000 residential units, and 21,000,000 square feet of commercial real estate. The Pinyon Group has partnered with and managed investments on behalf of pension funds, insurance companies, banks, and endowments. The Developer's counsel has significant experience navigating through CA Coastal Commission entitlements that will be required for this project and will need to occur concurrently with the City's entitlements.

Developer Proposal

The Developer's proposal includes the following program elements:

- 341 housing units with 86 units restricted to households earning less than 80% of the Los Angeles County Area Median Income (AMI) to be in effect for the term of the Ground Lease.
- Approximately 12,900 sq. ft. of ground floor public open space.
- A pedestrian crossing to enhance beach access, along with pedestrian, transit, and vehicular upgrades to Main Street.
- Integration of the existing Vietnam POW/MIA Memorial into the southwest corner of the proposed project.
- Dedicated community space of approximately 5,400 sq. ft. for Venice Arts, a local community-

based organization to host a café, art classes, exhibits, and community events.
> Approximately 30,000 sq. ft. of commercial retail space spanning Main Street, including incentivizing the Developer to rent to local businesses wherever possible.
> A Ground Lease payment equal to fair market value for the property adjusting for any additional public benefits provided, including affordable housing.
> Onsite, subterranean parking dedicated to residents, their guests, commercial patrons, and beachgoers consistent with the applicable JD Policy on parking.

Please see Attachment D - Site Plan and Rendering for additional information on the proposed project.

Within the parameters of the competitive RFP process, the Developer proposed 86 units of affordable housing fully integrated into its 341-unit development. The other proposal under consideration proposed a stand-alone, 75-unit affordable housing structure next to a 235-unit market-rate development on the Site. In addition to the larger number of fully integrated affordable units, the recommended Developer's proposal featured integration with the broader neighborhood and deference to its nearby neighbors through a terraced design effect that stepped back from the street frontage.

The Developer's proposal has identified an alternative financing structure that is available to replace a typical debt and equity financed transaction that would streamline the project financing process. The Developer has experience utilizing tax-exempt bond financing paired with Low-Income Housing Tax Credits (LIHTC) and private equity to finance both the affordable and market-rate housing components. This financing structure tends to be faster than the typical public subsidy process used by other affordable housing developers, including its competitors. The time savings and financial benefits identified by this financing method could be as much as 9-12 months in comparison to a standard tax credit structure layered with other highly competitive and limited public subsidy sources.

An additional policy consideration that will need to be addressed during the ENA period is the appropriate application of the California Surplus Land Act (SLA). Given the Project Site is larger than one acre and can accommodate at least 300 housing units, Metro and the Developer will be required to designate at least 25% of the available units as income-restricted and available to lower-income households. The Joint Development team will work with the Developer to explore ways to address these various regulatory "floors" and actively work to identify opportunities to increase affordability levels over and above the 25% threshold identified by the SLA without negatively impacting the Project's delivery.

The Developer will be required to comply with Metro's Project Labor Agreement and Construction Careers Policy and the Developer will proactively work to secure commitments with Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE), and Disabled Veteran Business Enterprise (DVBE) firms during the predevelopment and construction phases. Notices highlighting specific opportunities to partner with the Developer will be shared with Metro, posted on the Developer's project website, and communicated at all community meetings. Metro will report progress on the Developer's DBE, SBE, and DVBE performance to the Board and the public via a continuously updated online dashboard. Once the project entitlements are in place, staff will return to the Board for approval of JDA and Ground Lease terms, including SBE, DBE, DVBE, and CBO

participation commitments for the construction and delivery of the project.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have a positive impact on safety. The eventual implementation of this project will offer opportunities to improve safety for transit riders and operators of the Metro Bus Line 33 by activating the boarding area at this location. Ground floor commercial activities proposed within the project will provide additional “eyes on the street” to enhance safety and provide a sense of community along Main Street and Pacific Avenue.

FINANCIAL IMPACT

Funding for Joint Development staff time related to the ENA and the proposed project is included in the FY 2025 budget in Cost Center 2210 (Joint Development). In addition, the ENA will require a nonrefundable fee of $50,000 to cover non-Joint Development staff time and third-party expenses during the negotiation.

Impact to Budget
Work under the ENA is included in the FY25 budget in Cost Center 2210 (Joint Development) under Project 401300 (Joint Development 10K Homes). Staff and consultant costs are included in the FY25 budget to negotiate the proposed transaction and review design and other project documents.

EQUITY PLATFORM

This action will allow the Developer to refine the project with robust community input. To the extent the project moves forward with construction and implementation, it will serve to address existing issues associated with affordable housing, equitable access to neighborhood services, and mitigation of Site-related subsurface environmental concerns from prior bus operations.

The Venice community has experienced a shrinking inventory of available housing as homes have transitioned into short-term rentals. In addition, more than 1,500 moderate-income households (households earning between 80% and 120% of AMI) are housing cost-burdened, paying well over 30% of their household income on housing leading to concerns of rent-induced displacement from the neighborhood. (*2019 Venice Division 6 Development Guidelines*).

The affordability levels identified within the project’s 86 income-restricted units would benefit renters who are at and below the 80% AMI income level. Of the 14,556 occupied housing units in Venice, 36.29% are owner-occupied, while 63.71% are renter-occupied, leading to greater concerns over potential displacement. (*2020 U.S. Census Bureau. Population and Housing Characteristics*). The Developer’s commitment to long-term affordability through the term of the Ground Lease will help to offset this growing statistic and the destabilizing effect it has on lower-income households.

The Developer and City staff have expressed a strong commitment to actively engage and respond to community stakeholder concerns in coordination with Metro. Developer-led community engagement under the ENA will involve different methods such as workshops, surveys, and pop-up events. Engagement will be conducted in English, Spanish, and other languages as needed to reach

all interested stakeholders.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports the Strategic Plan Goal to “enhance communities and lives through mobility and access to opportunity”, specifically Initiative 3.2 which states “Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made.” The proposed project will deliver several community benefits, including transit upgrades, income-restricted housing, and new commercial/community space.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action and could direct staff to continue clarification talks with the Developer prior to considering an ENA or prepare and release a new solicitation for joint development of the Site. Staff does not recommend proceeding with these alternatives because the recommended action builds upon the significant community input and procurement process that has transpired thus far. A new solicitation process would delay the development of the Site and the construction of much-needed affordable housing units. Further, if the outcome of the discussion during the ENA process does not create a project proposal suitable to Metro, other options could still be considered.

NEXT STEPS

Upon Board approval of the recommended action, the ENA will be executed, and Metro staff and the Developer will commence preliminary deal-point negotiations in parallel with design review and community engagement. Identifying an effective, multi-tiered community engagement process within the first six months of the ENA will be one of the conditions for proceeding with further negotiations. Metro will continue to coordinate closely with the City of Los Angeles as it has done since the inception of the community engagement process.

ATTACHMENTS

Attachment A - Site Map
Attachment B - Motion 59
Attachment C - Procurement Summary
Attachment D - Site Plan and Rendering

Prepared by: Olivia Segura, Senior Manager, Countywide Planning & Development, (213) 547-4200
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Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

Stephanie N. Wiggins
Chief Executive Officer

EXHIBIT A

SITE MAP

Project Site

Metro

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

Metro

Board Report

File #: 2016-0067, **File Type:** Motion / Motion Response **Agenda Number:** 59.

REGULAR BOARD MEETING
JANUARY 28, 2016

SUBJECT: MOTION BY BONIN AND KUEHL (DIVISION 6 JOINT DEVELOPMENT STRATEGY)

Motion by:

Directors Bonin and Kuehl

January 28, 2016

Division 6 Joint Development Strategy

Metro Operations has completed deactivation of Division 6 concurrent with the phased opening/activation of Division 13. The Division 6 site is a 3.5 acre property located at 100 Sunset Avenue in Venice. The Site has been in operation as a transit facility for more than 60 years, thus an environmental assessment will be required prior to any decision is made about the future use of the site.

The Site is a significant opportunity to achieve Metro's goals for community-led development and transit-oriented communities. The Site is not encumbered by federal requirements to dispose of the property as surplus and operations staff have determined that the Site will not be needed for existing or future transportation needs. Venice's natural and economic assets and thriving economy make balancing competing demands for scarce land in this area essential. Venice's popularity has led to rising land values in both the commercial and residential real estate sectors, driving a need for affordable housing and mechanisms to preserve the economic diversity of Venice for small and local businesses.

Taking an active role in the development of the Site would provide the opportunity to address these pressing concerns, while creating a project that is fully compatible with the surrounding community and reflects the needs and desires of the neighborhood. In September 2015, the Metro Board approved revised Joint Development Policies and Processes ("JD Policy") and the updated policy calls for a robust community engagement process that actively engages community members at every development stage and would ensure this real estate opportunity delivers ongoing economic and community benefits.

In addition, Metro's Joint Development Program seeks to facilitate construction of affordable housing., The updated Policy requires that 35% of the total housing units in the Metro joint development portfolio are affordable for residents earning 60% or less of the Area Median Income (AMI). The Policy also provides that Metro may discount ground leases below fair market value in

order to incentivize affordable housing in its Joint Development projects.

Using the Joint Development program for the redevelopment of the Site would allow Metro to ensure that the agency looks broadly at its ability to have positive impact on creating transit supportive communities and increasing transit ridership. The Site fits within Metro's desired transit-oriented community (TOC) profile, due to the broad range of uses within walking distance of the Site, the presence of pedestrian- and bike-friendly infrastructure and proximity to transit. The Site is served by several high-ridership bus lines, including one of Metro's busiest Rapid lines, the 733, with 10-minute headways in peak hours.

Given the competing demands for land use in Venice and the high-profile location of this property, as well as Metro's commitment to supporting TOCs, using the Joint Development program to manage the redevelopment of this site would allow Metro to be a good neighbor and give back to the community that has hosted it for so many years.

APPROVE **Motion by Directors Bonin and Kuehl** that, upon completion of an environmental assessment, the CEO dedicate staff and resources to pursue re-use of the Site through Metro's Joint Development program. In doing so, Metro shall pro-actively engage with the Venice community in developing design guidelines for the Site and shall require the selected developer to create a community engagement plan that provides for ongoing community and economic benefits for the Venice community.

PROCUREMENT SUMMARY

DIVISION 6 JOINT DEVELOPMENT OPPORTUNITY IN VENICE

1.	**RFP Number**: PS102680-PS64777	
2.	**Recommended Vendor**: Metro Venice Art Collective, LLC	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order** ☒ **Joint Development**	
4.	**Procurement Dates**:	
	A. Issued: April 14, 2023	
	B. Advertised/Publicized: April 14, 2023	
	C. Pre-Proposal Conference: May 3, 2023	
	D. Proposals Due: September 28, 2023	
	E. Pre-Qualification Completed: N/A	
	F. Ethics Declaration Forms submitted to Ethics: September 29, 2023	
	G. Protest Period End Date: June 25, 2024	
5.	**Solicitations Picked up/Downloaded**: 5	**Bids/Proposals Received**: 2
6.	**Contract Administrator**: Armine Menemshyan	**Telephone Number**: 213-922-4851
7.	**Project Manager**: Carey Jenkins	**Telephone Number**: 213-547-4356

A. Procurement Background

This Board Action is to approve an Exclusive Negotiations Agreement and Planning Document (ENA) for the development of Metro-owned property at the former Division 6 Bus Yard in the Venice community of the City of Los Angeles. Board approval of agreements are subject to resolution of any properly submitted protest(s), if any.

A two-step procurement process was used for this Joint Development opportunity which is larger and more complex than typical Joint Development projects.

Step one, or Request for Interest and Qualifications (RFIQ) No. PS64777, was issued on December 17, 2019 to select potential developers based on project understanding and approach, development team experience, financials, and community and stakeholder engagement. Seven submittals were received in February 2020. The submittals were evaluated, and five developers were shortlisted to advance to step two, or the Request for Proposal (RFP) stage of the solicitation process.

Step two, RFP No. PS102680-PS64777, was issued to the short-listed developers from step one. The RFP requested a more detailed development proposal for the site, development program, site plan and renderings, commitment to affordable housing, inclusion of community-based organizations and small/disadvantaged business enterprises, and project financial information.

Two amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 26, 2023, extended the proposal due date.
- Amendment No. 2, issued on August 3, 2023, extended the proposal due date.

A virtual pre-proposal meeting was held on May 3, 2023, and was attended by 10 participants representing 5 firms. There were 28 questions asked and responses were released prior to the proposal due date.

Two proposals were received on September 28, 2023, from the following firms listed below in alphabetical order:

- Camden RE Ventures LLC
- Metro Venice Art Collective, LLC

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Joint Development and Art Asset Management and Cultural Programming departments, representatives from the City of Los Angeles, and a local Venice community representative was convened and conducted a comprehensive technical evaluation of the proposals received.

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

• Vision, Scope, and Design	25 percent
• Design	20 percent
• Development Team Experience and Financial Capacity	15 percent
• Financial Information and Offer	15 percent
• Implementation	10 percent
• Community Engagement & Public Workshop	15 percent

The evaluation criteria are appropriate and consistent with criteria developed for previous similar Joint Development opportunity procurements. Several factors were considered when developing these weights, giving the greatest importance to vision, scope, and design.

During the period of October 11, 2023, to March 4, 2024, the PET independently evaluated and scored the proposals.

Both proposals were determined to be within the competitive range and proposers were invited to participate in a virtual Open House/Public Workshop held on March 18, 2024.

More than 180 community members attended the Open House/Public Workshop. Metro staff presented an overview of the development process, and the two proposers presented their design concepts to the public for the first time. Following the presentations, the Metro-facilitated Q&A session heard more than 150 comments and questions reflecting the high level of interest from the Venice community in this project. Metro staff addressed questions about the Joint Development and developer selection process, the project timeline, ownership and management of the property, outreach noticing and Metro's commitment to affordable housing.

The two proposers provided responses to questions about the makeup of their respective teams, addressed community concerns over housing and affordability, retail, height restrictions, parking, traffic, safety, sustainability, community access, infrastructure improvements, and partnerships with community-based organizations.

Proposers were required to provide written narratives describing concerns that were expressed by members of the public at the workshop, as well as a strategy for addressing those concerns. Following the Open House/Public Workshop and after reviewing the narratives, the PET determined that Metro Venice Art Collective, LLC was the highest scored proposer to enter into an ENA.

Qualifications Summary of Firms within the Competitive Range:

Metro Venice Art Collective, LLC

Metro Venice Art Collective, LLC, a California limited liability company, is owned and controlled by The Pinyon Group LLC. Headquartered in Los Angeles, California, The Pinyon Group is a minority-owned, vertically-integrated, full-service real estate development, investment, construction management, and advisory firm with over $5 billion of project experience in urban development including market rate, mixed-income, and affordable housing, and commercial development.

Camden RE Ventures LLC

Camden Securities Company, the parent company of Camden RE Ventures, LLC, is a fully integrated owner, operator, developer, investor, and property management firm of real estate assets focusing on mixed-use properties including multi-family and retail, senior living, luxury condominium units and hotel suites. Presently, the parent company is invested in the ownership and development of more than 2.5 million square feet of retail shopping centers and over 7,500 multi-family units.

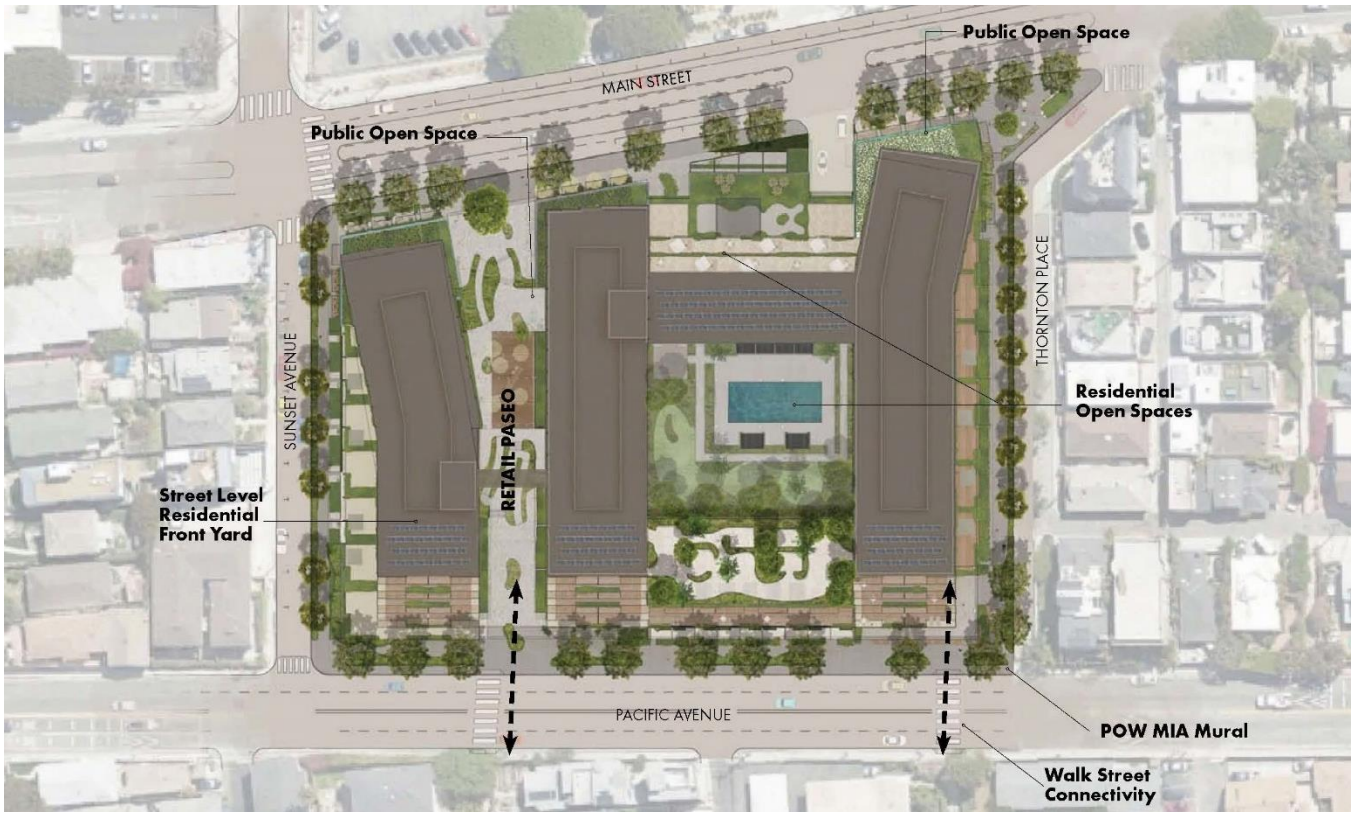
The following table summarizes the final scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Metro Venice Art Collective, LLC**				
3	Vision, Scope, and Design	72.00	25.00%	18.00	
4	Design	74.00	20.00%	14.80	
5	Development Team Experience and Financial Capacity	80.00	15.00%	12.00	
6	Financial Information and Offer	48.66	15.00%	7.30	
7	Implementation	47.30	10.00%	4.73	
8	Community Engagement & Public Workshop	76.53	15.00%	11.48	
9	**Total**		**100.00%**	**68.31**	**1**
10	**Camden RE Ventures LLC**				
11	Vision, Scope, and Design	64.00	25.00%	16.00	
12	Design	70.00	20.00%	14.00	
13	Development Team Experience and Financial Capacity	63.00	15.00%	9.45	
14	Financial Information and Offer	44.00	15.00%	6.60	
15	Implementation	44.00	10.00%	4.40	
16	Community Engagement & Public Workshop	52.53	15.00%	7.88	
17	**Total**		**100.00%**	**58.33**	**2**

C. Background on Recommended Contractor

Metro Venice Art Collective, LLC, a California limited liability company is owned and controlled by The Pinyon Group, a Los Angeles based firm specializing in real estate development, investment, construction management, and advisory services with over $5 billion of project experience.

ATTACHMENT D - SITE PLAN AND RENDERING



We're supporting thriving communities.

VENICE DIVISION 6 JOINT DEVELOPMENT

Planning & Programming Committee

Legistar File# 2024-0281 June 20, 2024

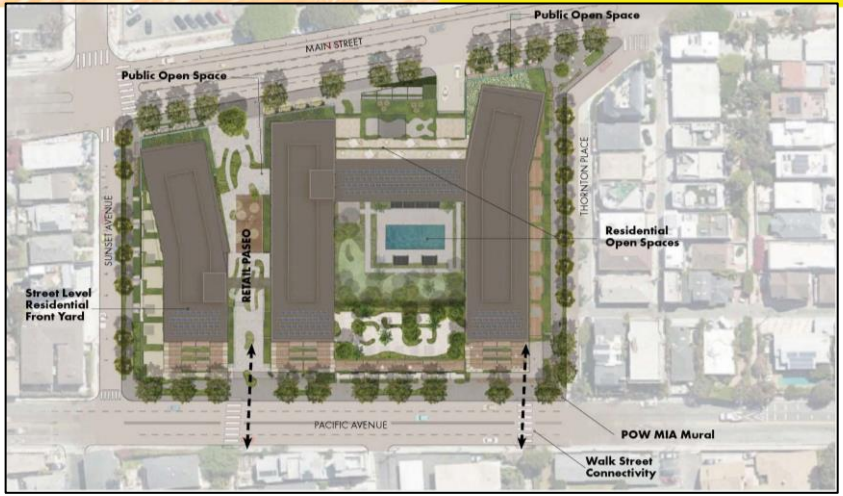
Metro

Recommendation

> **AUTHORIZE** the Chief Executive Officer to execute an 18-month Exclusive Negotiation Agreement and Planning Document (ENA), with the option to extend for an additional three, 12-month periods, with Metro Venice Art Collective, LLC (Developer) for the development of Metro-owned property at the former Division 6 Bus Yard in the Venice Community of the City of Los Angeles (Site), subject to resolution of all properly submitted protest(s), if any.

Venice Division 6 Project Overview

- **Developer:** Metro Venice Art Collective, LLC
- **Project Size:** 3.1 Acres
- **Units:** 341 units, 86 of which are income-restricted not to exceed 80% of AMI
- **Financing:** Explore options for faster project delivery (T/E Bonds + LIHTCs)
- **Surplus Land Act:** Coordination to meet and/or exceed affordable housing unit thresholds
- **Commercial:** 30,000 sq. ft. of commercial retail space spanning Main Street
- **Parking:** Onsite, subterranean parking dedicated to residents, their guests, commercial patrons, and beachgoers consistent with the JD Policy
- **Amenities:** 5,400 sq. ft. of ground floor community space



Outreach

> **2018** Series of community-based visioning exercises and workshops

> **2019** Two open house events to preview the Development Guidelines
Participation at the Venice Farmers Market
Presence at various Venice community events
Collection of comments through Metro's website

> **2020** Start of the formal procurement process and notification to interested parties

> **2023** Post COVID-19 resumption of the outreach and procurement process with further community engagement and updates that preceded the release of the RFP

> **2024** Community Update Meeting with developer finalists presenting to a virtual audience of over 180 guests

Developer Selection Process

Key Elements of the Developer Selection Process

> **June 2019**	Board approval of the Development Guidelines
> **December 2019**	Release of the RFQ
> **December 2020**	Five teams shortlisted
> **April 2023**	RFP released to all five shortlisted firms
> **September 2023**	Two RFP responses received
> **March 2024**	Metro-hosts community update with developer proposals and Q&A
> **April 2024**	PET recommends developer finalist

Next Steps

Upon Board Approval:

> Seek developer-led community outreach in conjunction with the Venice community

> Review program elements – affordable housing mix & number of units, commercial uses, parking, etc.

> Refine project design and process entitlements

> Analyze the pro forma to confirm financial feasibility

> Negotiate a term sheet for the Joint Development Agreement and Ground Lease

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

Metro

Board Report

File #: 2024-0310, **File Type:** Contract **Agenda Number:** 18.

EXECUTIVE MANAGEMENT COMMITTEE
JUNE 20, 2024

SUBJECT: ACQUISITION OF COMPUTER HARDWARE, SOFTWARE AND SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to utilize the National Association of State Procurement Officials (NASPO) cooperative purchase program's Master Price Agreement to purchase computer and network equipment, peripherals, and related software and services, for a five -year period for a total expenditure not-to-exceed $90 million, subject to funding availability effective September 1, 2024. This request is not for a budget increase but is a request to utilize the NASPO cooperative agreement.

ISSUE

In January 2020, the Board of Directors approved the acquisition of computer hardware, software, and services through the National Association of State Procurement Officials (NASPO), for a five-year period in an amount not to exceed $30,000,000. In October 2022, the Board of Directors approved an increase in the expenditure limit authority from $30M to $60M.

This procurement method has been very successful. As of March 2024, 116 awards were executed for a total of $39.1M, and several major technology procurements, estimated at $16M, are in process and scheduled for award by August 2024. At that point, it is forecast that $55M of the $60M spending authority (91%) will have been utilized in the first 4.4 years (out of 5 years). To continue the ability to utilize NASPO, the spending authority needs to be renewed to meet the technology expenditure needs of the Agency.

The need for Metro's technology infrastructure, including computer & server processing equipment, network & data telecommunications equipment, electronic file storage systems, audio visual & security systems, cybersecurity and business application software/licenses and services, continues to grow.

Metro's construction programs have increased the Agency's size and technology infrastructure footprint, as well as Metro's operational and state of good repair programs, which maintain existing technology infrastructure. These factors drive the growing need for technological equipment and

services. Current active programs and projects that have major plans for technology infrastructure investments include Transit Rail (Purple and Gold Line Extensions), Transit Facility (Airport Connector), Highway and Regional Rail Programs, Metro Center Project, Agency Wi-Fi Project, Security Video Monitor Projects, and Cybersecurity improvement projects.

BACKGROUND

The National Association of State Procurement Officials (NASPO) is a non-profit association dedicated to advancing public procurement through leadership, excellence, and integrity. It is made up of the directors of the central purchasing offices in each of the 50 states, the District of Columbia, and the territories of the United States. NASPO ValuePoint is the contracting arm of “NASPO”, a unified, nationally focused cooperative alliance aggregating the demand of all 50 states, the District of Columbia, and the US Territories. By leveraging their national negotiation and buying power (over $12 billion in sales annually), NASPO delivers the highest valued, reliable, and competitively sourced contracts offering public entities outstanding prices.

They work directly with the original equipment manufacturers (OEM) to negotiate the best competitive pricing. Working through the NASPO program provides the best overall value for prices, terms, and conditions (including quality, delivery, return policy, insurance, performance, and warranty) exceeding those possible for any single state.

In addition to cooperative contracts and collective buying power, Metro receives other benefits. These include participating in NASPO training, education, professional development, research, innovative procurement strategies, conferences, procurement best practices, and collaboration with other members to achieve success as public procurement leaders.

With their vast years of experience and no membership or administrative application of fees, NASPO has become the nation’s premier public purchasing cooperative and the largest public purchasing cooperative in the country.

DISCUSSION

The use of NASPO has shown to be effective in streamlining technology infrastructure, equipment, product, and service acquisitions by leveraging buying power to obtain lower pricing and lower administrative costs through shortened processing time. For example, by leveraging the competitive process that NASPO has already gone through, purchasing equipment through the NASPO Master Price Agreement can be accomplished in approximately 1-2 weeks versus the 6-8 weeks or longer for the Metro bid process. Through NASPO’s competitive buying power, Metro has experienced savings of up to 30% through the agreement.

It is forecast that $55M of the $60M spending authority (91%) will have been utilized in the first 4.4 years (out of 5 years) by August 2024. To continue the ability to utilize NASPO, the funding authority needs to be renewed to meet the technology expenditure needs of the Agency. Based on the reduced administrative time savings, more timely purchasing cycle time, and competitive volume pricing achieved, staff is recommending continued use of this procurement vehicle to sustain these objectives.

Metro has significantly increased its use of technology to streamline and automate many of its business processes and functions to increase efficiency and reduce cycle time. Due to the dependence on computer technology to support its business operations, a replenishment process has been established to optimize and maintain the effective operation of Metro's inventory of computers, servers, network equipment, and related software applications. Non-replacement of aging computer hardware and software systems will ultimately result in increased system unavailability affecting the ability of Metro to efficiently support its daily business operations, such as transit operations, vehicle maintenance, inventory management, human resources, and procurement. Items typically purchased under NASPO are Metro ITS standard equipment and licensing, such as Dell computers, IBM servers, Cisco network devices and services, Motorola radios, Bosch security cameras, Salesforce CRM systems, and others.

DETERMINATION OF SAFETY IMPACT

Procurement is a critical component for project delivery success. Technology supports all areas of communications, day-to-day business operations, and security. The ability to grow, enhance, and maintain the state of good repair of our technology equipment and services is critical to ensuring the confidentiality, integrity, and availability of Metro's information systems, data, and safety to our patrons.

FINANCIAL IMPACT

This request is not for a budget increase but is a request to utilize the NASPO cooperative agreement. However, Metro should realize a decrease in costs for utilizing this agreement. NASPO streamlines procurement and administration processes, saving Metro time and money. Metro still does competitive bidding when there are multiple NASPO resellers that are authorized to sell the same product.

Impact to Budget

Funding, for these services, is included under the Information Technology and Services, Security, Bus and Rail, Construction and Planning departmental budgets through various preapproved operating and capital budgets sourcing from a combination of local operating, state, and federal funding sources.

EQUITY PLATFORM

Purchasing of technology infrastructure equipment and services are required through virtually every major Metro mission critical project. Technology services support Metro's diverse workforce by providing equipment and resources to streamline operations and work from different locations. ITS

seeks approval to use NASPO Master Price Agreement for computer and software purchases for five years or $90M total. This report does not seek approval for any specific purchase. Per NASPO, there are opportunities for small businesses to participate as a direct awarded supplier, or an authorized reseller, distributor, or partner of an awarded supplier.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports **Metro Vision 2028 Strategic Goal 5** - Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The alternative is to formally compete individual procurements via bids or Requests for Proposals (RFPs). This process is more time consuming and expensive when compared to the benefits of utilizing vendors already selected under a competitive contracting process conducted by the National Association of State Procurement Officials (NASPO).

NEXT STEPS

Upon Board approval, staff will utilize NASPO, when appropriate, to purchase technology infrastructure equipment.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: William Balter, Deputy Executive Officer, ITS (213) 922-4511
Bryan Sastokas, Deputy Chief Information Technology Officer, ITS (213) 922-4510
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (Interim) (213) 922-4471

Reviewed by: Ilyssa Decasperis, Chief People Officer (213) 922-3048

Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

NATIONAL ASSOCIATION OF STATE PROCUREMENT OFFICIALS (NASPO)

1.	**Contract Number**: **N/A**	
2.	**Recommended Vendor**: National Association of State Procurement Officials	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: N/A	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: N/A	
	E. Pre-Qualification Completed: N/A	
	F. Ethics Declaration Forms submitted to Ethics: N/A	
	G. Protest Period End Date: N/A	
5.	**Solicitations Picked up/Downloaded**: N/A	**Bids/Proposals Received**: N/A
6.	**Contract Administrator**: Mark Lu	**Telephone Number**: 213-922-4689
7.	**Project Manager**: Bill Balter	**Telephone Number**: 213-922-4511

A. Procurement Background

This Board action is to utilize the National Association of State Procurement Officials (NASPO) cooperative purchase program's Master Price Agreement for a five-year period for a total expenditure not to exceed $90,000,000. NASPO is a non-profit organization formed in 1947, comprised of the Chief Procurement Officials of all fifty states, Washington D.C. and the U.S. Territories to promote public procurement throughout the country. The NASPO Master Price Agreements are competitively solicited using a Lead State™ model, supported by a Sourcing Team™ comprised of multiple state procurement representatives and subject matter experts leveraging the expertise and buying power of the states and other participating entities.

B. Evaluation of Proposals

Proposal evaluations are performed for each procurement in accordance with the technical requirements listed for the projects.

C. Cost/Price Analysis

Most favorable pricing is obtained through competition performed by NASPO, and prices are considered fair and reasonable.

D. Background on Recommended Contractor

NASPO Master Agreements are utilized by participating states and local governmental agencies. Master Agreements have been negotiated with all major IT related equipment and service providers.

DEOD SUMMARY

NATIONAL ASSOCIATION OF STATE PROCUREMENT OFFICIALS (NASPO)

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE)/Small Business Enterprise (SBE) goals for the National Association of State Procurement Officials (NASPO) ValuePoint cooperative purchasing program. Only NASPO approved contractors and suppliers can bid on solicitations.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing Wage 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.

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

Metro

Board Report

File #: 2024-0326, **File Type:** Program **Agenda Number:** 20.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
JUNE 20, 2024

SUBJECT: FEDERAL TRANSIT ADMINISTRATION OVERALL DISADVANTAGED BUSINESS ENTERPRISE GOAL

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING 31% Overall Disadvantaged Business Enterprise (DBE) goal for Federal Fiscal Years (FFY) 2025 - 2027 for contracts funded, in whole or in part, with Federal Transit Administration (FTA) funds; and

B. RECEIVING and FILING an update on the new modernized DBE Program certification and implementation requirements.

ISSUE

The United States Department of Transportation's (USDOT) Disadvantaged Business Enterprise (DBE) Program regulations (49 Code of Federal Regulations (CFR) Section 26.21) require FTA grantees who can reasonably anticipate awarding $670,000 or more in prime contracts to submit an overall goal to FTA for the participation of DBE firms every three years.

USDOT issued its final ruling on the DBE program changes, effective May 9, 2024. The 2024 DBE program changes significantly modernize the DBE program rules to provide greater clarity and flexibility to DOT recipients and enhance the ability of DBEs to compete on a level playing field for federally funded contracting opportunities.

BACKGROUND

The Disadvantaged Business Enterprise (DBE) program is designed to remedy ongoing discrimination and the continuing effects of past discrimination in federally assisted contracting. The primary remedial goal and objective is to level the playing field by providing small businesses owned and controlled by socially and economically disadvantaged individuals a fair opportunity to compete for federally funded transportation contracts.

DISCUSSION

The proposed overall DBE goal of 31% for FFY 2025 - 2027 is a 3-percentage point increase from the current FFY 2022 - 2024 goal of 28%. The proposed overall goal was established by using the two-step goal-setting process prescribed in 49 CFR § 26.45. Metro's base figure for establishing the relative availability of DBEs follows the method suggested in 49 CFR § 26.45(c)(3) and the use of availability and disparity study data from Metro's 2023 disparity study (Study), posted at: <https://www.metro.net/about/metro-disparity-study/>.

Overall DBE Goal Calculation Methodology

Base Figure

The Overall DBE Goal and Goal Methodology Report (GGMR) FFY 2025 - 2027(Attachment A), Step 1 establishes a base figure of relative DBE availability. This was done by utilizing quantifiable evidence to determine the relative availability of minority and woman-owned businesses that are ready, willing, and able to perform transportation-related work. Metro expects to award nearly $4.7 billion worth of FTA-assisted construction, professional services, and non-professional services and goods contracts in FFY 2025 through FFY 2027.

As part of its Step 1 analysis, Metro only counted the contract dollars on those mega projects that Metro expects to award during the new goal-setting period. Metro also projected the amount of anticipated subcontracting associated with future projects based on information from previously awarded similar Metro projects. Metro evaluated each anticipated project and assigned it a specific work type (i.e., *sub-industry*) based on the 2023 Disparity Study. For a full list of the work types included in the Step 1 analysis, see Appendix E of the 2023 Disparity Study report.

Metro used information from the Study to calculate a weighted base figure from the availability analysis in the disparity study and the anticipated contracts Metro expects to award in the upcoming goal period. As such, staff recommends the Study base figure of 25.5 percent, see Figure 1 of Attachment A.

A Step 2 Adjustment is to be considered once the base figure has been calculated. Step 2 of the process requires Metro to consider other known factors to determine what additional adjustments, if any, are needed. Metro considered the current capacity of DBEs to perform work on USDOT-assisted contracting, information related to employment, self-employment, education, training, and unions, any disparities in the ability of DBEs to get financing, bonding, and insurance, and other relevant data.

Metro made an upward adjustment that specifically accounts for barriers that people of color (POC) and woman-owned businesses face related to business ownership in the local marketplace. This factor has clear, direct, and quantifiable effect on the availability of minority- and woman-owned businesses for Metro work, and making an upward adjustment reflects Metro's commitment to remedying the continuing effects of past race- and gender-based discrimination in the marketplace. As such, the adjustment uses potential DBE availability that has been adjusted for disparities in business ownership rates. Doing so yields an overall DBE goal of 30.5 percent, rounded up to 31%.

Race-Conscious Application

DBE contract-specific goals can be set higher or lower than the overall goal based on the scope of work of the contract and the identified subcontracting opportunities. Guidance issued by the USDOT

and FTA as a result of the decision of the Ninth Circuit Federal Court in the *Western States Paving Co., Inc. v. Washington State Department of Transportation* mandates that race-conscious measures used to remedy effects of discrimination must be “narrowly tailored” to those groups where there is sufficient demonstrable evidence of discrimination.

As such, federal recipients in the Ninth Circuit cannot consider the use of a race-conscious goal unless a finding of disparity has been made for the ethnic and gender groups to be included in the application. The Study found all groups showed substantial disparities on contracts without DBE goals.

A disparity index of 100 indicates parity between participation and the availability for a particular group for a specific set of contracts. A disparity less than 80 has been deemed by several courts to be a “substantial” disparity between participation and availability. The Study disparity indices showed substantial disparity for groups on contracts with no goals as follows: White Women (69), Asian-Pacific American (52), Hispanic American (48), Black American (42), Subcontinent Asian American (28), Native American (17), supporting the continued use of narrowly tailored DBE contract goals for all groups.

Public Participation

Public participation is a key component of Metro’s process for setting its overall DBE goal. The Overall DBE GGMR and Public Notice was posted on the Metro Vendor Portal on April 19, 2024. The 30-day Public Comment period began on April 19, 2024, and ended on May 20, 2024. As part of the public consultation, Metro presented the proposed Overall DBE GGMR at the Transportation Business Advisory Council (TBAC) General Meeting on May 2, 2024. Two public hearings were held, one in-person on May 3, 2024, with one attendee, and another virtually on May 6, 2024, with eight participants. Staff also issued e-blasts to inform POC- and woman-owned businesses, and the business community at large of the public notice, public meetings, and ways to submit written or verbal comments.

The public notice was also posted on Metro’s social media accounts, advertised in the following publications: Los Angeles Daily News, Los Angeles Times, L.A. Watts Times, L.A. Sentinel, Southwest Wave, *LA Opinion, India Post, Asbarez Daily Newspaper, Tho Luan News, *Asian Journal, *Chinese Daily/World, *Rafu Shimpo, *Korea Times, and the Saigon Times, and translated (*) in five different languages.

Metro received positive feedback during the public comment period. From the public consultation with TBAC, Metro received one general comment of support from the Chair. Overall, Metro received one written comment and two comments during the public hearings, all supportive of the goal and the DBE program. Metro responded to questions raised at each meeting and received all feedback for consideration to inform improvements to Metro’s DBE program. Based on a review of comments, Metro determined no quantitative evidence relevant to the determination of availability or utilization warranted a change to the overall DBE goal.

Comparison of Other Agency Overall Goals

Metro staff surveyed other transportation agencies to determine the level of overall goals in

comparison to Metro's Overall DBE Goal. The results are summarized below:

Agency Name	Overall DBE Goal	Goal Period
Los Angeles County Metropolitan Transportation Authority	31%	FFY 2025 - 2027
Maryland Transit Administration	30%	FFY 2023 - 2025
Dallas Area Rapid Transit	29%	FFY 2023 - 2025
Chicago Transit Authority	26%	FFY 2022 - 2024
Metropolitan Atlanta Rapid Transit Authority	24%	FFY 2024 - 2026
San Francisco Bay Area Rapid Transit	23%	FFY 2023 - 2025
San Francisco Municipal Railway	21%	FFY 2023 - 2025
Washington Metropolitan Area Transit Authority	21%	FFY 2023 - 2025
Denver Regional Transportation District	14.50%	FFY 2023 - 2025
Metrolink (SCRRA)	14%	FFY 2022 - 2024
Santa Clara Valley Transportation Authority	13%	FFY 2023 - 2025
Orange County Transportation Authority	11%	FFY 2022 - 2024
New York City Transit	7%	FFY 2022 - 2024
Caltrans	6.30%	FFY 2023 - 2025

2024 DBE Program Updates

The DBE Program Final Rule changes offers a new modernized DBE Program geared towards improving certification and implementation requirements. The major objectives include improving provisions for the benefit of program participants, reducing burdens on firms and recipients, growing firm capacity and owner wealth, and improving program integrity, visibility, and data collected by the DOT. The DBE program updates impact both FTA-funded and FHWA-funded contracts going forward from the effective date.

Key changes made to the DBE program include several provisions that will have a direct impact on eligible firms and the contractors that hire them, such as:

- Streamlined the DBE certification and eligibility process, including expediting the inter-state certification process to less burdensome procedures.
- Adjusted the personal net worth (PNW) cap for inflation for small business owners from $1.32M to $2.047M, excluding retirement assets from the calculation. The DOT will make future adjustments to the PNW cap every three years.
- Formalized guidance establishing successful COVID-19 flexibilities such as virtual on-site visits, to conserve certification and firm resources.
- Modernized the rules for counting forty percent participation of DBE material suppliers by creating a new distributor category to address drop-shipped goods.
- Expanded reporting requirements to gain greater knowledge of DBE characteristics, bidding/solicitation practices and utilization and overall program impact.
- Clarified and reinforced how to count DBE participation after decertification or other loss of

eligibility.
- Strengthened monitoring and prompt payment requirements.

Metro presented the DBE program changes to TBAC during the May 2, 2024, monthly meeting, and also conducted two MetroConnect workshops on May 30, 2024, and June 25, 2024, to inform the small business and contracting communities of the new changes.

Metro's SBE Program mirrors the DBE program and will be modified to align with the 2024 DBE program changes by July 30, 2024.

DETERMINATION OF SAFETY IMPACT

This board action will not have an impact on safety standards for Metro.

FINANCIAL IMPACT

Funding to support the DBE Program is included in the FY25 budget for multiple capital and non-capital projects.

EQUITY PLATFORM

Metro establishes a triennial overall DBE goal for DBE participation of African Americans, Asian Pacific Americans, Native Americans, Hispanic Americans, Subcontinent Asian Americans, and Women owned firms. Outreach is paramount to maximize opportunities for small and disadvantaged businesses on Metro contracting. Outreach events like "How To Do Business With Metro" and "Meet the Primes," along with other contract-specific targeted workshops and events, not only provides training and relationship-building, but also leads to increased awareness of and participation in Metro contracting.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

The triennial overall DBE goal is a requirement under the DBE program and a condition of receiving FTA funds, and as such, staff does not recommend an alternative.

NEXT STEPS

- Submit Overall DBE GGMR to FTA by the August 1, 2024, deadline.
- Overall DBE goal will be effective October 1, 2024, through September 30, 2027.

ATTACHMENTS

Attachment A - Overall DBE Goal and Goal Methodology Report FFY 2025 - 2027

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ATTACHMENT A

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM PROPOSED THREE-YEAR OVERALL GOAL & METHODOLOGY FOR FEDERAL TRANSPORTATION ADMINISTRATION-FUNDED FEDERAL FISCAL YEARS 2025 THROUGH 2027

In accordance with 49 Code of Federal Regulations (CFR) Part 26, the United States Department of Transportation's (USDOT's) "Tips for Goal-Setting," and other official USDOT guidance, the Los Angeles County Metropolitan Transportation Authority (Metro) proposes a new three-year overall Disadvantaged Business Enterprise (DBE) goal for the Federal Transit Administration (FTA)-funded projects it anticipates awarding in federal fiscal year (FFY) 2025 through FFY 2027, October 1, 2024 through September 30, 2027. To determine its new overall DBE goal, Metro followed the two-step goal-setting methodology set forth in 49 CFR Section 26.45. Based on a disparity study that BBC Research & Consulting (BBC) completed in December 2023 (referred to herein as the 2023 Metro Disparity Study) as well as on other relevant information, Metro proposes an overall DBE goal for FFY 2025 through FFY 2027 of **31 percent,** which represents an increase from the agency's current goal of 28.0 percent.

A. Determining a Base Figure – 49 CFR Section 26.45(c)

Metro began the process of determining its new overall DBE goal by establishing a *base figure* for the goal. Consistent with USDOT guidance, Metro established a base figure based on FTA-funded projects that the agency anticipates awarding in FFY 2025 through FFY 2027, October 1, 2024, through September 30, 2027. Metro projects that it anticipates awarding represent nearly $4.7 billion worth of FTA-funded construction, professional services, and non-professional services and goods projects in FFY 2025 through FFY 2027. Metro also projected the amount of anticipated subcontracting associated with future projects based on information about similar projects that the agency previously awarded.

Metro evaluated each anticipated project and assigned it a specific work type (i.e., *subindustry*) based on its 2023 Metro Disparity Study. After assigning subindustries, Metro used data from a *custom census* availability analysis that BBC conducted as part of the 2023 Metro Disparity Study to determine the availability of relevant person of color (POC)- and woman-owned businesses for each anticipated prime contract and subcontract. For the purposes of establishing a base figure, the availability analysis was limited to the availability of *potential DBEs*—POC- and woman-owned businesses that are DBE-certified or appear they could be DBE-certified based on revenue requirements described in 49 CFR Section 26.65—for the FTA-funded projects Metro awards.[1,2]

1. Methodology for the availability analysis. The availability analysis focused on specific subindustries related to the types of FTA-funded projects Metro awarded between January 1, 2016, and December 31, 2021, which were a proxy for the FTA-funded projects the agency anticipates awarding in FFY 2025 through FFY 2027. Metro used a database of potentially available businesses that BBC

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[1] "Woman-owned businesses" refers to white woman-owned businesses. Information and results for businesses owned by women of color are included along with those of businesses owned by men of color according to their corresponding racial/ethnic groups.

[2] Consistent with USDOT guidance, Metro considers any contract or procurement with at least $1 of FTA funding as an *FTA-funded project* and includes the total value of those projects in its pool of total FTA-funded contracting dollars.

developed through surveys with business establishments that are located in Metro's relevant geographic market area (RGMA) and that work in relevant subindustries.[3]

a. Overview of availability surveys. As part of the 2023 Metro Disparity Study, BBC conducted telephone and online surveys with business owners and managers to identify businesses that are potentially available for Metro's FTA-assisted prime contracts and subcontracts.[4] BBC began the availability survey process by collecting information from Dun & Bradstreet (D&B) Marketplace listings about all the businesses listed under 8-digit work specialization codes (as developed by D&B) that were most relevant to the subindustries that account for the vast majority of Metro's FTA-funded work and that had locations in the RGMA.

b. Information collected in availability surveys. The BBC study team conducted surveys with the owners or managers of the identified businesses to collect detailed information about each business, including:

- Status as a private business (as opposed to a public agency or nonprofit organization);
- Status as a subsidiary or branch of another company;
- Primary lines of work;
- Interest in performing work for Metro or other local government agencies;
- Interest in performing work as a prime contractor, subcontractor, or both;
- Largest prime contract or subcontract the business is able to perform (to assess the *relative capacity* of each business);
- Ability to perform work in Los Angeles County;
- Company size in terms of revenues and number of employees; and
- Race/ethnicity and gender of the business' owner(s).

c. Potentially available businesses. BBC considered businesses to be potentially available for Metro's FTA-funded prime contracts or subcontracts if they reported possessing *all* the following characteristics, regardless of the race/ethnicity or gender of business owners:

- Being a private sector business (as opposed to a nonprofit organization);
- Having performed work relevant to Metro's FTA-funded contracting;
- Having bid on or performed public or private sector work in the past five years;
- Being interested in work for Metro or other local government agencies;[5] and
- Having the ability to work in Los Angeles County.

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[3] The disparity study analyses indicated that Metro's RGMA is Los Angeles County.

[4] BBC offered business representatives the option of completing surveys via fax or e-mail if they preferred not to complete surveys via telephone.

[5] BBC gathered that information separately for prime contract and subcontract work.

BBC also considered the largest project each business is able to perform to determine if it is potentially available for specific projects Metro anticipates awarding in FFY 2025 through FFY 2027.

2. Steps to calculating availability. As part of the availability analysis, BBC collected and analyzed relevant information to develop dollar-weighted availability estimates to help Metro set its overall DBE goal. BBC used the availability database from the 2023 Metro Disparity Study to determine availability on the FTA-funded prime contracts and subcontracts that Metro anticipates awarding in FFY 2025 through FFY 2027. Dollar-weighted availability estimates represent the percentage of contracting dollars that one would expect Metro to award to potential DBEs based on their availability for the specific FTA-funded projects that Metro anticipates awarding in FFY 2025 through FFY 2027. Only a subset of businesses in the availability database was considered potentially available for any particular project based on the type, size, and work type of the opportunity. BBC identified the specific characteristics of each FTA-funded contract opportunity that Metro anticipates awarding in FFY 2025 through FFY 2027 and then, for the purposes of helping Metro establish a base figure, took the following steps to calculate the availability of potential DBEs for each contract element (i.e., prime contract or subcontract):

1. BBC identified businesses in the availability database that reported they:
   - Are interested in performing related work in that particular role (i.e., prime contract or subcontract) for that specific type of work for Metro or other local government agencies;
   - Can serve customers in Los Angeles County; and
   - Are able to perform work of that size.
2. BBC then counted the number of potential DBEs (by the race and gender of business owners) relative to all businesses in the availability database that met the above criteria.
3. BBC translated the numeric availability of potential DBEs for the contract element into proportional availability.

BBC repeated those steps for each FTA-funded contract opportunity that Metro anticipates awarding in FFY 2025 through FFY 2027. The firm then multiplied proportional availability for each contract element by the dollars associated with it, added results across all contract elements, and divided by the total dollars for all contract elements. The result was a dollar-weighted estimate of the overall availability of potential DBEs for the FTA-funded work Metro anticipates awarding in FFY 2025 through FFY 2027 as well as separate availability estimates for each relevant racial/ethnic and gender group.

Figure 1 presents detailed information about the base figure for Metro's overall DBE goal:

- Column (a) presents the groups of potential DBEs that BBC considered as part of the base figure analysis;
- Column (b) presents the availability percentage for each group for anticipated FTA-funded *construction* contract opportunities;
- Column (c) presents the availability percentage for each group for anticipated FTA-funded *professional services* contract opportunities;
- Column (d) presents the availability percentage for each group for anticipated FTA-funded *non-professional services and goods* contract opportunities; and

- Column (e) presents the availability percentage for each group for *all* anticipated FTA-funded contract opportunities considered together (i.e., construction; professional services; and non-professional services and goods contracts).

As presented at the bottom of column (e), the availability analysis shows that potential DBEs could be considered available for 25.5 percent of the FTA-funded projects that Metro anticipates awarding in FFY 2025 through FFY 2027. Thus, Metro considers **25.5 percent as its base figure**. As presented in the last row of Figure 1, the overall base figure reflects a weight of 95.2 percent for construction contracts; 0.05 percent for professional services contracts; and 4.8 percent for non-professional services and goods contracts, based on the volume of FTA-funded project dollars that Metro anticipates awarding related to each industry in FFY 2025 through FFY 2027.

Figure 1.
Availability components of the base figure
(based on availability of potential DBEs for anticipated FTA-funded contracts)

	Availability Percentage			
a. Potential DBEs	b. Construction	c. Professional Services	Non-professional services and goods	e. Weighted Average
Asian Pacific American-owned	16.8 %	8.3 %	0.2 %	16.0 %
Black American-owned	2.8	13.5	0.2	2.7
Hispanic American-owned	3.7	21.1	1.4	3.6
~~Subcontinent Asian American-owned~~				
Native American-owned	0.1	0.0	0.0	0.1
~~Hispanic American-owned~~				
Subcontinent Asian American-owned	1.2	11.5	0.5	1.2
~~Native American-owned~~				
White woman-owned	2.0	10.3	0.3	2.0
Total potential DBEs	**26.6 %**	**64.8 %**	**2.6 %**	**25.5 %**
Industry weight	**95.2 %**	**0.05 %**	**4.8 %**	

Note: Numbers rounded to nearest tenth of 1 percent. Numbers may not add to totals due to rounding.

Source: BBC availability analysis and Metro data.

B. Determining if an Adjustment is Needed – 49 CFR Section 26.45(d)

After establishing the base figure, Metro considered relevant information to determine whether any adjustment was needed to the base figure as part of determining the overall DBE goal and to make it as precise as possible. In considering an adjustment to the base figure, Metro evaluated information about:

- Current capacity of DBEs to perform agency work;
- Information related to employment, self-employment, education, training, and unions;
- Disparities in the ability of DBEs to access financing, bonding, or insurance; and
- Other relevant factors.[6]

1. Current capacity of DBEs to perform agency work. USDOT's "Tips for Goal-Setting" suggests that agencies should examine data on past DBE participation in their USDOT-funded projects as an

[6] 49 CFR Section 26.45.

indication of the current capacity of DBEs to perform recent work in recent years. Figure 2 presents past DBE participation based on Metro's Uniform Reports. Based on information from Metro's Uniform Reports, the median participation of certified DBEs in the USDOT-funded projects Metro awarded in FFYs 2016 through 2023 was 19.2 percent. That information supports a downward adjustment to Metro's base figure.

Figure 2.
Past DBE participation in FTA-funded projects, FFY 2016-2023

Source:
Metro's Uniform Reports.

Federal Fiscal Year	DBE Attainment	Neutral Attainment	Conscious Attainment
2016	13.8%	1.7%	12.1%
2017	9.5%	0.9%	8.6%
2018	23.5%	3.6%	20.0%
2019	24.6%	1.0%	23.6%
2020	24.5%	4.9%	19.6%
2021	13.2%	3.3%	9.8%
2022	24.4%	3.1%	21.3%
2023	14.8%	5.4%	9.4%
Median past DBE participation	**19.2%**	**3.2%**	**15.8%**

2. Information related to employment, self-employment, education, training, and unions.

BBC's analyses of barriers in the local marketplace indicate barriers that certain POC groups and women face related to human capital, financial capital, business ownership, and business success. Such barriers may decrease the availability of POC- and woman-owned businesses for the USDOT-funded projects Metro awards. For example, BBC used regression analyses to investigate whether race/ethnicity and gender are related to business ownership in relevant industries among workers in the Los Angeles marketplace, independent of various other personal characteristics, including familial status, education, and age (see Chapter 3 and Appendix C of the disparity study report). The regression analyses revealed that, even after accounting for various personal characteristics:

- Black Americans, Hispanic Americans, Subcontinent Asian Americans, and women are significantly less likely than non-Hispanic whites and men to own construction businesses;
- Asian Pacific Americans, Black Americans, Hispanic Americans, and Subcontinent Asian Americans are significantly less likely than non-Hispanic whites to own professional services businesses; and
- Asian Pacific Americans, Black Americans, Hispanic Americans, Subcontinent Asian Americans, and women are significantly less likely than non-Hispanic whites and men to own non-professional services and goods businesses.

BBC then analyzed the specific impact that barriers to business ownership have on the base figure. That is, BBC estimated the availability of potential DBEs if POCs and women owned businesses at the same rate as non-Hispanic white men who shared similar personal characteristics. BBC took the following steps to complete the analysis:

1. BBC adjusted availability percentages for construction; professional services; and non-professional services and goods projects based on observed disparities in business ownership rates for POCs

and women. BBC only adjusted availability percentages for those groups that exhibited statistically significant disparities in business ownership rates compared to non-Hispanic whites and men.

2. BBC then combined adjusted availability percentages for construction projects; professional services projects; and non-professional services and goods projects in a dollar-weighted fashion.

Figure 3 presents the results of the analysis, which is referred to as a *but for* analysis, because it estimates the availability of potential DBEs but for the effects of past race- and gender-based barriers. The rows and columns of Figure 3 present the following information from the *but for* analysis:

a. Current availability. Column (a) presents the availability of potential DBEs by group and industry. Each row presents the availability for each group for Metro's FTA-funded work. Before any adjustment, the availability of potential DBEs for the FTA-assisted contracts that Metro anticipates awarding in FFY 2025 through FFY 2027 is 25.5 percent, as shown in row (28) of column (a).

b. Disparity indices for self-employment. For each group that is significantly less likely than non-Hispanic white men to own construction; professional services; and non-professional services and goods businesses, BBC estimated business ownership rates if those groups owned businesses at the same rate as non-Hispanic white men who share the same personal characteristics. BBC then calculated a business ownership disparity index for each group by dividing the observed business ownership rate by the simulated business ownership rate and then multiplying the result by 100. Values of less than 100 indicate that, in reality, the group is less likely to own businesses than what would be expected for non-Hispanic white men who share similar personal characteristics. Column (b) presents disparity indices related to self-employment for the different racial/ethnic and gender groups. For example, as shown in row (2) of column (b), Black Americans own construction businesses at 60 percent of the rate that one might expect based on the estimated business ownership rates of non-Hispanic white men who share similar personal characteristics.

c. Availability after initial adjustment. Column (c) presents availability estimates by group and by industry after initially adjusting for statistically significant disparities in business ownership rates. BBC calculated those estimates by dividing the current availability in column (a) by the disparity index for business ownership in column (b) and then multiplying by 100. BBC only adjusted availability for those groups that are significantly less likely than similarly situated non-Hispanic white men to own businesses.

d. Availability after scaling to 100 percent. Column (d) shows adjusted availability estimates that BBC rescaled so that the sum of the availability estimates equaled 100 percent for each industry. BBC rescaled the adjusted availability estimates by taking each group's adjusted availability estimate in column (c) and dividing it by the sum of availability estimates shown under "Total businesses" in column (c)—in row (9) for construction, in row (18) for professional services, and in row (27) for non-professional services and goods—and multiplying by 100. For example, the rescaled adjusted availability estimate for Black American-owned construction businesses shown in row (2) of column (d) was calculated in the following way: (4.6% ÷ 107.6%) x 100 = 4.3%.

e. Components of goal. Column (e) shows the component of the total base figure attributed to the adjusted POC- and woman-owned availability for each industry. BBC calculated each component by taking the total availability estimate shown under "Potential DBEs" in column (d)—in row (7) for construction, in row (16) for professional services, and in row (25) for non-professional services and—and multiplying it by the proportion of total anticipated FTA-funded contract dollars for

which each industry accounts: 0.9515 for construction, 0.0005 for professional services, and 0.0480 for non-professional services and goods. For example, BBC used the 31.8 percent shown in row (7) of column (d) for construction and multiplied it by 0.95 for a result of 30.3 percent (see row (7) of column (e)). The values in column (e) were then summed to equal the base figure adjusted for barriers in business ownership—30.5 percent—as shown in the bottom row of column (e).

Figure 3.
Adjustment to base figure to account for disparities in business ownership rates

Industry and group	a. Current availability	b. Disparity index for business ownership	c. Availability after initial adjustment*	d. Availability after scaling to 100%	e. Components of base figure**
Construction					
(1) Asian Pacific American	16.8 %	n/a	16.8 %	15.6 %	
(2) Black American	2.8	60	4.6	4.3	
(3) Hispanic American	3.7	75	4.9	4.5	
(4) Native American	0.1	n/a	0.1	0.1	
(5) Subcontinent Asian American	1.2	36	3.3	3.1	
(6) White woman	2.0	46	4.5	4.1	
(7) Potential DBEs	26.6 %	n/a	34.2 %	31.8 %	30.3 %
(8) All other businesses ***	73.4	n/a	73.4	68.2	
(9) **Total**	**100.0** %	n/a	**107.6** %	**100.0** %	
Professional services					
(10) Asian Pacific American	8.3 %	60	13.9 %	10.6 %	
(11) Black American	13.5	77	17.6	13.5	
(12) Hispanic American	21.1	67	31.5	24.1	
(13) Native American	0.0	n/a	0.0	0.0	
(14) Subcontinent Asian American	11.5	52	22.1	16.9	
(15) White woman	10.3	n/a	10.3	7.9	
(16) Potential DBEs	64.8 %	n/a	95.4 %	73.0 %	0.03 %
(17) All other businesses	35.2	n/a	35.2	27.0	
(18) **Total**	**100.0** %	n/a	**130.6** %	**100.0** %	
Non-professional services and goods					
(19) Asian Pacific American	0.2 %	70	0.3 %	0.3 %	
(20) Black American	0.2	27	0.9	0.9	
(21) Hispanic American	1.4	58	2.5	2.4	
(22) Native American	0.0	n/a	0.0	0.0	
(23) Subcontinent Asian American	0.5	41	1.2	1.2	
(24) White woman	0.3	62	0.4	0.4	
(25) Potential DBEs	2.6 %	n/a	5.3 %	5.2 %	0.25 %
(26) All other businesses	97.4	n/a	97.4	94.8	
(27) **Total**	**100.0** %	n/a	**102.7** %	**100.0** %	
(28) **TOTAL**	**25.5** %	n/a		n/a	**30.5** %

Note: Numbers rounded to nearest tenth of 1%. Numbers may not add to totals due to rounding.
* Initial adjustment is calculated as current availability divided by the disparity index.
** Components of base figure calculated as value after adjustment and scaling to 100% multiplied by percentage of total FTA-funded contract dollars in that category (construction is 89.7%; professional services is 0.1%; non-professional services and goods is 10.3%).
*** All other businesses included businesses owned by non-Hispanic white men and POC- and woman-owned businesses that were not potential DBEs.

Source: BBC Research & Consulting and Metro data.

3. Any disparities in the ability of DBEs to get financing, bonding, or insurance. BBC's analysis of access to financing, bonding, and insurance also revealed quantitative and qualitative evidence that POCs, women, and POC- and woman-owned businesses in the region do not have the same access to those business inputs as non-Hispanic white men and businesses owned by non-Hispanic white men. Any barriers to obtaining financing, bonding, or insurance might limit opportunities for POCs and women to successfully form and operate businesses in the RGMA and would also place those businesses at a disadvantage in competing for Metro's USDOT-funded projects. Thus, those results also support an upward adjustment to Metro's base figure.

4. Other relevant data. The Federal DBE Program suggests that USDOT fund recipients also examine "other factors" when determining whether to make any adjustments to their base figures.[7]

a. Success of businesses. There is quantitative evidence that certain groups of POC- and woman-owned businesses are less successful in terms of business closures, business receipts, business owner earnings, and other metrics than businesses owned by non-Hispanic white men and face greater barriers in the marketplace, even after accounting for race- and gender-neutral factors (for details, see Chapter 3 and Appendix C of the disparity study report). Barriers in business success among POC- and woman-owned businesses can limit their growth, which may depress their availability for Metro's USDOT-funded work. There is also qualitative evidence of barriers to the success of POC- and woman-owned businesses. Some of that information suggests that discrimination on the basis of race/ethnicity and gender adversely affects POC- and woman-owned businesses in the local contracting industry (for details, see Appendix D of the disparity study report). Thus, information about the success of businesses also supports an upward adjustment to Metro's base figure.

b. Evidence from disparity studies conducted within the jurisdiction. USDOT suggests that federal fund recipients also examine evidence from disparity studies conducted within their jurisdictions when determining whether to adjust their base figures. There have been several other disparity studies conducted for transportation agencies in California in recent years [e.g., the California Department of Transportation, the San Francisco Municipal Transportation Agency, and the San Diego Association of Governments]. However, those agencies' projects differ substantially in terms of size and type from the FTA-funded projects that Metro awards. Therefore, the results from other disparity studies are of limited use to Metro in determining whether to adjust its base figure.

5. Adjustment. Metro considered all of the above information regarding whether to make an adjustment to the base figure and has decided to make an upward adjustment to its base figure that specifically accounts for barriers that POCs and women face related to business ownership in the local marketplace. Metro has decided to base its adjustment specifically on that factor, because it has clear, direct, and quantifiable effects on the availability of POC- and woman-owned businesses for Metro work, and making an upward adjustment reflects Metro's commitment to remedying the continuing effects of past race- and gender-based discrimination in the marketplace. Metro has decided to use potential DBE availability that has been adjusted for disparities in business ownership rates yielding a **new overall DBE goal of 31 percent, after rounding, for FFYs 2025, 2026, and 2027.**

[7] 49 CFR Section 26.45.

C. Race-/Gender-Neutral and Race/Gender-Conscious Split – 49 CFR Section 26.51 (c)

In accordance with federal regulations and USDOT guidance, Metro will attempt to meet the maximum feasible portion of its proposed 31 percent overall DBE goal through using race- and gender-neutral measures. Metro uses a broad range of such measures to encourage the participation of all small businesses—including DBEs—in its FTA-funded projects and plans on continuing to use those measures in the future. Metro considered the race- and gender-neutral program measures that it currently implements and its DBE participation as the result of those measures during FFY 2016 through FFY 2021. Based on Metro's Uniform Reports, median DBE participation as the result of race- and gender-neutral efforts for FFY 2016 through FFY 2021 was 2.5 percent (see Figure 2). Based on that information, Metro projects that it will be able to meet 2.5 percent**, after rounding, 3.0 percent** of its proposed DBE goal for FFY 2025 through FFY 2027 through the use of race- and gender-neutral measures. Metro projects that it will meet the remainder of its proposed 31.0 percent overall DBE goal—**28.0 percent**—through the use of race- and gender-conscious measures (i.e., DBE contract goals).

Metro is prohibited from using race- and gender-conscious measures to award non-FTA funded projects due to Proposition 209. Metro used race- and gender-conscious DBE subcontracting goals on the FTA-funded projects it awarded during the study period to encourage the participation of DBEs in that work. The disparity study compared disparity analysis results between projects that Metro awarded with the use of FTA funding (i.e., goals projects) and projects that Metro awarded without the use of FTA funding (i.e., no goals projects). Examining disparities for no goals projects provides useful information about outcomes for POC- and woman-owned businesses on projects that Metro awarded in a race-neutral and gender-neutral environment and whether there is evidence that certain groups face any discrimination or barriers as part of Metro's contracting.[8, 9, 10] Figure 4 presents 2023 disparity analysis results separately for goals and no goals projects that Metro awarded during the study period. As shown in Figure 4, overall, POC- and woman-owned businesses exhibited substantial disparities for goals and no goals projects. Results for individual businesses groups indicated that:

- All groups except white woman-owned businesses (disparity index of 132) and Black American-owned business (disparity index of 86) showed substantial disparities on goals projects.
- All relevant business groups showed substantial disparities on no goals projects.

The results presented in Figure 4 indicate that Metro's use of DBE goals is effective in encouraging the participation of POC- and woman-owned businesses in its FTA-funded projects. Moreover, those results indicate that when Metro does not use race- and gender-conscious measures, all relevant business groups suffer from substantial underutilization in Metro contracting.

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[8] Associated General Contractors of America, San Diego Chapter, Inc. v. California Department of Transportation, et al., 713 F.3d 1187, 1192, 1196 (9th Cir. 2013).

[9] *Concrete Works of Colorado, Inc. v. City and County of Denver*, 321 F.3d 950, 985, 987-88 (10th Cir. 2003), *cert. denied*, 540 U.S. 1027, 124 S. Ct. 556 (2003).

[10] *H. B. Rowe Co., Inc. v. W. Lyndo Tippett, NCDOT, et al.*, 615 F.3d 233,246 (4th Cir. 2010).

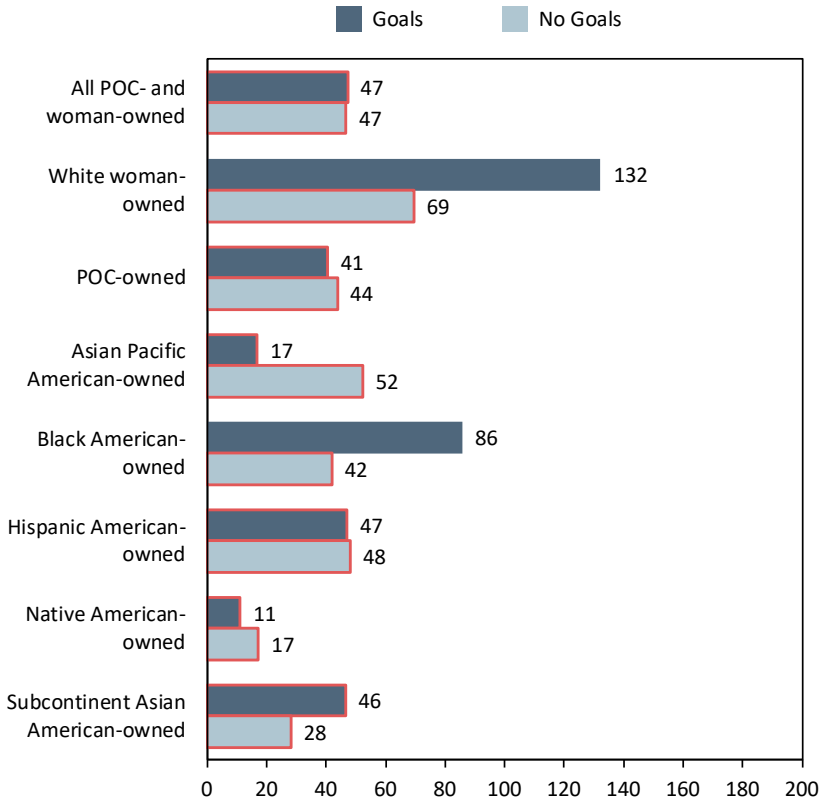
Figure 4.
Disparity analysis results for goals and non-goals projects

Note:

Numbers rounded to nearest tenth of 1 percent and thus may not sum exactly to totals.

Source:

BBC disparity analysis.



D. Public Participation – 49 CFR Section 26.45(g)

Public participation is a key component of Metro's process for setting its overall DBE goal. Metro made information about the proposed goal available to the public on its website and Vendor Portal on April 19, 2024 beginning a 30-day comment period that ended on May 20, 2024. Metro held two public hearings on May 3, 2024 (in-person) and May 5, 2024 (virtual). Metro will accept public comments for a 30-day period beginning April 19, 2024 and ending May 20, 2024. Additionally, as part of the public consultation, Metro presented the goal and goal methodology at the Transportation Business Advisory Council's (TBAC) monthly meeting on May 2, 2024. Public comments were accepted via email at: LAMetroGandM@bbcresearch.com or GoalComment@metro.net; via U.S. Mail at Metro, Diversity & Economic Opportunity Department (DEOD), Attn: Public Comment Overall DBE Goal, One Gateway Plaza, 99-8-4, Los Angeles, CA 90012.

Metro issued a Public Notice in the following newspapers: Los Angeles Daily News, Los Angeles Times, L.A. Watts Times, L.A. Sentinel, Southwest Wave, LA Opinion, India Post, Asbarez Daily Newspaper, Tho Luan News, Asian Journal, Chinese Daily/World, Rafu Shimpo, Korea Times and the Saigon Times. Metro also issued e-blasts to inform the business community of the public notice, public meetings, and ways to submit written or verbal comments.

Metro received positive feedback during the public comment period. From the public consultation with TBAC, Metro received one general comment of support from the Chair. Overall, Metro received one written comment and two comments during the public hearings, all supportive of the goal and the DBE program. Metro responded to questions raised at each meeting and received all feedback for consideration to inform improvements to Metro's DBE program. Based on a review of comments, Metro

determined no quantitative evidence relevant to the determination of availability or utilization warranted a change to the overall DBE goal.

REVISED

FFY2025-2027 OVERALL DBE GOAL AND GOAL METHODOLOGY

Executive Management Committee

Item #20

Metro

RECOMMENDATIONS/BACKGROUND

A. APPROVE proposed 31% Overall Disadvantaged Business Enterprise (DBE) goal for Federal Fiscal Years (FFY) 2025 – 2027 for contracts funded, in whole or in part, with Federal Transit Administration (FTA) funds, and
B. RECEIVE and FILE an update on the new modernized DBE Program certification and implementation requirements.

- Metro is required to implement the DBE program and every three years, establish an overall goal for DBE participation, in accordance with 49 Code of Federal Regulations (CFR) Section 26.21).

- Effective May 9, 2024, USDOT issued its final ruling modernizing the DBE program rules to provide greater clarity and flexibility and enhance the ability of DBEs to compete on a level playing field for federally funded contracting opportunities.

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SETTING OVERALL DBE GOAL

BASE FIGURE

- Information from Disparity Study
- Availability analysis
- Potential DBEs

STEP 2 ADJUSTMENT

- Current DBE capacity
- Marketplace barriers
- Other relevant factors

Metro

CALCULATING THE BASE FIGURE

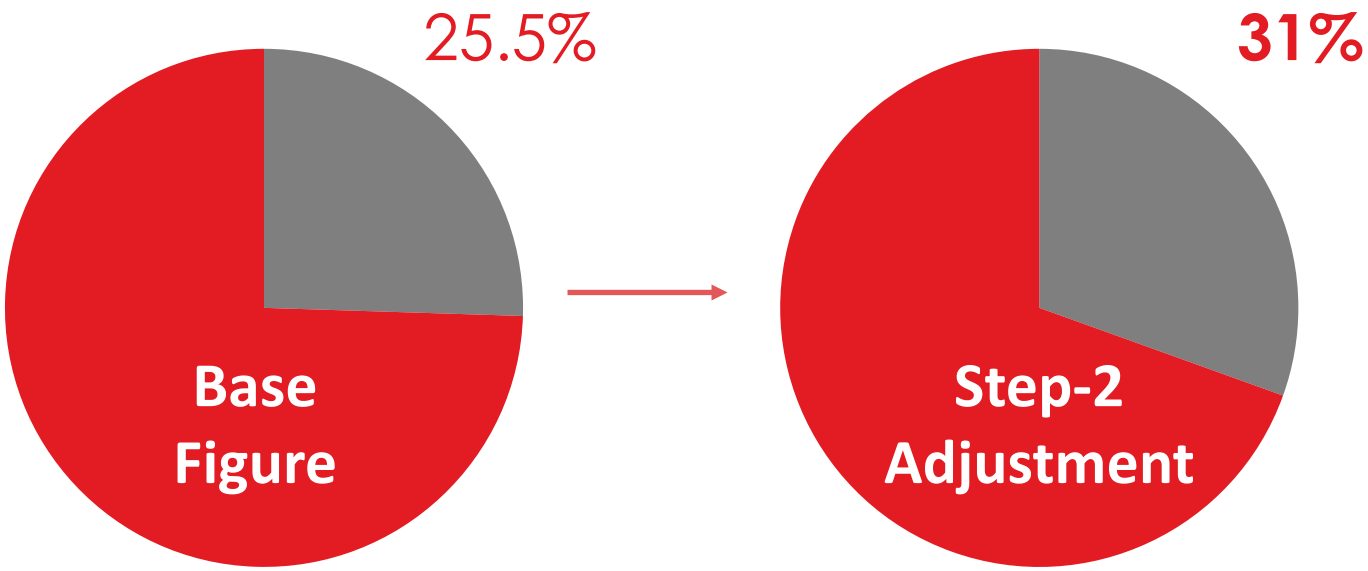
Base figure is calculated using a dollar-weighted calculation by industry based on contracts expected for Metro during the next three Federal Fiscal Years

	Availability Percentage			
a. Potential DBEs	b. Construction	c. Professional Services	Non-professional services and goods	e. Weighted Average
Asian Pacific American-owned	16.8 %	8.3 %	0.2 %	16.0 %
Black American-owned	2.8	13.5	0.2	2.7
Hispanic American-owned	3.7	21.1	1.4	3.6
~~Subcontinent Asian American-owned~~				
Native American-owned	0.1	0.0	0.0	0.1
~~Hispanic American-owned~~				
Subcontinent Asian American-owned	1.2	11.5	0.5	1.2
~~Native American-owned~~				
White woman-owned	2.0	10.3	0.3	2.0
Total potential DBEs	**26.6 %**	**64.8 %**	**2.6 %**	**25.5 %**
Industry weight	**95.2 %**	**0.05 %**	**4.8 %**	

Metro

CALCULATING THE GOAL

Projected availability if minorities and women owned businesses at same rate as similarly situated white men—supports upward adjustment to base figure



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CALCULATING THE GOAL

Given marketplace barriers, Metro determined that it was appropriate to adjust the base figure upward.

31%

Overall DBE Goal

From 28% Current Goal

Metro

RACE-/GENDER-CONSCIOUS MEASURES

Substantial Disparities*

- Asian-Pacific American-owned businesses
- Black American-owned businesses
- Hispanic American-owned businesses
- Native American-owned businesses
- Subcontinent Asian American-owned businesses**
- White women-owned businesses

Next Steps:

- Upon Board Approval:
  - Submit proposed goal to FTA BY August 1, 2024
  - Overall DBE goal effective October 1, 2024

*Based on disparity analysis

**Subcontinent Asian Americans are persons whose origins are from India, Pakistan, Bangladesh, Bhutan, the Maldives Islands, Nepal or Sri Lanka

Metro

2024 DBE PROGRAM UPDATES

Key changes that modernized the DBE Program and improved certification include:

- Streamlined the DBE certification and eligibility process, including expediting the inter-state certification process to less burdensome procedures.
- Adjusted the personal net worth (PNW) cap for inflation for small business owners from $1.32M to $2.047M, excluding retirement assets from the calculation. The DOT will make future adjustments to the PNW cap every three years.
- Formalized guidance establishing successful COVID-19 flexibilities such as virtual on-site visits, to conserve certification and firm resources.
- Modernized the rules for counting forty percent participation of DBE material suppliers by creating a new distributor category to address drop-shipped goods.
- Expanded reporting requirements to gain greater knowledge of DBE characteristics, bidding/solicitation practices and utilization and overall program impact.
- Clarified and reinforced how to count DBE participation after decertification or other loss of eligibility.
- Strengthened monitoring and prompt payment requirements.

The program changes were effective May 9, 2024, on Metro FTA and FHWA-funded contracts. Metro's SBE Program mirrors the DBE program and will be modified to align with the program changes by July 30, 2024.

Metro

Thank you

Metro

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

Metro

Board Report

File #: 2024-0247, **File Type:** Motion / Motion Response **Agenda Number:** 21.

EXECUTIVE MANAGEMENT COMMITTEE
JUNE 20, 2024

SUBJECT: UNSOLICITED PROPOSALS POLICY UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the status update on the recommendations from the Unsolicited Proposals Five Year Review; and

B. ADOPTING the Unsolicited Proposals (UP) Policy Staff Recommendations (Attachment A) in response to Board Motion 39.

ISSUE

Since inception in February 2016, the Unsolicited Proposals (UP) Policy (Attachment B) has led to 286 Unsolicited Proposals - a substantial volume of submissions. Of those 286 Unsolicited Proposals, 34 proposals have advanced to implementation, leading to 22 unique projects and 13 no-cost-to-Metro Proofs of Concept as of May 2024. Projects and approaches that originated as an Unsolicited Proposal include Metro Micro, Camera Bus Lane Enforcement, and Smart Mobile Bathroom Pilot.

At its March 2024 meeting, the Board approved Motion 39 (Attachment C) by Directors Yaroslavsky, Bass, Krekorian, Najarian, and Horvath, directing the CEO to provide a comprehensive review and recommend updates to the UP Policy related to key focus areas. This report addresses Board Motion 39 including a status update on the recommendations from the Unsolicited Proposals Five Year Review completed in 2021.

BACKGROUND

Established in February 2016, Metro's UP Policy allows any external party (such as a company, non-profit, or private citizen) or Metro employee to submit conceptual project proposals for formal evaluation. The UP Policy is a nimble, industry-accepted procurement tool managed by the Office of Strategic Innovation (OSI) and Vendor/Contract Management (V/CM) that provides an avenue for new ideas to be received, explored, and implemented to advance Metro's mission and priorities.

Unsolicited Proposals are evaluated by a Review Team, composed of Metro staff from the following Departments: OSI, at least one subject matter expert from outside OSI, and V/CM. Unsolicited Proposals can result in one of four outcomes:

1. Decline Proposal: Metro does not seek additional information or proceed with a proposal.
2. Additional Fact-Finding (referred to as “Phase II” in the UP Policy): Metro requests more detailed technical and financial information to fully understand and evaluate the proposal.
3. Proof of Concept: a no-cost-to-Metro pilot of the proposal with limited scope and duration to demonstrate product viability.
4. Advance to Implementation: Review Team gives a recommendation for a proposal to proceed to competitive solicitation. In three circumstances, and in adherence to V/CM rules and guidelines, a proposal can qualify to advance to a sole source solicitation. Advancing a proposal to implementation does not compel Metro to enter into a contract. Metro, at its sole discretion, may return and/or decline to proceed with an Unsolicited Proposal at any time during the process. All proposals advanced to implementation must adhere to Federal, State, and Board mandated procurement guidelines.

Once the Review Team makes a recommendation, staff crafts a Decision Letter with the outcome and reasoning outlined for the proposer. A Decision Letter is not binding; it is intended to inform the proposer of Metro’s intent. The intent given can change at Metro’s sole discretion.

In February 2021, Metro staff issued a Five Year Review of the UP Policy, which assessed whether the Policy had worked as intended, led to high-value projects, and made Metro more innovative. The Five Year Review concluded that the UP Policy had provided a steady flow of ideas, helped to drive decision-making, and established a process for developing meritorious ideas into Metro projects. The assessment also produced eight recommendations to update and improve the Policy. In 2021, the Metro Board also adopted the Joint Development (JD) Policy, which spoke to the treatment of Unsolicited Proposals for prospective Joint Development sites. Within the Policy, staff may consider unsolicited proposals that seek the right to develop or improve Metro property by bringing unique benefits to a Metro site such as adjacent property.

DISCUSSION

Integration of Metro’s Core Mission, Goals and Priorities

The UP Policy exists to widen the portal for ideas on the ways in which Metro delivers its core mission of getting people where they need to go in a safe, efficient, affordable, and reliable manner. Ensuring that proposals advance Metro’s goals and align with the agency’s priorities are critical to the success of any Unsolicited Proposal that is eventually implemented. Metro staff recommend the following adjustments that strengthen the review process and prioritize proposals that best meet Metro’s priorities:

1. *Incorporate equity and sustainability components in the Unsolicited Proposal review process:* staff recommends adding questions in the Exhibit C intake form that ask proposers to directly state how the project will advance Metro’s Equity and Sustainability values. Once an Unsolicited Proposal is received, staff use a series of six criteria to evaluate a proposal. Staff

recommends including equity as a seventh evaluation criterion. Staff will also include these recommendations when using the Rapid Screening Tool, which will include equity as a criterion. The Rapid Screening Tool rates proposals on a 0-3 scale for each criterion and is used during high intake periods for Unsolicited Proposal. Equity will be measured based on the extent to which the proposal presents an “equity opportunity.” Metro defines an equity opportunity as “a decision that is designed to provide benefits or reduce or not perpetuate disparities for historically marginalized communities or others facing disparities in access to opportunities.” Unsolicited Proposals may warrant further review through Metro’s Rapid Equity Assessment (REA) if the proposal does not present a strong equity opportunity. For example, an Unsolicited Proposal that scores well in the areas of technical and financial merit but has the potential to result in negative impacts to marginalized and vulnerable groups may require a REA.

An equivalent screening tool for sustainability does not currently exist at the agency. However, staff recommends including consideration for sustainability in the formal evaluation that must be developed for all Unsolicited Proposals to ensure thorough internal review. This requirement will be stated as follows: “Describe and quantify, if possible, how the proposal advances (or does not hinder) Metro’s commitment to environmental sustainability and/or climate resiliency.” Staff will also post additional guidance on Metro’s equity and sustainability goals on the Partnerships webpage to direct interested parties to pertinent resources.

2. *Prioritize Unsolicited Proposals in support of the 2028 Olympic/Paralympic Games and Measure R & M Expenditure Plans:* Staff recommend additional informational requirements in Exhibit C of the Policy that indicate how the proposal supports projects outlined in the Measure R and Measure M Expenditure Plans, as well as, whether the submitted Unsolicited Proposal supports the 2028 Mobility Concept Plan or Olympics preparation and to identify the specific project within the plan. Unsolicited Proposals that clearly demonstrate alignment will be prioritized for review.

<u>Phased Review Process and Regularity of Board Consultation</u>

Blackout Period

Staff continue to adhere to all policies, State/Federal laws, and internal ethics standards surrounding procurements and specific projects with information not yet publicly available. Federal and state rules mandate a “blackout period” during the procurement process, in which the proposer cannot engage in any advocacy while the proposal is being evaluated. The Board is prohibited from seeking information from Metro staff during review. While these rules, outlined in California Public Utilities Commission Sections 130680 and 130685, were adopted prior to the establishment of the Unsolicited Proposals process, staff have maintained a consistent standard of the application of procurement rules and guidelines to maintain the integrity of the review and evaluation of Unsolicited Proposals. As such, staff do not inform the Board, public, or any non-Review Team members of

ongoing Unsolicited Proposal reviews for the following reasons:

- To maintain the impartiality of Metro's Board during ongoing procurement efforts.
- To maintain the impartiality of Metro's Review Team by prohibiting industry stakeholders from communicating with staff and influencing evaluation efforts.
- To maintain trust and confidentiality with proposers and protect proprietary information and/or technologies.
- To allow for a nimble and streamlined review process. Staff have 120 days to respond to Unsolicited Proposals. Creating a Board review process for active Unsolicited Proposals would lead to increased demand for staff time on each Unsolicited Proposal to meet these deadlines.
- To ensure the competitiveness of a future solicitation resulting from a successful Unsolicited Proposal review.

Metro staff currently maintain a blackout period for all Unsolicited Proposals submitted until a Decision Letter is signed and sent to the proposer. However, staff recommend quarterly reports to the Board on the Decision Letters issued related to Phase 1 and Phase 2 milestones, except for "landmark Unsolicited Proposals." "Landmark" is defined as Unsolicited Proposals, such as major capital projects or new transit service, that proceed through initial review (Phase 1), or proposals that require Metro to allocate more than $10 million. "Landmark" proposals would require Board approval based on the following threshold:

- Any Unsolicited Proposal recommended to "Advance to Implementation" that introduces a new mode of mobility and/or transit guideway systems that require Metro funding, project management, call for Metro to serve as lead agency in the development of an EIR/EIS, and/or falls under a project subject to CPUC Code 130252, and/or;
- Any Unsolicited Proposal recommended to "Advance to Implementation" that would require Metro to allocate more than $10 million to fulfill a solicitation.

Note: An "advance to implementation" recommendation is not a legally binding commitment from Metro to undertake a project or the scope proposed therein. As stated on page seven of the UP Policy, "Nothing in this policy or otherwise requires Metro to act or enter into a contract based on an Unsolicited Proposal."Strengthened Community-Focused Transparency and Engagement

The UP Policy is a medium for stakeholders to present ideas beyond the normal avenues of internal project generation. While the blackout period prevents staff from engaging with the public regarding the details of an Unsolicited Proposal during the review process, staff have identified opportunities that enhance the community engagement process once the blackout period is lifted. These opportunities are described below.

Prioritize Proposals that Promote Community-Informed Projects

The UP Policy works to move Metro's mission, goals, and values forward. An enhancement to the Policy, as discussed in this Report, is to prioritize proposals that support projects listed in the 2028 Mobility Concept Plan, Measure R/M Expenditure Plans, and/or plans published by Metro that set agency and department priorities. The priorities in these plans have been vetted by the public and will

continue to follow Metro's standards for community engagement as they progress through planning and implementation.

Early Community Engagement Planning for Landmark Unsolicited Proposals

When proposals meet the above thresholds for Board consultation, staff will consult with Metro's Community Relations team during the review period for guidance on how to seek input from community stakeholders as the project develops. If a proposal is advanced to implementation, staff would include this information when seeking Board approval. This information serves to prompt conversations on community engagement and informs the Board of staff's recommendations. All community engagement activities would occur after the proposal outcome has been determined, and the Board has approved Metro's recommended course of action.

Community Outreach for Joint Development Unsolicited Proposals

Language within the Joint Development UP Policy supports the framework for community outreach. Community outreach would occur prior to the proposed project being submitted to the Board for consideration. Promoting community-focused transparency and engagement would occur through the creation of a developer-led community outreach plan, canvassing of local stakeholders in proximity to the project, presentations to interested parties, and direct communications to the Board of Directors and affected locally elected officials. Any major project that proceeds through the Joint Development Unsolicited Proposals process to environmental review would be subject to the engagement best practices.

Industry Outreach

Staff have also engaged in industry outreach. In December 2018, the Office of Strategic Innovation hosted an Unsolicited Proposal forum with the theme "Think You Can Solve Traffic," which allowed interested partners and community members the opportunity to learn about Metro's current efforts, hear from industry professionals and researchers, as well as discuss their ideas with Metro. Staff received 43 proposals following the forum. These outreach efforts are under consideration for the future, particularly for projects that serve the 2028 Games.

<u>Workstream Delegation to Reduce Metro Staff Time</u>

Staff have access to a financial advisory bench of consultants that can be activated for additional support in evaluating the financial viability of Public-Private Partnerships. When Metro receives an Unsolicited Proposal that presents a Public-Private Partnership opportunity, staff can solicit support from this bench to augment Metro staff capacity and expertise and reduce staff time needed to conduct an extensive financial evaluation. Staff have used these resources in the past and will continue to do so when necessary. Additionally, the Rapid Screening Tool allows staff to more effectively and efficiently identify proposals that do not align with Metro's mission and values.

Staff capacity is a factor as a part of the Feasibility criteria for proposal evaluation. For Landmark Unsolicited Proposals that meet the above threshold, Metro staff will incorporate initial findings on how the proposal will impact staff time as part of the subsequent Receive and File to the Board.

<u>Status of Five Year Review Recommendations</u>

In the Five Year Review, staff introduced eight recommendations to update and improve the Policy. The recommendations were:

1. Expand FAQ documents to include a discussion of proposal success factors;
2. Formalize pre-proposal briefings;
3. Apply an equity lens to proposals;
4. Employ the Rapid Screening Tool to assess a proposal's chance of success;
5. Extend the review period;
6. Finalize and disseminate Policy operating procedures to clarify the process for participants;
7. Establish a Proof of Concept best practices guide and library resource;
8. Write the next Innovation Portfolio;

Recommendations 1, 2, 5, and 6 have been fully adopted.

While equity was established as an evaluation consideration in the Phase I evaluation form following the release of the Five Year Review, staff have now memorialized equity criterion in the Rapid Screening Tool as well. As mentioned above, Unsolicited Proposals that represent an equity opportunity, whether by enhancing positive impacts or reducing negative impacts for historically marginalized communities or others likely to be impacted by the proposal, may warrant further review through Metro's Office of Equity and Race Rapid Equity Assessment (REA).

The Rapid Screening Tool is not currently outlined in the UP Policy and, therefore, is not universally applied to incoming Unsolicited Proposals as such a grading mechanism is not readily available to proposers. Metro staff recommends updating the UP Policy to include the Rapid Screening Tool. The adoption of these changes will mean Five Year Review Recommendations 3 and 4 will be fully adopted. Recommendations 7 and 8 will be completed before the end of 2024 when staff publishes the Innovation Portfolio and Proof of Concept best practices guide.

FINANCIAL IMPACT

Approval of the recommendations does not result in a financial impact to Metro.

EQUITY PLATFORM

Staff are taking additional steps, as outlined in the recommendations above, to incorporate equity as part of the Unsolicited Proposal review and evaluation process. This includes codifying equity as a core consideration in the Exhibit C intake form.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The UP Policy is a flexible tool that can be adapted to advance many of Metro's strategic goals. The Policy supports the implementation of Goal 1: Provide high-quality mobility options that enable people to spend less time traveling; Goal 2: Deliver outstanding trip experiences for all users of the transportation system; Goal 3: Enhance communities and lives through mobility and access to

opportunity.

ALTERNATIVES CONSIDERED

The Board could elect not to approve recommendations set forth in this report and maintain status quo operating procedures for proposal intake and review. However, this is not recommended as including equity and sustainability considerations in reviews, reporting thresholds for Board review, and Olympic/Paralympic MCP, as well as Measure R and M Expenditure Plan prioritization during intake, can help the UP Policy and staff facilitate more effective reviews. Not taking these actions can reduce Metro's ability to address mobility issues nimbly and equitably through new ideas.

NEXT STEPS

Upon Board approval, staff will incorporate the recommendations outlined in this Board Report, publish the revised UP Policy on Metro's website, and update the website and FAQ document to reflect current information.

ATTACHMENTS

Attachment A - Unsolicited Proposals Policy Staff Recommendations
Attachment B - Unsolicited Proposals Policy
Attachment C - Board Motion 39

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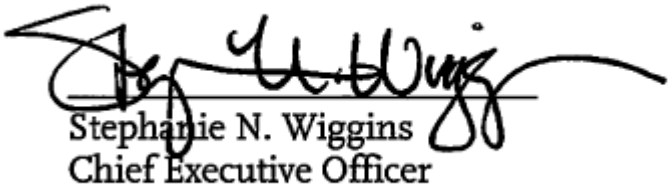

Stephanie N. Wiggins
Chief Executive Officer

Attachment A – Staff Recommendations

Staff recommend implementing the following changes to the UP Policy upon approval of Board Action 2024-0247:

- Add fields on the Exhibit C intake form that asks proposers to demonstrate how the proposal intersects with Metro's Equity and Sustainability values; the Olympics/Paralympics Mobility Concept Plan; Measure R and M Expenditure Plans; and/or plans published by Metro that set agency and department priorities. Proposals that address projects listed in the Mobility Concept Plan, Measure R and/or M Expenditure Plans, or identified as a priority in published departmental plans will be prioritized in the Unsolicited Proposal review queue.
- Include Equity as an evaluation criteria, including as a scored consideration in the Rapid Scoring Tool and staff evaluation form. Include Sustainability as a consideration in the evaluation form for an Unsolicited Proposal;
- Provide quarterly updates to the Board on Decision Letters issued on Phase 1 and Phase 2 milestones that are out of the blackout period.
- Formalize process to receive Board approval on "Landmark" Unsolicited Proposals after a proposal is Advanced to Implementation and meet or exceed at least one of the following thresholds:
    - introduces a new mode of mobility and/or transit guideway systems that require Metro funding, project management, call for Metro to serve as lead agency in the development of an EIR/EIS, and/or falls under a project subject to CPUC Code 130252, and/or;
    - A proposal recommended for approval that would require Metro allocate more than $10 million to fulfill a solicitation.
- Include staff from Metro's Community Relations team on landmark proposal reviews and notify Metro Board on engagement best practices to inform approval.

FEBRUARY 2016
LAST REVISED MAY 2018

UNSOLICITED PROPOSALS POLICY

Metro®

Unsolicited Proposals & Public/Private Sector Engagement Policy

Metro Agency-Wide Unsolicited Proposals Policy 2

Unsolicited Proposals Process Flow Chart (Exhibit A) 9

Proposal Cover Page (Exhibit B) 10

Conceptual Proposal Form (Exhibit C) 11

Contractor Pre-Qualification Application for Construction (Exhibit D) 13

Contractor Pre-Qualification Application (Exhibit E) 25

Metro Joint Development Unsolicited Proposals Policy 36

Unsolicited Joint Development Proposals Process Flow Chart (Exhibit 1) 45

Conceptual Joint Development Proposal Form (Exhibit 2) 46

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Overview

Applicability

This policy and procedure applies to Unsolicited Proposals received by Metro. The Joint Development section of this policy is designed to address unsolicited proposals regarding the acquisition, lease, sale or shared use of Metro real property. Persons interested in submitting an unsolicited proposal for shared use and/or development on Metro-owned property should review that section of this policy, which provides specific details on submitting an Unsolicited Proposal for Joint Development (JD) sites.

What is an Unsolicited Proposal?

A written proposal that is submitted to Metro on the initiative of the submitter for the purpose of developing a partnership that is not in response to a formal or informal request issued by Metro.

What distinguishes an Unsolicited Proposal?

It should be:

> Innovative and pragmatic;
> Independently originated and developed by the proposer;
> If submitted by parties external to Metro, prepared without Metro's supervision, endorsement, direction, or direct involvement; and
> Sufficiently detailed that its benefits in support of Metro's mission and responsibilities are readily apparent.

An Unsolicited Proposal is distinguishable from a project already part of Metro's long-term budget planning process and plan if it uses innovative but pragmatic solutions that offer added value, such as enhanced financing options, improved customer service outcomes or advanced delivery dates. Sales tax bonds and certificates of participation are not unique and innovative financing tools.

Should proposers interested in a published solicitation submit an Unsolicited Proposal?

No. An Unsolicited Proposal is not any of the following:

> An offer responding to Metro's previously published expression of need or request for proposals;
> An advance proposal for property or services that Metro could acquire through competitive methods (submitted within the budget year before release of a published request for proposal); or
> A replacement for an existing contract that is already in effect; or
> An opportunity to stipulate the means and methods of an existing contractual relationship.

Unsolicited Proposals Process Overview

All Unsolicited Proposals shall be submitted to the Metro Vendor / Contract Management (V/CM) office, which will log the proposal and within three business days, then officially transfer it to the Office of Extraordinary Innovation (OEI) for evaluation of technical and/or financial merit. Joint Development Unsolicited Proposals will be transferred to the Joint Development Team.

Metro receives and evaluates Unsolicited Proposals using a two-phased approach, as described below. All Unsolicited Proposals, both in general and for Joint Development, will be evaluated using the two-phased approach, however, the JD process is defined in a separate section of this policy. In Phase One, we evaluate conceptual proposals. Conceptual proposals will be reviewed within 90 days of receipt, at which time a determination will be made as to whether to review additional and detailed information in Phase Two. If there is interest in a conceptual proposal, the proposer may be asked to submit a detailed proposal for

evaluation in Phase Two. In the event that the project proceeds beyond Phase Two or otherwise involves a competitive procurement or sole source procurement, Metro's procurement policies and procedures will apply. Metro may, at any time, choose not to proceed further with any Unsolicited Proposal.

Phase One – Conceptual Proposal

The purpose of Phase One is for Metro to receive written, concept-level proposals and to screen those proposals to determine whether to request additional and detailed information in Phase Two.

Threshold Review and Process Overview

Upon receipt of a conceptual proposal, Metro V/CM staff will take the following steps:

i. Promptly acknowledge receipt of the proposal (letter to proposer); and
ii. Determine whether the proposal meets the threshold requirements of an Unsolicited Proposal.

Before initiating a Phase One evaluation, the OEI, in cooperation with V/CM staff, will determine if the conceptual proposal meets the following threshold requirements:

> Satisfies the definition of an Unsolicited Proposal;
> Includes all required content and attachments;
> Contains sufficient detail to enable Metro to perform an adequate evaluation;
> If submitted by parties external to Metro, has been approved by a responsible official or other representative authorized to contractually obligate the proposer;
> Complies with the marking requirements for use and disclosure of data;
> If submitted by parties within Metro, has been approved with signature by a departmental Chief.

If the proposal meets the threshold requirements, Metro V/CM and OEI staff will take the following steps:

i. V/CM: Log the proposal and assign it a number;
ii. V/CM: Officially transfer the proposal to OEI staff;
iii. OEI: Assemble an evaluation team as well as technical and financial subject-matter experts related to the Unsolicited Proposal with the oversight of Vendor/Contract Management;
iv. OEI: Facilitate the evaluation process as needed; and
v. OEI: Notify the proposer of Metro's decision. The possible outcomes may be to discontinue the process, proceed to Phase Two, or pursue a competitive procurement. OEI will provide a general explanation of the reasons for the decision, communicate regularly with the Office of the CEO, and seek CEO's approval of recommendations related to implementation.

Content – Conceptual Proposal

Conceptual proposals should include the information identified in the Conceptual Proposal Form (Exhibit C to this policy).

Evaluation – Conceptual Proposal

Conceptual proposals will be evaluated promptly in accordance with the criteria set out in this section. At Phase One, the evaluation process will include the following:

> If a financial evaluation team has been assembled, that team will have access to the technical proposal for purposes of determining the proposed project scope;
> The proposer(s) will have no interaction with the evaluation team, except at Metro's sole discretion.

Evaluation Criteria – Conceptual Proposal

If the proposal meets the threshold requirements, the evaluation team, including at least one (1) review team member outside of OEI and V/CM, will determine the evaluation criteria, as necessary, to reflect the specific proposal, but generally will consider the following factors:

i. The proposal offers direct or anticipated benefits to Metro, its passengers and the community;
ii. The proposal is consistent with Metro's objectives and goals;
iii. The proposal satisfies a need for Metro that can be reasonably accommodated in Metro's annual long-term capital and operating budgets without displacing other planned expenditures, without placing other committed projects at risk, and without significantly increasing the cost of the proposed items;
iv. The proposal offers goods or services that Metro may not have intended to procure or provide through the normal Metro contract process;
v. If the proposal contains significant financial, technical and legal components, those disciplines have approved an action that proceeds to Phase Two; and
vi. Are within Metro's jurisdiction or control; and
vii. Other factors appropriate for the particular proposal.

Phase Two – Detailed Proposal

The purpose of Phase Two is for Metro to receive more detailed technical and financial information to fully understand and evaluate the proposal. At the conclusion of this phase, Metro will decide whether to forego the proposal, to proceed to a sole source agreement, or to pursue a competitive solicitation.

Process – Request for Detailed Proposal

If Metro desires to proceed to Phase Two, OEI will issue a Request for a Detailed Proposal that, in coordination with V/CM, formally tells the proposer to proceed to Phase Two. Depending on the circumstances, the request may include the following:

> A summary of Phase I Project Evaluation;
> A description of the request for additional information process and purpose;
> A description of the problem or opportunity being addressed;
> Relevant background, context, parameters and policies;
> Functional, technical and legal requirements;
> Requests for other project related information related to scope, budget, schedule, personnel, risks, data, performance measurement, potential impacts, etc.;
> Requests for specific modifications or clarifications to the scope of the original proposal.

Metro may, at its sole discretion and with the participation of V/CM, may invite the proposer(s) to present to the review team, ask and answer questions of the review team, and discuss the proposal and context with the review team.

Processing

Once the detailed proposal is received, the OEI staff will keep and share with V/CM, a record of the persons on the evaluation team and record the final disposition of the proposal. Outside advisors will be consulted only if the Metro evaluation team deems it necessary and beneficial.

Content – Detailed Proposal

In addition to the information provided in Phase One, a detailed proposal must, at a minimum, include the following information.

Technical information:

i. Names and professional information of the proposer's key personnel who would be committed to the project;
ii. Type of support needed from Metro; e.g., facilities, equipment, materials, or personnel resources; and
iii. Type of support being provided by the proposer;
iv. A sufficiently detailed description of the scope of work being offered to allow Metro to evaluate the value received for the price proposed;
v. Proposed price or total estimated cost for the effort and/or the revenue generated in sufficient detail for meaningful evaluation and cost analysis, including an annual cash flow for the project and annual or future costs to operate and maintain;
vi. A schedule for the implementation, including specific details for any property and/or services to be provided by Metro; and
vii. Proposed duration of effort.

Supporting information:

i. Type of contract being sought by the proposer (the final determination on type of contract shall be made by Metro, should Metro decide to proceed with a contract);
ii. Description of the proposer's organization, previous experience in the field, and facilities to be used;
iii. Required statements and disclosures, if applicable, about organizational conflicts of interest and environmental impacts; and
iv. Information, in the form of Metro's Pre-Qualification Application (see Exhibits D & E) demonstrating to Metro that the proposer has the necessary financial resources to complete the project, as determined by Metro and OEI staff. Such information may include (i) financial statements, including an Auditor's Report Letter or an Accountant's Review Letter, Balance Sheets, Statements of Income and Stockholder's Equity, and a Statement of Change in Financial Position; (ii) un-audited balance sheets; (iii) names of banks or other financial institutions with which the proposer conducts business; and (iv) letter of credit commitments.

Evaluation – Detailed Proposal

Detailed proposals will be evaluated promptly, at a minimum in accordance with the criteria set out in this section, as well as any other evaluation criteria identified in the Request for Detailed Proposal.

Threshold Review: Before initiating a comprehensive evaluation, the Metro V/CM staff in coordination with OEI, will determine if the detailed proposal continues to meet the threshold requirements set out in Phase One and the requirements specifically set out in the Request for Detailed Proposal.

Evaluation Criteria: At Phase Two, the evaluation team will confirm the proposal meets the same evaluation criteria set forth in Phase One, in addition to the following minimum factors, and any additional criteria set out in the Request for Detailed Proposal:

i. The proposer's capabilities, related experience, facilities, techniques, or unique combinations of these which are integral factors for achieving the proposal objectives;
ii. The proposer's financial capacity to deliver the goods or services defined in the proposal;
iii. Viability of the proposed schedule and Metro's ability to meet activities required;
iv. Metro's capacity to enter into a contract under its current debt authorization;
v. The qualifications, capabilities and experience of key personnel who are critical in achieving the proposal objectives;
vi. The relative costs and benefits of the proposal with respect to improving mobility and accessibility in LA County;
vii. The specific details of the cost/revenue generated; and
viii. Any other factors appropriate for the particular proposal.

Recommendation

The evaluation team will make a recommendation on the disposition of the detailed proposal to Metro's Chief Executive Officer for review and approval. If the Board of Directors' approval is required, the proposer will be notified of the date of the meeting when the proposal will be discussed.

Full and Open Competition Requirements

Metro's receipt of an Unsolicited Proposal does not, by itself, justify a contract award without full and open competition. If the Unsolicited Proposal offers a proprietary concept that is essential to contract performance, it may be deemed a Sole Source (see section below). If not, Metro will pursue a competitive procurement, either through a formal solicitation or by the process outlined below. *See Unsolicited Proposal – Competitive Solicitation Process*.

Proof of Concept

Metro may, at its sole discretion, choose to work with an outside party to prove a concept as a means of better understanding an offering and its application and value to Metro, provided that the work is done at the expense of the outside party, and that the work is mutually agreed upon by Metro and the outside party.

Unsolicited Proposal – Sole Source Award

If it is impossible to describe the property or services offered without revealing proprietary information or disclosing the originality of thought or innovativeness of the property or services sought, as determined by Metro, Metro may make a sole source award, as provided in Metro's Sole Source Award Policy. A sole source award may not be based solely on the unique capability of the proposer to provide the specific property or services proposed.

Unsolicited Proposal – Competitive Solicitation Process

If the Unsolicited Proposal does not meet the criteria of a sole source award, before entering into a contract resulting from an Unsolicited Proposal, Metro will take the following steps. These steps could occur at any phase of the evaluation process, to be determined by the Metro V/CM and OEI staff.

a. *Receipt:* Metro will publicize its receipt of the Unsolicited Proposal by posting on Metro's website for purchasing opportunities and advertise in the appropriate publications with general circulation, and in any other relevant trade publications that advertise contracting solicitations.

b. *Adequate Description:* Metro's publication of its receipt of the Unsolicited Proposal will include an adequate description of the property or services offered without improperly disclosing proprietary information or disclosing the originality of thought or innovativeness of the property or services sought.

c. *Interest in the Property or Services:* Metro also will publicize its interest in acquiring the property or services described in the proposal using the same or similar methods provided above.

d. *Adequate Opportunity to Compete:* Metro will provide an adequate opportunity for interested parties to comment or submit competing proposals, and/or requests for an opportunity to respond within a time frame (minimum of 21 days) specified by Metro's V/CM staff.

e. *Contract Award Based on Proposals Received:* Finally, Metro will publicize its intention to award a contract based on the Unsolicited Proposal or another proposal submitted in response to the publication using the same or similar methods provided above.

Contract Resulting from an Unsolicited Proposal

Nothing in this policy or otherwise requires Metro to act or enter into a contract based on an Unsolicited Proposal. Metro, at its sole discretion, may return and/or reject an Unsolicited Proposal at any time during the process.

Prerequisites to Contract Negotiation

The Metro Contracting Officer or other duly authorized Metro representative(s) may commence negotiations only after the following prerequisites have been met.

i. An Unsolicited Proposal has received a favorable comprehensive evaluation, including in comparison to any proposals received following publication as provided in this policy;
ii. The Metro technical office sponsoring the contract supports its recommendation, furnishes the necessary funds and provides a sole-source justification (if applicable); and
iii. Metro CEO or Metro Board of Directors approves (if required).

General Proposal Requirements

Prohibition of Use of Confidential Information

If Metro's decision is to pursue a competitive procurement, Metro personnel shall not use any data, or any confidential patented, trademarked or copyrighted part of an Unsolicited Proposal, or confidential technical or financial proprietary information as the basis, or part of the basis, for a solicitation or in negotiations with any other firm, unless the proposer is notified of and agrees to the intended use. Concepts or ideas are not considered proprietary by Metro but specific implementing methodologies that are unique to the proposer will be recognized.

The V/CM staff shall place a cover sheet (attached as Exhibit B) on the proposal, unless the proposer clearly states in writing that no restrictions are imposed on the disclosure or use of the data contained in the proposal.

Public Records Act

Unsolicited Proposals are subject to the provisions of the California Public Records Act (California Code Government Code §6250 et seq.).

Public Contract Code Section 22164 provides that: information that is not otherwise a public record pursuant to the California Public Records Act (Chapter 3.5 (commencing with Section 6250) of Division 7 of Title I of the Government Code) shall not be open to public inspection. Any documents provided by the proposer to Metro marked "Trade Secret," "Confidential" or "Proprietary," or any financial records provided by the proposer to Metro, shall be clearly marked with the proposer's name. Metro will use its best efforts to inform the proposer of any request for any financial records or documents marked "Trade Secret," "Confidential" or "Proprietary" provided by proposers to Metro. Metro will not advise as to the nature or content of documents entitled to protection from disclosure under the California Public Records Act.

In the event of litigation concerning the disclosure of any records, Metro's sole involvement will be as a stakeholder, retaining the records until otherwise ordered by a court. The proposer, at its sole expense and risk, shall be fully responsible for any and all fees for prosecuting or defending any action concerning the records and shall indemnify and hold Metro harmless from all costs and expenses, including attorney's fees in connection with any such action.

Exhibit A

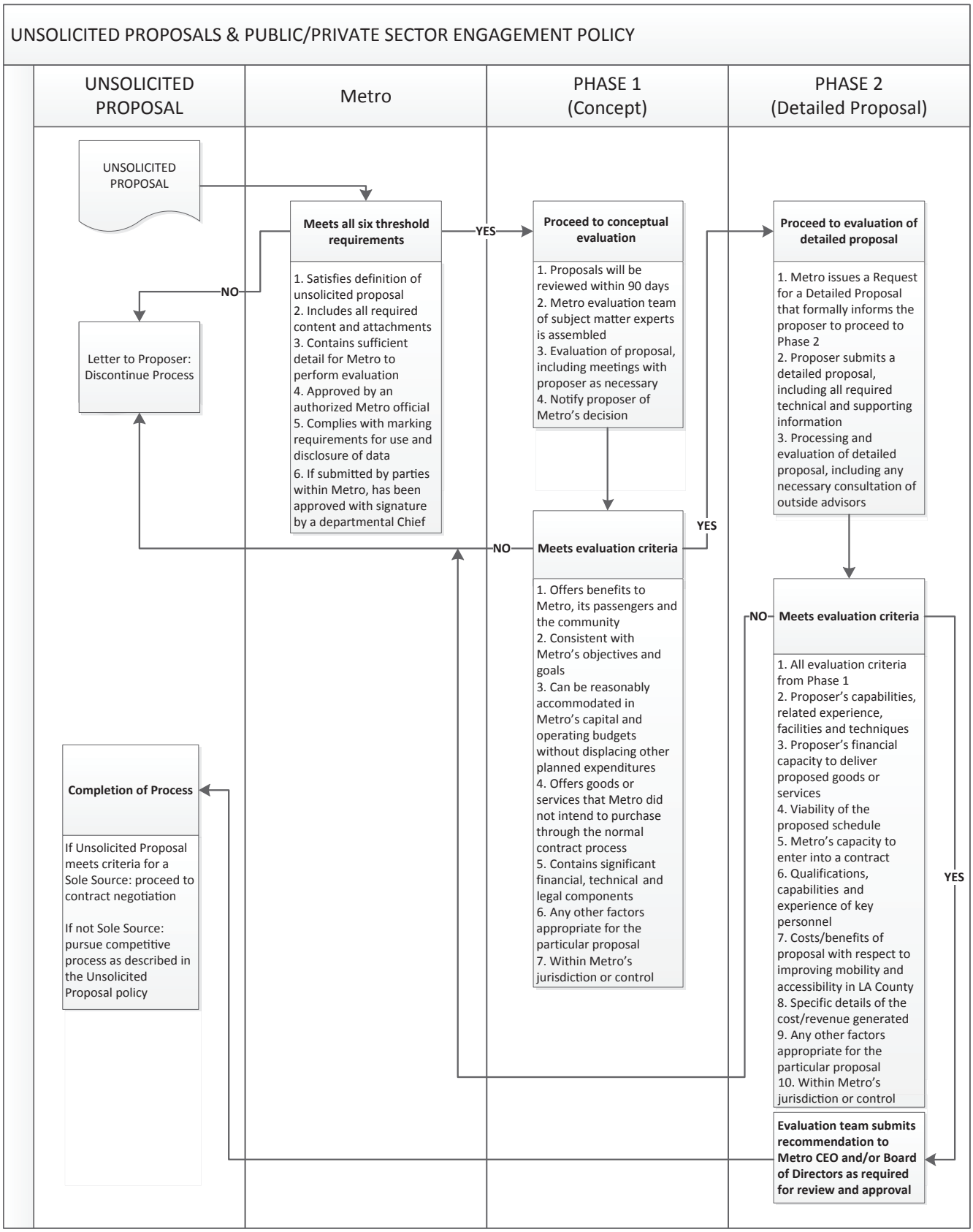
UNSOLICITED PROPOSALS & PUBLIC/PRIVATE SECTOR ENGAGEMENT POLICY
UNSOLICITED PROPOSAL
Metro
PHASE 1 (Concept)
PHASE 2 (Detailed Proposal)
UNSOLICITED PROPOSAL
Meets all six threshold requirements
1. Satisfies definition of unsolicited proposal
2. Includes all required content and attachments
3. Contains sufficient detail for Metro to perform evaluation
4. Approved by an authorized Metro official
5. Complies with marking requirements for use and disclosure of data
6. If submitted by parties within Metro, has been approved with signature by a departmental Chief
YES
NO
Letter to Proposer: Discontinue Process
Proceed to conceptual evaluation
1. Proposals will be reviewed within 90 days
2. Metro evaluation team of subject matter experts is assembled
3. Evaluation of proposal, including meetings with proposer as necessary
4. Notify proposer of Metro's decision
Meets evaluation criteria
1. Offers benefits to Metro, its passengers and the community
2. Consistent with Metro's objectives and goals
3. Can be reasonably accommodated in Metro's capital and operating budgets without displacing other planned expenditures
4. Offers goods or services that Metro did not intend to purchase through the normal contract process
5. Contains significant financial, technical and legal components
6. Any other factors appropriate for the particular proposal
7. Within Metro's jurisdiction or control
NO
YES
Proceed to evaluation of detailed proposal
1. Metro issues a Request for a Detailed Proposal that formally informs the proposer to proceed to Phase 2
2. Proposer submits a detailed proposal, including all required technical and supporting information
3. Processing and evaluation of detailed proposal, including any necessary consultation of outside advisors
Meets evaluation criteria
1. All evaluation criteria from Phase 1
2. Proposer's capabilities, related experience, facilities and techniques
3. Proposer's financial capacity to deliver proposed goods or services
4. Viability of the proposed schedule
5. Metro's capacity to enter into a contract
6. Qualifications, capabilities and experience of key personnel
7. Costs/benefits of proposal with respect to improving mobility and accessibility in LA County
8. Specific details of the cost/revenue generated
9. Any other factors appropriate for the particular proposal
10. Within Metro's jurisdiction or control
NO
YES
Evaluation team submits recommendation to Metro CEO and/or Board of Directors as required for review and approval
Completion of Process
If Unsolicited Proposal meets criteria for a Sole Source: proceed to contract negotiation
If not Sole Source: pursue competitive process as described in the Unsolicited Proposal policy

Exhibit B

UNSOLICTED PROPOSAL
USE OF DATA PRIOR TO CONTRACT IS PROHIBITED

All Metro personnel must exercise extreme care to ensure that the information in this proposal is not disclosed to an individual who has not been authorized access to such data and is not duplicated, used, or disclosed in whole or in part for any purpose other than evaluation of the proposal.

Exhibit C

UNSOLICITED PROPOSALS SUBMITTED TO METRO PHASE ONE: CONCEPTUAL PROPOSAL FORM

Phase One of Metro's Unsolicited Proposal process involves submitting this form. Submit only the information required by this form. If Metro determines that the proposal should proceed to Phase Two, Metro will issue a Request for Detailed Proposal.

PART 1: BASIC INFORMATION

Proposer Information:
Name: _____
Address: _____
Further contact information: _____
Type of organization: _____

Technical personnel names & contact information:
_____

Business personnel names & contact information:
_____

These individuals should be responsible for answering Metro's technical or business questions concerning the proposal or any subsequent agreement concerning the proposal.

PART 2: TECHNICAL INFORMATION

Title of the proposal: _____

☐ Abstract of the proposal is attached
To move forward in the Unsolicited Proposal process, the abstract must include a brief – but complete – discussion of the following:

1. Objectives
2. Method of approach
3. Nature and extent of anticipated results; and
4. Manner in which the work will help support accomplishment of Metro's mission.

Technical expertise the proposer needs from Metro: _____

PART 3: FINANCIAL INFORMATION

Proposed price or total estimated cost: _____
_____
Revenue: _____
_____

Be concise but provide sufficient detail for Metro to meaningfully evaluate the proposal.

Financial information the proposer needs from Metro: _____
_____

PART 4: PROCEDURAL INFORMATION

Period of time for which the proposal is valid: _____

- ☐ Proprietary data has been submitted with this proposal and is deemed confidential by the proposer in the event of a request submitted to Metro under the California Open Records Act. *Any proprietary data must be clearly designated.*
- ☐ Other government entities or private parties have received this proposal.
  Please explain: _____
- ☐ Other government entities or private parties may provide funding for this proposal.
  Please explain: _____
- ☐ There are patents, copyrights and/or trademarks applicable to the goods or services proposed.
  Please explain: _____
- ☐ There is additional information not requested in this form that would allow Metro to evaluate this proposal at this conceptual phase.
  Describe: _____

PART 5: SIGNATURE

Name: _____

Date: _____

Title: _____

The individual who signs this form must be authorized to represent and contractually obligate the Proposer.

Exhibit D

Los Angeles County
Metropolitan Transportation Authority
CONTRACTOR PRE-QUALIFICATION APPLICATION

Construction Related Projects

If this Application is being submitted in response to a Request For Proposal (RFP), Invitation For Bid (IFB), or other procurement action, please reference the RFP or IFB name and number in the spaces provided below.

If this Application is not in response to a specific contracting action and is being submitted for general purposes, please write “GENERAL” in the "Name of Procurement" space.

Name of Procurement: _____

RFP or IFB Number: _____

Name of Applicant Firm: _____

Date Submitted: _____

Preparer’s Name: _____

THIS PAGE MUST BE COMPLETED AND INCLUDED WITH THE APPLICATION

READ THE INSTRUCTIONS
BEFORE FILLING OUT THE QUESTIONNAIRE

PRE-QUALIFICATION APPLICATION INSTRUCTIONS

1. This is a Pre-Qualification Application for the Los Angeles County Metropolitan Transportation Authority (LACMTA). There are two different applications to be used for firms seeking contracts of $100,000 or greater with the LACMTA.
2. **Which application should you use?** Use the Construction Related Projects application if you are a construction company that will be bidding on any type of construction work. Use the Other than Construction Projects application if you are an engineering firm, consultant, legal firm, product vendor, or other business entity seeking a contract with the LACMTA for the furnishing of goods or services.
3. The application should be completed by a person in the firm who is knowledgeable of and duly authorized to attest to the past and present operations of the firm and its policies. A corporate officer of the firm, owner or partner, as appropriate, must sign the Pre-Qualification Certification form (or Validation form if the firm is already approved).
4. All questions must be answered completely and any Yes answers must be fully explained. Disclaimers, general statements with global qualifications, or notations of Not Applicable (N/A) are not acceptable. Please note that a Yes answer to any question does not automatically result in denial of pre-qualification for a particular procurement.

DEFINITIONS

1. **Affiliate** is defined as any one of the following: (1) any Firm other than Applicant Firm which owns 25% or more of Applicant Firm, such as parent companies or holding companies; (2) a subsidiary or a Firm in which Applicant Firm owns 25% or more; (3) a Firm in which a major stockholder or owner of Applicant Firm owns controlling interest; (4) a Firm with which Applicant Firm has or has had an unseverable business or professional identity, and (5) any permanent or temporary common business enterprise relationship in which the parties share operating responsibility and profits such as joint ventures.
2. **Key Person –** For purposes of pre-qualification a key person is (1) any person in Applicant Firm who owns 10% or more of the Firm and/or those who make decisions with respect to its operations, finances, or policies, such as the President, CEO, CFO, COO, and, in the case of partnerships, the General Partner(s); (2) Corporate Secretaries and Treasurers, as well as Directors, if they meet criteria #1, above; (3) Division or Regional Business Managers who operate away and independently from the Applicant Firm, but only if the division or regional office is bidding directly with the LACMTA.

APPLICATION SUBMITTAL

Do not submit applications with bid or proposal, mail or deliver them to:

LACMTA Pre-Qualification Office
Mail Stop 99-9-1
One Gateway Plaza
Los Angeles, CA 90012-2952

If you have questions, call the Pre-Qualification Office at (213) 922-4130.

Applicant Firm: _____
Tax ID No. or SSN: _____

SECTION I: IDENTIFICATION

1. Identification Of Applicant Firm

A. _____
Name of Applicant Firm

B. _____
Address City State Zip Code

C. _____
(Mailing Address, if different from above)

D. _____
(If doing business with the LACMTA under a DBA or other name, include legal name of the company and Tax ID No., if different)

E. Primary Company Telephone No. ( )_____ Fax No. ( )_____

F. Applicant Firm's Contact Person for Pre-Qualification Office follow-up:

_____
Print or Type Name Position E-Mail Telephone Number

G. Has the Applicant Firm changed its address or has the Firm or its owner operated under any other name(s) including other DBAs in the past five years? If yes, explain fully on a separate sheet of paper.
☐ No ☐ Yes

H. Type of business organization: _____

YEAR organization established: _____ NUMBER of current employees: _____

☐ Sole Proprietor ☐ Corporation
[Date and State of Incorporation _____]

☐ Limited Liability Corporation (LLC)
[Date and State of Incorporation _____]

☐ Limited Partnership (LP) ☐ Limited Liability Partnership (LLP)

☐ General Partnership (GP)

[Date and State of Partnership filing _____]

☐Other (describe) _____

Applicant Firm: _____

Tax ID No. or SSN: _____

I. List general type of business in which Applicant Firm is engaged (may include more than one). Attach copies of business licenses, if appropriate:

_____

_____

J. List type of product or service to be provided to the LACMTA.

_____

_____

SECTION II: OWNERSHIP/MANAGEMENT, PROJECT TEAM MEMBERS, AND RELATED ENTITIES

1. Owners/Key Persons

List Owners and Key Persons of Applicant Firm. For large publicly traded companies, list only Key Persons. (See DEFINITIONS for clarification if necessary.)

Full Legal Name	Title	Social Security No. (last four digits only)	% Of Ownership

[Use additional sheets if necessary]

2. Related Entities (Affiliates/Subsidiaries/Joint Ventures)

A. List affiliates, subsidiaries, holding companies, joint ventures, etc., of Applicant Firm. If no affiliates, state NONE. N/A is not an acceptable answer. Provide organizational, geographical or functional chart, if it would assist in clarifying the line(s) of authority. (See DEFINITIONS for clarification if necessary.)

Affiliate Name & Address	Tel. #	% Owned	Top Executive's Name	*Type of Relation

*Type of Relationship: 1. Joint Venture (JV), 2. Parent Co (PC), 3. Holding Co (HC), 4. Subsidiary (S), 5. Other (O), please explain.

Applicant Firm: _____
Tax ID No. or SSN: _____

B. At any time during the past five years have any Owners or Key Persons of Applicant Firm (if yes, explain fully):

1. Served as Key Person, Officer or Director, in any other Firm not affiliated with Applicant Firm? If so, please explain in a separate sheet.
☐ No ☐ Yes

2. Had any ownership interest in any other Firm other than shares of publicly owned companies? If so, please explain in a separate sheet.
☐ No ☐ Yes

SECTION III: CONTRACTING HISTORY

1. Contracting History

A. List the applicant Firm's three largest government contracts, subcontracts, or sales. If none, list the three largest contracts with non-governmental entities.

	Contract #1	Contract #2	Contract #3
Agency/Owner			
Contract No.			
Name/Location			
Describe Goods or Services Furnished			
Were you a Prime or Subcontractor?			
Start Date/Complete Date			
Contract Amount			
Agency/Owner Contact to Verify (Name/Telephone No.)			

NOTE: ANY "YES" ANSWERS BELOW MUST BE FULLY EXPLAINED ON A SEPARATE SHEET OF PAPER AND ATTACHED TO THIS APPLICATION.

B. Is the Applicant Firm currently certified by the LACMTA or other public agency as a disadvantaged business entity, minority-, or woman-owned business?
☐ No ☐ Yes

C. During the past five years, has Applicant Firm or any of its Key Persons had any certificates or certifications revoked or suspended, including disadvantaged-, minority-, or woman-owned business certifications?
☐ No ☐ Yes

Applicant Firm: _____
Tax ID No. or SSN: _____

In the past five years has the Applicant Firm or any Affiliate been the subject of any of the following actions?

D. Been suspended, debarred, disqualified, or otherwise declared ineligible to bid?
☐ No ☐ Yes

E. Failed to complete a contract for a commercial or private owner?
☐ No ☐ Yes

F. Been denied a low-bid contract in spite of being the low bidder?
☐ No ☐ Yes

G. Had a contract terminated for any reason, including default?
☐ No ☐ Yes

H. Had liquidated damages assessed against it during or after completion of a contract?
☐ No ☐ Yes

SECTION IV: CIVIL ACTIONS

If "Yes" to Sections IV, V or VI, provide details including a brief summary of cause(s) of action, indicate if Applicant Firm, Key Person or Affiliate Firms were plaintiffs (P) or defendants (D); define charges explicitly, by what authority, court or jurisdiction, etc. In the case of tax liens, please indicate whether the liens were resolved with the tax authorities. Please submit proof of payment or agreements to pay the liens.
Complete details are required!

1. **Violations Of Civil Law**
In the past five years has Applicant Firm, any of its Key Persons, or any Affiliate been the subject of an investigation of any alleged violation of a civil antitrust law, or other federal, state or local civil law?
☐ No ☐ Yes

2. **Lawsuits With Public Agencies**
At the present time is, or during the past five years has, the Applicant Firm, any of its Key Persons, or any Affiliate been a plaintiff or defendant in any lawsuit regarding services or goods provided to the LACMTA or to a public agency?
☐ No ☐ Yes

3. **Bankruptcy**
During the past five years, has the Applicant Firm or any Affiliate filed for bankruptcy or reorganization under the bankruptcy laws?
☐ No ☐ Yes

4. **Judgments, Liens And Claims**
During the past five years, has the Applicant Firm been the subject of a judgment, lien or claim of $25,000 or more by a subcontractor or supplier?

☐ No ☐ Yes

Applicant Firm: _____

Tax ID No. or SSN: _____

5. **Tax Liens**

During the past five years, has the Applicant Firm been the subject of a tax lien by federal, state or any other tax authority?

☐ No ☐ Yes

SECTION V: COMPLIANCE WITH LAWS AND OTHER REGULATIONS

1. Criminal

In the past five years has the Applicant Firm, any of its principals, officers, or Affiliates been convicted or currently charged with any of the following:

A. Fraud in connection with obtaining, attempting to obtain, or performing a public contract, agreement or transaction?

☐ No ☐ Yes

B. Federal or state antitrust statutes, including price fixing collusion and bid rigging?

☐ No ☐ Yes

C. Embezzlement, theft, forgery, bribery, making false statements, submitting false information, receiving stolen property, or making false claims to any public agency?

☐ No ☐ Yes

D. Misrepresenting minority or disadvantaged business entity status with regard to itself or one of its subcontractors?

☐ No ☐ Yes

E. Non-compliance with the prevailing wage requirements of California or similar laws of any other state?

☐ No ☐ Yes

F. Violation of any law, regulation or agreement relating to a conflict of interest with respect to a government funded procurement?

☐ No ☐ Yes

G. Falsification, concealment, withholding and/or destruction of records relating to a public agreement or transaction?

☐ No ☐ Yes

H. Violation of a statutory or regulatory provision or requirement applicable to a public or private agreement or transaction?

☐ No ☐ Yes

I. Do any Key Persons in Applicant Firm have any felony charges pending against them that were filed either before, during, or after their employment with the Applicant Firm?

☐ No ☐ Yes

Applicant Firm: _____
Tax ID No. or SSN: _____

2. Regulatory Compliance

In the past five years, has Applicant Firm, any of its Key Persons, or Affiliates:

A. Been cited for a violation of any labor law or regulation, including, but not limited to, child labor violations, failure to pay wages, failure to pay into a trust account, failure to remit or pay withheld taxes to tax authorities or unemployment insurance tax delinquencies?

☐ No ☐ Yes

B. Been cited for an OSHA or Cal/OSHA "serious violation"?

☐ No ☐ Yes

C. Been cited for a violation of federal, state or local environmental laws or regulations?

☐ No ☐ Yes

D. Failed to comply with California corporate registration, federal, state or local licensing requirements?

☐ No ☐ Yes

E. Had its corporate status, business entity's license or any professional certification, suspended, revoked, or had otherwise been prohibited from doing business in the State of California, in the last three years?

☐ No ☐ Yes

SECTION VI: ETHICS

1. Conflict Of Interest

A. Does the Applicant Firm or any of its Key Persons have any existing relationships that could be construed as either personal or organizational conflicts of interest, or which would give rise to a conflict if Applicant Firm should be a recipient of a contract with the LACMTA?

☐ No ☐ Yes

B. Has any Owner, Key Person or Project Team member of Applicant Firm ever (if yes, explain fully):

1. Been an employee of the LACMTA, or served as a member of the LACMTA Board of Directors or as an Alternate?

☐ No ☐ Yes

2. Been related by blood or marriage to an LACMTA employee, LACMTA Board member or Alternate?

☐ No ☐ Yes

2. Political, Charitable, And Other Contributions

Has the Applicant Firm, any of its Key Persons, or Affiliates ever, regardless of amount:

A. Given (directly or indirectly), or offered to give on behalf of another or through another person, money, contributions (including political contributions), or other benefits, to any current LACMTA Board Member or Alternate?

☐ No ☐ Yes

Applicant Firm: _____
Tax ID No. or SSN: _____

B. Given, or offered to give on behalf of another, money, contributions, or other benefits, directly or indirectly, to any current or former LACMTA employee?
☐ No ☐ Yes

C. Been directed by any LACMTA employee, Board member or Alternate Board member, or contractor to offer or give money, contributions or other benefits, directly or indirectly, to any current or former LACMTA employee, Board member or alternate Board member?
☐ No ☐ Yes

D. Directed any person, including employees or subcontractors, to give money, contributions or other benefits, directly or indirectly, to any current or former LACMTA employee, Board member, Alternate Board member, or to someone else in order to benefit an LACMTA employee, Board member, or Alternate Board member?
☐ No ☐ Yes

E. Been solicited by any LACMTA employee, Board member, or Alternate Board member to make a contribution to any charitable nonprofit organization?
☐ No ☐ Yes

IF YES TO ANY OF THE ABOVE, SUBMIT LIST OF CONTRIBUTIONS AND FULL DETAILS.

SECTION VII: ADDITIONAL DOCUMENTATION REQUIRED

Copies of the following documents are to be submitted with this application:

1. Applicant Firm's Current Local Business Licenses, if required by city, county or state, and

2. Applicant Firm's Financial Statements (see specific requirements below):

   A. PUBLICLY TRADED COMPANIES: Financial information will be accessed on-line. However, if additional information is needed, it will be specifically requested from the firm.

   B. NON-PUBLICLY TRADED COMPANIES WITH AUDITED OR REVIEWED FINANCIAL STATEMENTS: Statements, including balance sheet, statement of earnings and retained income, with footnotes, for the most recent three years.

   C. NON-PUBLICLY TRADED COMPANIES WITHOUT AUDITED OR REVIEWED FINANCIAL STATEMENTS: Company generated financial statements, including balance sheet, statement of earnings and retained income for the most recent three years. The Chief Financial Officer of the corporation, a partner, or owner, as appropriate, must certify these financial statements.

   D. SOLE PROPRIETORSHIPS: Refer to C. If financial statements are not generated, please fill out and sign the Financial Statement form (page 10). Submit one form for each of the most recent three years.

NOTE: The LACMTA reserves the right to ask for additional documentation if it is reasonably required to make a determination of integrity and responsibility relevant to the goods or services the Applicant Firm will provide to the LACMTA if awarded a contract.

Financial Statement

To be completed by Applicant Firms that do not produce company generated financial statements, including balance sheet, statement of earnings and retained income for the most recent three years (one sheet per year.)

ASSETS

Cash on Hand and in Banks ..... $_____
Account and Notes Receivable ..... $_____
Fixed Assets (net of depreciation) ..... $_____
Other Assets ..... $_____

Total Assets ..... $_____

LIABILITIES

Accounts Payable ..... $_____
Notes Payable to Banks (in next 12 months) ..... $_____
Notes Payable to Others ..... $_____
Taxes Payable ..... $_____

Long Term Liabilities (more than 12 months) ..... $_____

Other Liabilities ..... $_____

Total Liabilities ..... $_____

Net Worth ..... $_____

INCOME FROM OPERATIONS

Revenue ..... $_____
Interest from Bank Accounts ..... $_____

Cost of Goods Sold (if appropriate) ..... $_____

Gross Profit ..... $_____

General & Administrative Expenses ..... $_____
Depreciation ..... $_____
Interest Paid ..... $_____
Net Gain or Loss ..... $_____

This information is provided for pre-qualification purposes only. It is considered a confidential document not subject to public disclosure under California law.

I hereby certify that the above information is true and accurate to the best of my knowledge and belief. I understand false statements may result in denial of pre-qualification, and possible debarment for a period of five years.

_____ _____
Signature of Owner or Officer **Date Signed**

_____ _____
Company Name **For the Year Ended**

_____
Federal ID #

Applicant Firm: ______________________
Tax ID No. or SSN: ______________________

PRE-QUALIFICATION CERTIFICATION

A COPY OF THIS CERTIFICATION MUST BE COMPLETED AND SIGNED BY A GENERAL PARTNER, OWNER, PRINCIPAL OR CORPORATE OFFICER AUTHORIZED TO LEGALLY COMMIT THE APPLICANT FIRM, AND SUBMITTED WITH THE APPLICATION.

The signer of this declaration recognizes that the information submitted in the questionnaire herein is for the express purpose of inducing the LACMTA to award a contract, or to allow the Applicant to participate in LACMTA projects as contractor, subcontractor, vendor, supplier, or consultant. The signer has read and understands the requirements of the program, and has read and understands the instructions for completing this form.

DECLARATION

State of: ________________
County of: ________________

I, (printed name)________________________________, Social Security Number (last four digits) __________, being first duly sworn, state that I am the (title)____________________________________ of Applicant Firm. I certify that I have read and understood the questions contained in the attached Application, and that to the best of my knowledge and belief all information contained herein and submitted concurrently or in supplemental documents with this Application is complete, current, and true. I further acknowledge that any false, deceptive or fraudulent statements on the Application will result in denial of pre-qualification.

I authorize the LACMTA to contact any entity named herein, or any other internal or outside resource, for the purpose of verifying information provided in the questionnaire or to develop other information deemed relevant by the LACMTA.

____ ______________________
Signature of Certifying Individual Date

~~~~~~

Subscribed and sworn to (or affirmed) before me this _________day of ___________________________________,
Date Month Year

by ____________________________________. ☐ Personally known to me, or ☐ Proved to me on the basis of
Name of Signer

satisfactory evidence to be the person who appeared before me.

____
Signature of Notary Public

Place Notary Seal Above

~~~~~~

NOTICE TO APPLICANTS

A material false statement, omission or fraudulent inducement made in connection with this pre-qualification application is sufficient cause for denial of the application or revocation of a prior approval, thereby precluding the Applicant Firm from doing business with, or performing work for, the LACMTA, either as a vendor, prime contractor, subcontractor, consultant or subconsultant for a period of five years. In addition, such false submission may subject the person and/or entity making the false statement to criminal charges. (Title 18 USC 1001, false statements; California Penal Code Section 132, offering altered or antedated or forged documents or records; and Section 134, preparing false documentary evidence].

NOTE: Applicant information submitted to the LACMTA in connection with pre-qualification is considered confidential. All such applicant information is confidential business information and will be afforded protection to the fullest extent permitted by law.

Applicant Firm: ____________________________
Tax ID No. or SSN: ________________________

LACMTA PRE-QUALIFICATION VALIDATION

A copy of this VALIDATION must be completed and signed by at least one General Partner, Owner, Principal or Officer authorized to legally commit the Applicant Firm.

RFP or IFB Name and Number: ____

DECLARATION

I, (printed full name)___________________________, Social Security Number ____________ being first duly sworn, hereby declare that I am the (position or title) __________________________________of (firm name) ______________________________ , and that I am duly authorized to execute this Validation Statement on behalf of this entity. I acknowledge that any false, deceptive or fraudulent statements on this validation will result in denial of pre-qualification. I hereby state:

☐ the Pre-Qualification Application dated _______________on file with LACMTA is correct and current as submitted.

OR

☐ the Pre-Qualification Application dated________________on file with LACMTA is correct and current as submitted, except as modified by the attached changed pages and/or attachments to said Application. (Applicant may attach additional sheets to describe changes). Attach recent financial statements if previous are more than one year old.

____ ________________________
Signature of Person Certifying for Applicant Firm Date

~~~~~~

Subscribed and sworn to before me this _______day of _______________________________,

(Notary Seal or Stamp)

____
Notary Public Signature

My Commission expires ______________________

NOTICE TO APPLICANTS

A material false statement, omission or fraudulent inducement made in connection with this pre-qualification application is sufficient cause for denial of the application or revocation of a prior approval, thereby precluding the Applicant Firm from doing business with, or performing work for, the LACMTA, either as a vendor, prime contractor, subcontractor, consultant or sub-consultant for a period of three years. In addition, such false submission may subject the person and/or entity making the false statement to criminal charges. (Title 18 USC 1001, false statements; California Penal Code Section 132, offering altered or antedated or forged documents or records; and Section 134, preparing false documentary evidence).

NOTE: Applicant information submitted to the LACMTA in connection with pre-qualification is considered confidential. All such applicant information is confidential business information and will be afforded protection to the fullest extent permitted by law.

Validation Submittal
Do not submit validations with bid or proposal, mail or deliver them to:
LACMTA Pre-Qualification Office
Mail Stop 99-9-1
One Gateway Plaza
Los Angeles, CA 90012-2952
~~~~~~

Exhibit E

Los Angeles County
Metropolitan Transportation Authority
CONTRACTOR PRE-QUALIFICATION APPLICATION

Other Than Construction Projects

If this Application is being submitted in response to a Request For Proposal (RFP), Invitation For Bid (IFB), or other procurement action, please reference the RFP or IFB name and number in the spaces provided below.

If this Application is not in response to a specific contracting action and is being submitted for general purposes, please write “GENERAL” in the "Name of Procurement" space.

Name of Procurement: _____

RFP or IFB Number: _____

Name of Applicant Firm: _____

Date Submitted: _____

Preparer’s Name: _____

THIS PAGE MUST BE COMPLETED AND INCLUDED WITH THE APPLICATION

READ THE INSTRUCTIONS
BEFORE FILLING OUT THE QUESTIONNAIRE

PRE-QUALIFICATION APPLICATION INSTRUCTIONS

1. This is a Pre-Qualification Application for the Los Angeles County Metropolitan Transportation Authority (LACMTA). There are two different applications to be used for firms seeking contracts of $100,000 or greater with the LACMTA.

2. **Which application should you use?** Use the Construction Related Projects application if you are a construction company that will be bidding on any type of construction work. Use the Other than Construction Projects application if you are an engineering firm, consultant, legal firm, product vendor, or other business entity seeking a contract with LACMTA for the furnishing of goods or services.

3. The application should be completed by a person in the firm who is knowledgeable of and duly authorized to attest to the past and present operations of the firm and its policies. A corporate officer of the firm, owner or partner, as appropriate, must sign the Pre-Qualification Certification form (or Validation form if the firm is already approved).

4. All questions must be answered completely and any Yes answers must be fully explained. Disclaimers, general statements with global qualifications, or notations of Not Applicable (N/A) are not acceptable. Please note that a Yes answer to any question does not automatically result in denial of pre-qualification for a particular procurement.

DEFINITIONS

1. **Affiliate** is defined as any one of the following: (1) any Firm other than Applicant Firm which owns 25% or more of Applicant Firm, such as parent companies or holding companies; (2) a subsidiary or a Firm in which Applicant Firm owns 25% or more; (3) a Firm in which a major stockholder or owner of Applicant Firm owns controlling interest; (4) a Firm with which Applicant Firm has or has had an unseverable business or professional identity, and (5) any permanent or temporary common business enterprise relationship in which the parties share operating responsibility and profits such as joint ventures.

2. **Key Person –** For purposes of pre-qualification a key person is (1) any person in Applicant Firm who owns 10% or more of the Firm and/or those who make decisions with respect to its operations, finances, or policies, such as the President, CEO, CFO, COO, and, in the case of partnerships, the General Partner(s); (2) Corporate Secretaries and Treasurers, as well as Directors, if they meet criteria #1, above; (3) Division or Regional Business Managers who operate away and independently from the Applicant Firm, but only if the division or regional office is bidding directly with the LACMTA.

APPLICATION SUBMITTAL

Do not submit applications with bid or proposal, mail or deliver them to:

LACMTA Pre-Qualification Office
Mail Stop 99-9-1
One Gateway Plaza
Los Angeles, CA 90012-2952

If you have questions, call the Pre-Qualification Office at (213) 922-4130.

Applicant Firm: _____
Tax ID No. or SSN: _____

SECTION I: IDENTIFICATION

1. Identification Of Applicant Firm

A. _____
Name of Applicant Firm

B. _____
Address City State Zip Code

C. _____
(Mailing Address, if different from above)

D. _____
(If doing business with the LACMTA under a DBA or other name, include legal name of the company and Tax ID No., if different)

E. Primary Company Telephone No. ( )_____ Fax No. ( )_____

F. Applicant Firm's Contact Person for Pre-Qualification Office follow-up:

_____
Print or Type Name Position E-Mail Telephone Number

G. Has the Applicant Firm changed its address or has the Firm or its owner operated under any other name(s) including other DBAs in the past five years? If yes, explain fully on a separate sheet of paper.
☐ No ☐ Yes

H. Type of business organization: _____

YEAR organization established: _____ NUMBER of current employees: _____

☐ Sole Proprietor ☐ Corporation
[Date and State of Incorporation _____]

☐ Limited Liability Corporation (LLC)
(Date and State of Incorporation _____

☐ Limited Partnership (LP) ☐ Limited Liability Partnership (LLP)

☐ General Partnership (GP)

[Date and State of Partnership filing _____]

☐Other (describe) _____

Applicant Firm: _____

Tax ID No. or SSN: _____

I. List general type of business in which Applicant Firm is engaged (may include more than one). Attach copies of business licenses, if appropriate:

_____

_____

J. List type of product or service to be provided to the LACMTA.

_____

_____

SECTION II: OWNERSHIP/MANAGEMENT, PROJECT TEAM MEMBERS, AND RELATED ENTITIES

1. Owners/Key Persons (Pres, CEO, COO, CFO, etc)

List Owners and Key Persons of Applicant Firm. For large publicly traded companies, list only Key Persons. (See DEFINITIONS for clarification if necessary.)

Full Legal Name	Title	Social Security No. (last four digits only)	% Of Ownership

[Use additional sheets if necessary]

2. Affiliations

A. List Affiliates, subsidiaries, holding companies, joint ventures, etc., of Applicant Firm. If no affiliates, state NONE. N/A is not an acceptable answer. Provide organizational, geographical or functional chart, if it would assist in clarifying the line(s) of authority. (See DEFINITIONS for clarification if necessary.)

Affiliate Name & Address	Tel. #	% Owned	Top Executive's Name	*Type of Relation

*Type of Relationship: 1. Joint Venture (JV), 2. Parent Co (PC), 3. Holding Co (HC), 4. Subsidiary (S), 5. Other (O), please explain.

Applicant Firm: _____
Tax ID No. or SSN: _____

B. At any time during the past five years have any Owners or Key Persons of Applicant Firm (if yes, explain fully):

1. Served as Key Person, Officer or Director, in any other Firm not affiliated with Applicant Firm? If so, please explain in a separate sheet.
☐ No ☐ Yes

2. Had any ownership interest in any other Firm other than shares of publicly owned companies? If so, please explain in a separate sheet.
☐ No ☐ Yes

SECTION III: CIVIL ACTIONS

If "Yes" to Sections III, IV, or V, provide details including a brief summary of cause(s) of action, indicate if Applicant Firm, Key Person or Affiliate Firms were plaintiffs (P) or defendants (D); define charges explicitly, by what authority, court or jurisdiction, etc. In the case of tax liens, please indicate whether the liens were resolved with the tax authorities. Please submit proof of payment or agreements to pay the liens.

Complete details are required.

1. **Violations Of Civil Law**
In the past five years has Applicant Firm, any of its Key Persons, or any Affiliate been the subject of an investigation of any alleged violation of a civil antitrust law, or other federal, state or local civil law?
☐ No ☐ Yes

2. **Lawsuits With Public Agencies**
At the present time is, or during the past five years has, the Applicant Firm, any of its Key Persons, or any Affiliate been a plaintiff or defendant in any lawsuit regarding services or goods provided to the LACMTA or to a public agency?
☐ No ☐ Yes

3. **Bankruptcy**
During the past five years, has the Applicant Firm or any Affiliate filed for bankruptcy or reorganization under the bankruptcy laws?
☐ No ☐ Yes

4. **Tax Liens**
During the past five years, has the Applicant Firm been the subject of a tax lien by federal, state or any other tax authority?
☐ No ☐ Yes

Applicant Firm: _____
Tax ID No. or SSN: _____

SECTION IV: COMPLIANCE WITH LAWS AND OTHER REGULATIONS

1. Criminal

In the past five years has the Applicant Firm, any of its principals, officers, or Affiliates been convicted or currently charged with any of the following:

A. Fraud in connection with obtaining, attempting to obtain, or performing a public contract, agreement or transaction?
☐ No ☐ Yes

B. Federal or state antitrust statutes, including price fixing collusion and bid rigging?
☐ No ☐ Yes

C. Embezzlement, theft, forgery, bribery, making false statements, submitting false information, receiving stolen property, or making false claims to any public agency?
☐ No ☐ Yes

D. Misrepresenting minority or disadvantaged business entity status with regard to itself or one of its subcontractors?
☐ No ☐ Yes

E. Non-compliance with the prevailing wage requirements of the California or similar laws of any other state?
☐ No ☐ Yes

F. Violation of any law, regulation or agreement relating to a conflict of interest with respect to a government funded procurement?
☐ No ☐ Yes

G. Falsification, concealment, withholding and/or destruction of records relating to a public agreement or transaction?
☐ No ☐ Yes

H. Violation of a statutory or regulatory provision or requirement applicable to a public or private agreement or transaction?
☐ No ☐ Yes

I. Do any Key Persons in Applicant Firm have any felony charges pending against them that were filed either before, during, or after their employment with the Applicant Firm?
☐ No ☐ Yes

2. Regulatory Compliance

In the past five years, has Applicant Firm, any of its Key Persons, or Affiliates:

A. Been cited for a violation of any labor law or regulation, including, but not limited to, child labor violations, failure to pay wages, failure to pay into a trust account, failure to remit or pay withheld taxes to tax authorities or unemployment insurance tax delinquencies?

☐ No ☐ Yes

B. Failed to comply with California corporate registration, federal, state or local licensing requirements?

☐ No ☐ Yes

C. Had its corporate status, business entity's license or any professional certification, suspended, revoked, or had otherwise been prohibited from doing business in the State of California, in the last three years?

☐ No ☐ Yes

D. During the past five years, has Applicant Firm or any of its Key Persons had any certificates or certifications revoked or suspended, including disadvantaged-, minority-, or woman-owned business certifications?

☐ No ☐ Yes

E. Been suspended, debarred, disqualified, or otherwise declared ineligible to bid?

☐ No ☐ Yes

SECTION V: ETHICS

1. Conflict Of Interest

A. Does the Applicant Firm or any of its Key Persons have any existing relationships that could be construed as either personal or organizational conflicts of interest, or which would give rise to a conflict if Applicant Firm should be a recipient of a contract with the LACMTA?

☐ No ☐ Yes

B. Has any Owner, Key Person or Project Team member of Applicant Firm ever (if yes explain fully):

1. Been an employee of the LACMTA, or served as a member of the LACMTA Board of Directors or as an Alternate?

☐ No ☐ Yes

2. Been related by blood or marriage to an LACMTA employee, LACMTA Board member or Alternate?

☐ No ☐ Yes

2. Political, Charitable, And Other Contributions

Has the Applicant Firm, any of its Key Persons, or Affiliates ever, regardless of amount:

A. Given (directly or indirectly), or offered to give on behalf of another or through another person, money, contributions (including political contributions), or other benefits, to any current LACMTA Board member or Alternate?

☐ No ☐ Yes

B. Given, or offered to give on behalf of another, money, contributions, or other benefits, directly or indirectly, to any current or former LACMTA employee?

☐ No ☐ Yes

Applicant Firm: _____
Tax ID No. or SSN: _____

C. Been directed by any LACMTA employee, Board member or Alternate Board member, or contractor to offer or give money, contributions or other benefits, directly or indirectly, to any current or former LACMTA employee, Board member or alternate Board member?
☐ No ☐ Yes

D. Directed any person, including employees or subcontractors, to give money, contributions or other benefits, directly or indirectly, to any current or former LACMTA employee, Board member, Alternate Board member, or to someone else in order to benefit an LACMTA employee, Board member, or Alternate Board member?
☐ No ☐ Yes

E. Been solicited by any LACMTA employee, Board member, or Alternate Board member to make a contribution to any charitable nonprofit organization?
☐ No ☐ Yes

IF YES TO ANY OF THE ABOVE, SUBMIT LIST OF CONTRIBUTIONS AND FULL DETAILS.

SECTION VI: ADDITIONAL DOCUMENTATION REQUIRED

Copies of the following documents are to be submitted with this application:

1. Applicant Firm's Current Local Business Licenses, if required by city, county or state, and

2. Applicant Firm's Financial Statements (see specific requirements below):

   A. PUBLICLY TRADED COMPANIES: Financial information will be accessed on-line. However, if additional information is needed, it will be specifically requested from the firm.

   B. NON-PUBLICLY TRADED COMPANIES WITH AUDITED OR REVIEWED FINANCIAL STATEMENTS: Statements, including balance sheet, statement of earnings and retained income, with footnotes, for the most recent three years.

   C. NON-PUBLICLY TRADED COMPANIES WITHOUT AUDITED OR REVIEWED FINANCIAL STATEMENTS: Company generated financial statements, including balance sheet, statement of earnings and retained income for the most recent three years. The Chief Financial Officer of the corporation, a partner, or owner, as appropriate, must certify these financial statements.

   D. SOLE PROPRIETORSHIPS: Refer to C. If financial statements are not generated, please fill out and sign the Financial Statement form (page 9). Submit one form for each of the most recent three years.

NOTE: The LACMTA reserves the right to ask for additional documentation if it is reasonably required to make a determination of integrity and responsibility relevant to the goods or services the Applicant Firm will provide to the LACMTA if awarded a contract.

Financial Statement

To be completed by Applicant Firms that do not produce company generated financial statements, including balance sheet, statement of earnings and retained income for the most recent three years (one sheet per year.)

ASSETS

Cash on Hand and in Banks ..... $_____
Account and Notes Receivable ..... $_____
Fixed Assets (net of depreciation) ..... $_____
Other Assets ..... $_____

Total Assets ..... $_____

LIABILITIES

Accounts Payable ..... $_____
Notes Payable to Banks (in next 12 months) ..... $_____
Notes Payable to Others ..... $_____
Taxes Payable ..... $_____

Long Term Liabilities (more than 12 months) ..... $_____

Other Liabilities ..... $_____

Total Liabilities ..... $_____

Net Worth ..... $_____

INCOME FROM OPERATIONS

Revenue ..... $_____
Interest from Bank Accounts ..... $_____

Cost of Goods Sold (if appropriate) ..... $_____

Gross Profit ..... $_____

General & Administrative Expenses $_____
Depreciation ..... $_____
Interest Paid ..... $_____
Net Gain or Loss ..... $_____

This information is provided for pre-qualification purposes only. It is considered a confidential document not subject to public disclosure under California law.

I hereby certify that the above information is true and accurate to the best of my knowledge and belief. I understand false statements may result in denial of pre-qualification, and possible debarment for a period of five years.

_____ _____
Signature of Owner or Officer **Date Signed**

_____ _____
Company Name **For the Year Ended**

_____
Federal ID #

Applicant Firm: ____________________________
Tax ID No. or SSN: ____________________________

PRE-QUALIFICATION CERTIFICATION

A COPY OF THIS CERTIFICATION MUST BE COMPLETED AND SIGNED BY A GENERAL PARTNER, OWNER, PRINCIPAL OR CORPORATE OFFICER AUTHORIZED TO LEGALLY COMMIT THE APPLICANT FIRM, AND SUBMITTED WITH THE APPLICATION.

The signer of this declaration recognizes that the information submitted in the questionnaire herein is for the express purpose of inducing the LACMTA to award a contract, or to allow the Applicant to participate in LACMTA projects as contractor, subcontractor, vendor, supplier, or consultant. The signer has read and understands the requirements of the program, and has read and understands the instructions for completing this form.

DECLARATION

State of: __________________
County of: _________________

I, (printed name)___________________________________, Social Security Number (last four digits) __________, being first duly sworn, state that I am the (title)_____________________________________ of Applicant Firm. I certify that I have read and understood the questions contained in the attached Application, and that to the best of my knowledge and belief all information contained herein and submitted concurrently or in supplemental documents with this Application is complete, current, and true. I further acknowledge that any false, deceptive or fraudulent statements on the Application will result in denial of pre-qualification.

I authorize the LACMTA to contact any entity named herein, or any other internal or outside resource, for the purpose of verifying information provided in the questionnaire or to develop other information deemed relevant by the LACMTA.

____ ____________________
Signature of Certifying Individual Date

~~~~~~

Subscribed and sworn to (or affirmed) before me this _________day of ____________________________________,
Date Month Year

by ______________________________________. ☐ Personally known to me, or ☐ Proved to me on the basis of
Name of Signer

satisfactory evidence to be the person who appeared before me.

____
Signature of Notary Public

Place Notary Seal Above

~~~~~~

NOTICE TO APPLICANTS

A material false statement, omission or fraudulent inducement made in connection with this pre-qualification application is sufficient cause for denial of the application or revocation of a prior approval, thereby precluding the Applicant Firm from doing business with, or performing work for, the LACMTA, either as a vendor, prime contractor, subcontractor, consultant or subconsultant for a period of five years. In addition, such false submission may subject the person and/or entity making the false statement to criminal charges. (Title 18 USC 1001, false statements; California Penal Code Section 132, offering altered or antedated or forged documents or records; and Section 134, preparing false documentary evidence].

NOTE: Applicant information submitted to the LACMTA in connection with pre-qualification is considered confidential. All such applicant information is confidential business information and will be afforded protection to the fullest extent permitted by law.

Applicant Firm: ___________________________
Tax ID No. or SSN: ________________________

LACMTA PRE-QUALIFICATION VALIDATION

A copy of this VALIDATION must be completed and signed by at least one General Partner, Owner, Principal or Officer authorized to legally commit the Applicant Firm.

RFP or IFB Name and Number: ____

DECLARATION

I, (printed full name)_________________________________, Social Security Number _______________ being first duly sworn, hereby declare that I am the (position or title) __________________________________of (firm name) ______________________________ , and that I am duly authorized to execute this Validation Statement on behalf of this entity. I acknowledge that any false, deceptive or fraudulent statements on this validation will result in denial of pre-qualification. I hereby state:

☐ the Pre-Qualification Application dated _______________on file with LACMTA is correct and current as submitted.

OR

☐ the Pre-Qualification Application dated________________on file with LACMTA is correct and current as submitted, except as modified by the attached changed pages and/or attachments to said Application. (Applicant may attach additional sheets to describe changes). Attach recent financial statements if previous are more than one year old.

____ ______________________

Signature of Person Certifying for Applicant Firm Date

~~~~~~

Subscribed and sworn to before me this _______day of ________________________________,

(Notary Seal or Stamp)

____
Notary Public Signature

My Commission expires ______________________

NOTICE TO APPLICANTS

A material false statement, omission or fraudulent inducement made in connection with this pre-qualification application is sufficient cause for denial of the application or revocation of a prior approval, thereby precluding the Applicant Firm from doing business with, or performing work for, the LACMTA, either as a vendor, prime contractor, subcontractor, consultant or sub-consultant for a period of three years. In addition, such false submission may subject the person and/or entity making the false statement to criminal charges. (Title 18 USC 1001, false statements; California Penal Code Section 132, offering altered or antedated or forged documents or records; and Section 134, preparing false documentary evidence).

NOTE: Applicant information submitted to the LACMTA in connection with pre-qualification is considered confidential. All such applicant information is confidential business information and will be afforded protection to the fullest extent permitted by law.

Validation Submittal
Do not submit validations with bid or proposal, mail or deliver them to:
LACMTA Pre-Qualification Office
Mail Stop 99-9-1
One Gateway Plaza
Los Angeles, CA 90012-2952
~~~~~~

1. Definition of Unsolicited Proposal for Joint Development

An unsolicited proposal ("Unsolicited Proposal" or "proposal") is a written proposal that is submitted to Metro on the initiative of a prospective offeror (organizations or individuals) ("Offeror") for the purpose of developing a partnership that is not in response to a formal or informal request issued by Metro. For the purposes of the Unsolicited Proposals & Public/Private Sector Engagement Policy ("UP Policy"), as well as the Metro Joint Development Program: Policies and Process document ("JD Policy"), a Joint Development ("JD") Unsolicited Proposal would seek the right to develop or improve property owned by Metro.

A valid Unsolicited Proposal must:

a. Be innovative and unique, offering a development proposal with unique characteristics or benefits;
b. Be independently originated and developed by the Offeror;
c. Be prepared without Metro's supervision, endorsement, direction, or direct involvement;
d. Be sufficiently detailed that its benefits in support of Metro's mission and responsibilities are apparent;
e. Not be an advance proposal for property development that Metro could acquire through competitive methods;
f. Not be an offer responding to Metro's previously published expression of need or request for Joint Development proposals.

The Unsolicited Proposal is submitted by the Offeror with the objective of obtaining an Exclusive Negotiation Agreement and Planning Document (ENA) with Metro. (See Section 2 of this JD UP Policy for expected contents of Unsolicited Proposals).

Note that Unsolicited Proposals for all other Metro services, programs or efforts should follow the guidance in Metro's Unsolicited Proposals & Public/Private Sector Engagement Policy (as opposed to this JD UP Policy).

2. Submission Process and Evaluation

Similar to the UP Policy, all JD Unsolicited Proposals shall be submitted to the Metro Vendor / Contract Management (V/CM) office, which will log the proposal and within three business days, officially transfer it to the Joint Development Team for evaluation of technical and/or financial merit.

Metro receives and evaluates Unsolicited Proposals using a two-phased approach, followed by any publication requirements as described below. Phase One includes a basic threshold review and evaluation of conceptual proposals. Conceptual proposals will be reviewed within 60 days of receipt, at which time a determination will be made as to whether to request additional and detailed information in Phase Two. If a Proposer is requested to submit information for Phase Two and the project proceeds beyond Phase Two, Metro's procurement policies and procedures will apply. This process is described further below. Metro may, at any time, choose not to proceed further with any Unsolicited Proposal.

A. Phase One – Conceptual Proposal

The purpose of Phase One is for Metro to receive written, concept-level proposals and to screen those proposals to determine whether to request additional and detailed information in Phase Two.

1) *Threshold Review*

Upon receipt of a conceptual proposal, Metro V/CM staff will take the following steps:

a. Promptly acknowledge receipt of the proposal (letter to Offeror); and

b. Determine whether the proposal meets the threshold requirements of a JD Unsolicited Proposal.

Before initiating a Phase One evaluation, the Metro JD Team, in cooperation with V/CM staff, will determine if the conceptual proposal meets the following threshold requirements:

a. Satisfies and meets the elements of a JD Unsolicited Proposal as defined in Section 1 of this JD UP Policy;

b. Contains sufficient technical and cost information to permit a meaningful evaluation (see Conceptual Proposal Requirements below);

c. Has been approved by an authorized representative of the Offeror or a person authorized to contractually obligate the Offeror;

d. Includes a general project concept that meets Metro and JD objectives as stated in the JD Policy; and

e. Complies with the marking requirements for use and disclosure of data.

If the JD Conceptual Proposal does not meet the preliminary requirements above, the Offeror may be given the opportunity to provide the required data and/or may be advised that Metro is not interested in pursuing further action with respect to the proposal.

If the proposal meets the threshold requirements, Metro V/CM and JD staff will take the following steps:

a. V/CM: Log the proposal and assign it a number;

b. V/CM: Officially transfer the proposal to JD staff;

c. JD and V/CM: Set and notify the Offeror of the schedule for internal evaluation;

d. JD: Assemble an evaluation team that includes a V/CM staff member, as well as technical and financial subject-matter experts related to the JD Unsolicited Proposal;

e. JD: Facilitate the evaluation process as needed;

f. V/CM: If the evaluation team deems necessary, V/CM will issue a written request for clarification to the Offeror;

g. JD: Conduct outreach to impacted stakeholders as needed; and

h. JD and V/CM: Notify the Office of the CEO and then the Offeror of Metro's decision. The possible outcomes may be to discontinue the process, proceed to Phase Two, or pursue a competitive procurement. JD staff will provide a general explanation of the reasons for the decision.

2) *Content – Conceptual Proposal*
Conceptual proposals should include the information identified in the Conceptual Proposal Form (Exhibit 2 to this JD UP Policy).

3) *Evaluation – Conceptual Proposal*
Once it is determined that the JD Conceptual Proposal is complete and is determined to be a project of interest to Metro, the proposal will be evaluated promptly in accordance with the criteria set out in this section.

4) *Consideration of an Unsolicited Conceptual Proposal* – An Unsolicited Proposal is more likely to be considered for further action if the Unsolicited Proposal is (1) adjacent to a Metro property that is small or constrained by transit infrastructure or other nearby development; and/or (2) from an adjacent landowner(s) (or Offeror with site control of adjacent properties) that make the Metro site feasible for development or better able to achieve Metro's Transit Oriented Communities objectives. Other criteria for consideration of the proposal will include but is not limited to:

    a. It offers an added benefit, beyond the proposed development, that Metro had either not planned for or had considered but had not budgeted for, such as a transit improvement or an expansion of transit services;

    b. It provides public improvements that support active transportation (beyond what would be required in a regular development process);

    c. The Offeror is, or has partnered with, a community-based organization with a track record of community engagement, investment and provision of services within the community where the proposed project is located;

    d. It includes uses that provide significant community benefit or meet desired community uses. The proposed benefit or uses should be documented by a recent (within five years) plan – a land use plan, vision plan, or other study or report that cites the need for the proposed use;

    e. The Offeror (and/or Offeror's development team) shows a clear commitment to a robust community engagement process in the further development of their project plans; and

    f. It includes unique or innovative methods, approaches, financing mechanism or an idea that have originated with or are assembled by the Offeror.

    During this Phase One evaluation, the process may include review of the technical proposal by a financial consultant, as well as an urban design/architectural consultant. During the evaluation process, the Offeror(s) will have no interaction with the evaluation team. If Metro desires to proceed to Phase Two, Metro V/CM will issue a Request for a Detailed Proposal that formally invites the Offeror to submit a Phase Two proposal. This request will include expected timelines for submission and evaluation, and offer the opportunity to request a meeting with Metro staff. A copy of Metro's standard Exclusive Negotiation Agreement and Planning Document (ENA) will also be provided.

5) *Rejection of an Unsolicited Conceptual Proposal* – Metro shall return an Unsolicited Proposal to an Offeror, citing reasons, when its substance meets any of the following criteria:

a. It is available to Metro without restriction from another source;

b. It closely resembles a pending competitive requirement; or

c. It does not demonstrate an innovative and unique method, approach, or concept, or if it does, another method, approach, or concept may be available to Metro on the basis of competitive proposals.

If it is determined that the proposal is unacceptable, the proposal shall be returned to the Offeror together with the reasons for the return.

B. Phase Two – Detailed Proposal

The purpose of Phase Two is for Metro to receive more detailed technical and financial information to fully understand and evaluate the proposal. At the conclusion of this phase, Metro will decide whether to forego the proposal, to proceed to a sole source agreement, or to pursue a competitive solicitation.

1) *Content – Detailed Proposal*

Phase Two of the JD Unsolicited Proposal should contain the following information in order to permit consideration in an objective and timely manner.

a. Basic Information. Identify the legal entity that would serve as the principal in the proposed development and indicate the type of entity (e.g. for-profit, non-profit, LLC, etc.); provide names, telephone numbers and email addresses of the Offeror's technical and business personnel whom Metro may contact for evaluation or negotiation purposes; indicate the date of submission and the period of time for which the proposal is valid (a minimum of six months is suggested); ensure the proposal is signed by a responsible official or representative of the Offeror, or a person authorized to contractually obligate the Offeror.

b. Project Description and Development Program. This includes a concise title and description of the proposed project (approximately 200 words); a clear description of the proposed development program (square footage for each use, including open space and parking); description of community benefits associated with the project, such as affordable housing, open space or plazas, new community-serving amenities, etc.; description of how the proposed project interfaces with the transit facility (if applicable) and the active transportation environment within the community.

c. Development Team. Include a list of key team members and their particular role in the project. Provide a brief history of the experience of key team members, focused only on related project work.

d. Preliminary Design Concept. Include site plans, site sections, circulation/public realm plan, program/use diagrams and renderings consistent with the project description and development program.

e. Community Engagement. Describe the proposed community engagement process for the project, and any community engagement that may have occurred leading up to the Unsolicited Proposal.

f. Development Proforma. Provide a predevelopment budget, development budget, 15-year operating proforma and capital structure. Provide a financing plan that clearly indicates anticipated funding sources, both debt and equity. Describe proposed funding of transit improvements as may be contemplated in the Offeror's plans.

g. Offeror's Financing Capacity. Submit information that fully demonstrates the team's financial capacity and readiness to develop the proposed project. This includes a demonstrated track record in structuring public/private partnerships (if this model is applicable to the proposal), relationships with financial institutions and access to predevelopment funding. To demonstrate this capacity, provide three examples of transactions the team has completed in the last 10 years that are similar/relevant to the proposed project. For these examples: (1) Indicate the sources and uses of both debt and equity financing for each component of the project; (2) Describe experience with public financing sources (if applicable to the proposed project), such as the Economic Development Administration, New Markets Tax Credits, US Department of Housing and Urban Development Financing, etc; and (3) Provide any other relevant information that demonstrates capacity to structure and finance the proposed project.

h. Development Timeline. Provide a timeline for the entitlement and completion of development, noting community engagement efforts. If applicable, note how access to transit facilities would be maintained during construction.

i. Financial Offer to Metro. It is in the best interest of Offerors to submit their best financial offer. Describe areas to be ground-leased and associated square footages; include length of lease, base and percentage rents and the basis of periodic escalations and adjustments. Regardless of the proposed ground lease structure, Metro expects to receive a fair market value (FMV) rent for the project site. To the extent that a discounted FMV is being requested, pursuant to the JD Policy's allowance for affordable housing, the discount must be to reduce a justified financial "gap" in the overall project pro forma. State any offer of participation in a percentage rent of gross revenue from all income-producing land uses. Metro requires a $50,000 ENA Fee. Annual holding rent as a percent of annual base rent for each development phase according to a predetermined schedule, until the start of construction is also required. Metro requires an annual construction rent as a percent of annual base rent for the period of time that the project is under construction until such time as the permanent base rent commences. State any offer of participation in sale or refinancing proceeds.

j. ENA. If the Offeror desires any modifications to the standard ENA, this request should be included in the Phase Two submission.

k. Proprietary Data. Identify any proprietary data which the Offeror intends to be used by Metro only for evaluation purposes (see Section 5 below).

2) *Evaluation Criteria – Detailed Proposal*
Before initiating a comprehensive evaluation, Metro V/CM staff in coordination with JD staff, will determine if the detailed proposal continues to meet the threshold requirements set out in Phase One and the requirements specifically set out in the Request for Detailed Proposal. In addition the following minimum factors will be considered:

a. Qualifications, related experience or unique combination of those, of the Offeror;

b. The qualifications, capabilities and experience of the proposal team leader or key personnel who are critical to achieving the proposal objectives;

c. Integration with transit facilities and active transportation infrastructure;

d. Opportunity for transit improvements associated with the proposal;

e. Economic and regulatory feasibility of the proposed project;

f. Quality of design;

g. Provision of community benefits;

h. Inclusion of SBE/DBE/DVBE and CBOs on project team;

i. The proposal offers innovative and unique characteristics;

j. Financial offer; and

k. Any other factors appropriate for the particular proposal.

3) *Evaluation Process – Detailed Proposal*
Detailed proposals will be evaluated promptly, at a minimum in accordance with the criteria set out in this section, as well as any other evaluation criteria identified in the Request for Detailed Proposal. Outside advisors will be consulted if the Metro evaluation team deems it necessary and beneficial. The evaluation team may also request clarification, which V/CM will submit in writing to the Offeror.

Upon completion of the Phase Two evaluation, JD staff will keep and share with V/CM, a record of the persons on the evaluation team and record the final recommendation for the proposal. If the evaluation team determines that the Phase Two proposal is unacceptable, the proposal shall be returned to the Offeror together with the reasons for the return. If Metro determines that the Phase Two proposal should continue in the process, JD staff will prepare a memo to the CEO summarizing the evaluation results and recommending the appropriate further action. Section 3 below describes the next steps.

3. Full and Open Competition / Stakeholder Outreach / Final Recommendations

A. *Full and Open Competition*
Metro's receipt of an Unsolicited Proposal does not, by itself, justify a contract award without full and open competition. If the Unsolicited Proposal offers a proprietary concept that is essential to contract performance, it will be deemed a Sole Source (see section below). If not, Metro will respond to the Unsolicited Proposal by following federal procurement guidelines for competitive procurement. In addition, Metro is committed to engaging stakeholders in the JD Process. For JD Unsolicited Proposals that have been recommended to move beyond Phase Two, Metro will take the following steps.

1) *Unsolicited Proposal – Sole Source Award*: If it is impossible to describe the property or services offered without revealing proprietary information or disclosing the originality of thought or innovativeness of the property or services sought, as determined by Metro, Metro may make a sole source award, as provided in Metro's Sole Source Award Policy. A sole source award may not be based solely on the unique capability of the Offeror to provide the specific property or services proposed.

2) *Unsolicited Proposal – Competitive Solicitation Process*: If the Unsolicited Proposal is not determined to be a sole source, Metro staff will notify the Board of Directors and the Offeror before publishing the Unsolicited Proposal in accordance with guidance from FTA Circular 4220.1.F, as it may be amended from time to time:

a. Publicize the Unsolicited Proposal. The publication shall follow Metro's standard procurement practices (as established by Metro Vendor/Contract Management

Department) and shall clearly state that Metro received the Unsolicited Proposal, and provide an adequate description of the proposal, without improperly disclosing proprietary information or disclosing the originality of thought or innovation of the proposal.

b. Interest in the Property or Services. The publication shall make clear Metro's interest in the specifics of the proposed project.

c. Adequate Opportunity to Compete and/or Submit Comments. Provide an adequate opportunity for interested parties to comment or submit competing proposals. In most instances, the Unsolicited Proposal will be posted for 30 days.

d. Contract Award Based on Proposals Received. Publicize its intention to award a contract based on the Unsolicited Proposal or another proposal submitted in response to the publication (provided that Metro reserves its right to take any of the actions set forth in Section 3C below).

The purpose of this publication process is to ascertain whether other parties may desire and be able to offer a project within a scope that is similar to that contemplated within the original Unsolicited Proposal. Metro's publication will give notice of the basic business elements of the original Unsolicited Proposal and inform interested parties that they may provide comment on the proposal or submit competing proposals within the comment/submission dates provided. The publication shall not disclose proprietary information as defined in Section 3A. The publication will instruct parties to follow the Phase One submission instructions and requirements.

Any proposals received, including the original Unsolicited Proposal, shall be evaluated based on the criteria listed in Section 2B above, as well as the objectives listed in the JD Policy. Metro will make clear the evaluation criteria prior to publicizing the Unsolicited Proposal.

There are four potential outcomes for this publication. These are described below in Section 3C.

B. *Stakeholder Outreach*
If Metro intends to move forward with the Unsolicited Proposal after the Phase Two evaluation, JD staff will conduct preliminary outreach to targeted stakeholders, including local elected officials, staff of municipalities where the subject property is located, and key community and business stakeholder groups. This outreach will be focused on informing stakeholders of the Unsolicited Proposal received and Metro's intended next steps – whether it is a Sole Source or the Competitive Procurement process.

C. *Final Review and Recommendation*
After posting ends, Metro staff will negotiate and make recommendations based on one of four scenarios:

1) *Metro receives no additional proposals and decides to pursue the original Unsolicited Proposal*. In this case, Metro may conduct a secondary review of the original Unsolicited Proposal and reserves the right to request additional material that will assist Metro in determining that the Offeror has the technical capability and financial resources to perform the contract and meet Metro's requirements for negotiating and executing an ENA. Once all evaluation is complete and ENA terms are negotiated, Metro staff may bring a recommendation forward to the Board of Directors to authorize execution of the ENA.

2) *Metro receives additional proposals and desires to further evaluate and negotiate with one of the Offerors, be it the original Offeror or one of the new proposals received as a result of the publication.*

New proposals will be evaluated in accordance with the Phase One evaluation process described in Section 2A. If a new Offeror is invited to submit a Phase Two proposal, they shall be granted the same period of time given to the original Offeror to submit a Phase Two proposal. The new Offeror shall be provided with the same information if any, as the original Offeror. Metro may also conduct a secondary review of the original proposal and reserves the right to request additional material that will assist Metro in determining that the Offeror has the technical capability and financial resources to perform the contract and meet Metro's requirements for negotiating and executing an ENA. Once all evaluation is complete Metro staff may proceed with negotiations with one of the new Offerors or the original Offeror and bring a recommendation forward to the Board of Directors to authorize execution of the ENA. Offerors will be notified of such decision and proposal materials returned.

3) *Metro receives additional proposals and, based on this evidence of interest, determines that it is in Metro's best interest to conduct a full competitive procurement*. In this case, all proposals received under this policy would be rejected and returned to the submitting parties and Metro shall inform all Offerors (including the original Offeror) of its intentions regarding a subsequent competitive solicitation process. The new solicitation process shall be conducted in accordance with the process set forth in the JD Policy.

4) *Regardless of the number of proposals received, Metro may determine that it is in its best interests not to move forward with any proposal*. All Offerors will be notified of such decision and proposal materials returned.

4. Submission Instructions and Time for Submission

JD Unsolicited Proposals shall be submitted to:
Vendor/Contract Management
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 99-9-55
Los Angeles, CA 90012

Offeror shall submit four (4) hard copies of the proposal, along with an unalterable electronic version on CD or flash drive. Phase One proposals shall not exceed 15 pages. There are no page requirements on Phase Two submissions, but proposals should be reasonable in length to allow for a meaningful evaluation. Vendor / Contract Management shall log in receipt of the Unsolicited Proposal and provide written confirmation of receipt to the Offeror.

JD Unsolicited Proposals should be submitted well in advance of the Offeror's desired commencement of the proposed effort or activity in order to allow Metro sufficient time to evaluate the proposal, publicize it, and negotiate a contract if the proposal is accepted. Anticipate at least six months before any negotiation could begin.

5. General Requirements

A. Prohibition of Use of Confidential Information

If Metro's decision is to pursue a competitive procurement, Metro personnel shall not use any data, or any confidential patented, trademarked, or copyrighted part of an Unsolicited Proposal or confidential technical or financial proprietary information as the basis, or part of the basis, for a solicitation or in negotiations with any other firm, unless the Offeror is notified of and agrees to the intended use.

Concepts or ideas are not considered proprietary by Metro but specific implementing methodologies that are unique to the Offeror will be recognized.

V/CM staff shall place a cover sheet (attached as Exhibit 2) on the proposal, unless the Offeror clearly states in writing that no restrictions are imposed on the disclosure or use of the data contained in the proposal.

B. Public Records Act

Unsolicited Proposals are subject to the provisions of the California Public Records Act (California Code Government Code §6250 et seq.).

Public Contract Code Section 22164 provides that: information that is not otherwise a public record pursuant to the California Public Records Act (Chapter 3.5 (commencing with Section 6250) of Division 7 of Title I of the Government Code) shall not be open to public inspection. Any documents provided by the Offeror to Metro marked "Trade Secret," "Confidential" or "Proprietary," or any financial records provided by the Offeror to Metro, shall be clearly marked with the Offeror name. Metro will use its best efforts to inform the Offeror of any request for any financial records or documents marked "Trade Secret," "Confidential" or "Proprietary" provided by Offeror to Metro. Metro will not advise as to the nature or content of documents entitled to protection from disclosure under the California Public Records Act.

In the event of litigation concerning the disclosure of any records, Metro's sole involvement will be as a stakeholder, retaining the records until otherwise ordered by a court. The Offeror, at its sole expense and risk, shall be fully responsible for any and all fees for prosecuting or defending any action concerning the records and shall indemnify and hold Metro harmless from all costs and expenses including attorney's fees in connection with any such action.

Exhibit 1

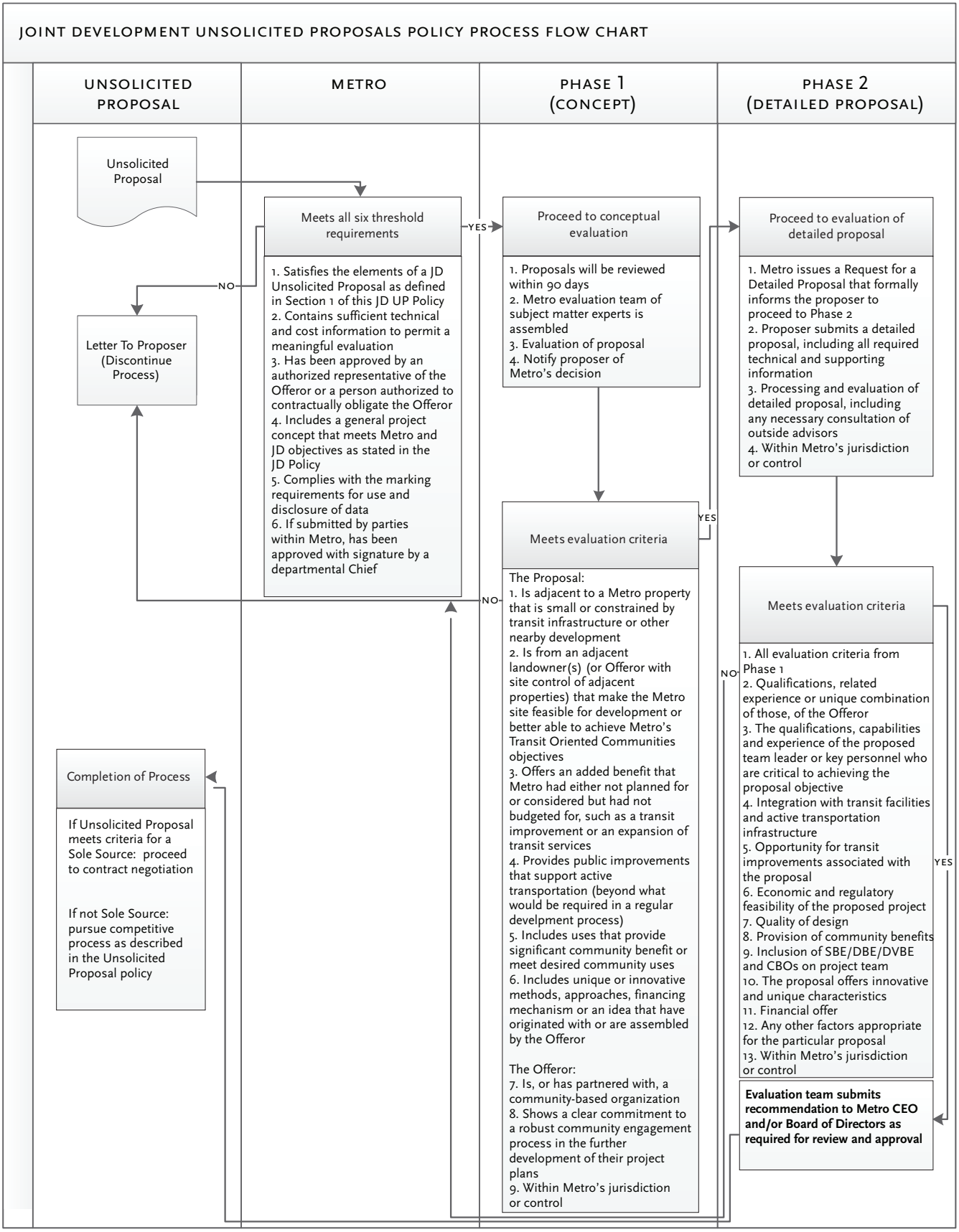
JOINT DEVELOPMENT UNSOLICITED PROPOSALS POLICY PROCESS FLOW CHART
UNSOLICITED PROPOSAL
METRO
PHASE 1 (CONCEPT)
PHASE 2 (DETAILED PROPOSAL)
Unsolicited Proposal
Meets all six threshold requirements
1. Satisfies the elements of a JD Unsolicited Proposal as defined in Section 1 of this JD UP Policy
2. Contains sufficient technical and cost information to permit a meaningful evaluation
3. Has been approved by an authorized representative of the Offeror or a person authorized to contractually obligate the Offeror
4. Includes a general project concept that meets Metro and JD objectives as stated in the JD Policy
5. Complies with the marking requirements for use and disclosure of data
6. If submitted by parties within Metro, has been approved with signature by a departmental Chief
YES
NO
Letter To Proposer (Discontinue Process)
Proceed to conceptual evaluation
1. Proposals will be reviewed within 90 days
2. Metro evaluation team of subject matter experts is assembled
3. Evaluation of proposal
4. Notify proposer of Metro's decision
Meets evaluation criteria
The Proposal:
1. Is adjacent to a Metro property that is small or constrained by transit infrastructure or other nearby development
2. Is from an adjacent landowner(s) (or Offeror with site control of adjacent properties) that make the Metro site feasible for development or better able to achieve Metro's Transit Oriented Communities objectives
3. Offers an added benefit that Metro had either not planned for or considered but had not budgeted for, such as a transit improvement or an expansion of transit services
4. Provides public improvements that support active transportation (beyond what would be required in a regular develpment process)
5. Includes uses that provide significant community benefit or meet desired community uses
6. Includes unique or innovative methods, approaches, financing mechanism or an idea that have originated with or are assembled by the Offeror
The Offeror:
7. Is, or has partnered with, a community-based organization
8. Shows a clear commitment to a robust community engagement process in the further development of their project plans
9. Within Metro's jurisdiction or control
YES
NO
Proceed to evaluation of detailed proposal
1. Metro issues a Request for a Detailed Proposal that formally informs the proposer to proceed to Phase 2
2. Proposer submits a detailed proposal, including all required technical and supporting information
3. Processing and evaluation of detailed proposal, including any necessary consultation of outside advisors
4. Within Metro's jurisdiction or control
Meets evaluation criteria
1. All evaluation criteria from Phase 1
2. Qualifications, related experience or unique combination of those, of the Offeror
3. The qualifications, capabilities and experience of the proposed team leader or key personnel who are critical to achieving the proposal objective
4. Integration with transit facilities and active transportation infrastructure
5. Opportunity for transit improvements associated with the proposal
6. Economic and regulatory feasibility of the proposed project
7. Quality of design
8. Provision of community benefits
9. Inclusion of SBE/DBE/DVBE and CBOs on project team
10. The proposal offers innovative and unique characteristics
11. Financial offer
12. Any other factors appropriate for the particular proposal
13. Within Metro's jurisdiction or control
NO
YES
Evaluation team submits recommendation to Metro CEO and/or Board of Directors as required for review and approval
Completion of Process
If Unsolicited Proposal meets criteria for a Sole Source: proceed to contract negotiation
If not Sole Source: pursue competitive process as described in the Unsolicited Proposal policy

Exhibit 2

JOINT DEVELOPMENT UNSOLICITED PROPOSALS SUBMITTED TO METRO
PHASE ONE: CONCEPTUAL PROPOSAL FORM

Phase One of Metro's JD Unsolicited Proposal process involves submitting this form. Submit only the information required by this form. If Metro determines that the proposal should proceed to Phase Two, Metro will issue a Request for Detailed Proposal.

PART 1: BASIC INFORMATION

Proposer Information:
Name: _____
Address: _____
Type of organization: _____
Primary contact for the proposal: _____

Names of additional firms/partners in the proposal:
_____

Technical personnel names & contact information for each firm involved*:
_____

* These individuals should be responsible for answering Metro's technical or business questions concerning the proposal or any subsequent agreement concerning the proposal.

PART 2: TECHNICAL INFORMATION

Title of the proposal: _____

☐ Abstract of the proposal is attached

To move forward in the Unsolicited Proposal process, the Abstract must include a brief – but complete – discussion of the following:

1. Proposal summary, including:
    a. Vision for the project
    b. Program for proposed project and proposed uses of Metro-owned property
2. Brief summary of the experience of the proposal team with similar/relevant projects
3. A justification for the Unsolicited Proposal Approach (see Section 2A of the JD UP Policy)
4. Manner in which the work will help support accomplishment of Metro's TOC mission.
5. Specific Access/Property Rights the Offeror needs from Metro (i.e. Long Term Ground Lease, sale of property, etc.). Note if there are several options.

PART 3: FINANCIAL INFORMATION

Proposed price or total estimated cost, in the form of a Sources and Uses Table: _____
_____
_____

Public funding anticipated for the project, if any: _____
_____
_____

Description of financing capacity – briefly describe current relationships with debt and equity providers that demonstrate the team's capacity to finance the proposed project: _____
_____
_____

Be concise but provide sufficient detail for Metro to meaningfully evaluate the proposal.

PART 4: PROCEDURAL INFORMATION

Period of time for which the proposal is valid: _____
_____

- ☐ Proprietary data has been submitted with this proposal and is deemed confidential by the Offeror in the event of a request submitted to Metro under the California Open Records Act. Any proprietary data must be clearly designated.
- ☐ Other government entities or private parties have received this proposal.
  Please explain: _____
- ☐ There are patents, copyrights and/or trademarks applicable to the project or services proposed.
  Please explain: _____
- ☐ There is additional information not requested in this form that would allow Metro to evaluate this proposal at this conceptual phase.
  Describe:_____
  _____

PART 5: SIGNATURE

Name: _____
Date: _____
Title: _____

The individual who signs this form must be authorized to represent and contractually obligate the Offereror.

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

Metro

Board Report

File #: 2024-0208, **File Type:** Motion / Motion Response **Agenda Number:** 39.

REVISED
REGULAR BOARD MEETING
MARCH 28, 2024

Motion by:

DIRECTORS YAROSLAVSKY, BASS, KREKORIAN, NAJARIAN, AND HORVATH

Unsolicited Proposals Policy Motion

In 2015, as part of the duties of the recently created Office of Extraordinary Innovation, currently known as the Office of Strategic Innovation, Metro initiated an Unsolicited Proposal Policy, described at the time as the centerpiece of the Office of Extraordinary Innovation's work program. It was intended to catalyze ideas to accelerate the expected future Measure M projects by bringing forward financing strategies, alternative approaches, and superior technical concepts.

Since its inception, Metro has received dozens of unsolicited proposals, with successful proposals influencing $15 billion worth of Metro projects. A set of staff-level revisions have been made to improve the process for both internal and external parties.

In the nine years since the development of the Unsolicited Proposal Policy, Metro has established the Office of Equity and Race, substantially increased its climate and sustainability ambitions, and experienced major impacts to its normal course of conducting business. Additionally, there is a need to determine if the public interest and Metro's core mission and priorities are being served by individual proposals and develop metrics to that effect. Given Metro's recently adopted policy and operational shifts and the upcoming 2028 Olympics and Paralympic Games, the Unsolicited Proposal Policy should be revisited and updated.

SUBJECT: UNSOLICITED PROPOSALS POLICY MOTION

RECOMMENDATION

APPROVE Motion by Directors Yaroslavsky, Bass, Krekorian, Najarian, and Horvath that the Board direct the Chief Executive Officer to:

Report back to the Board by June 2024 with a comprehensive review of the Unsolicited Proposal Policy and recommendations for changes to the Policy that include, but are not limited to:

A. More direct integration of Metro's core mission and priorities;

B. The advancement of Metro's sustainability and equity goals;

C. Establishment of a phased review process for Board consideration of unsolicited proposals including the establishment of a timeline review and approval process for Board consideration prior to the execution of a contract, regardless of whether Metro capital or operational funding is proposed to be utilized;

D. Strengthened community-focused transparency and engagement;

E. Identify work streams that could be better suited to be accomplished by third-parties to reduce Metro staff time;

F. A status on the implementation and effectiveness of the previously developed recommendations from Metro's September 2021 Unsolicited Proposal Five Year Review; and

G. The feasibility of prioritizing proposals that accelerate Metro's ability to deliver transit and mobility projects and programs for the 2028 Olympic and Paralympic Games as well as the projects included in the Measure R and Measure M Expenditure Plans.

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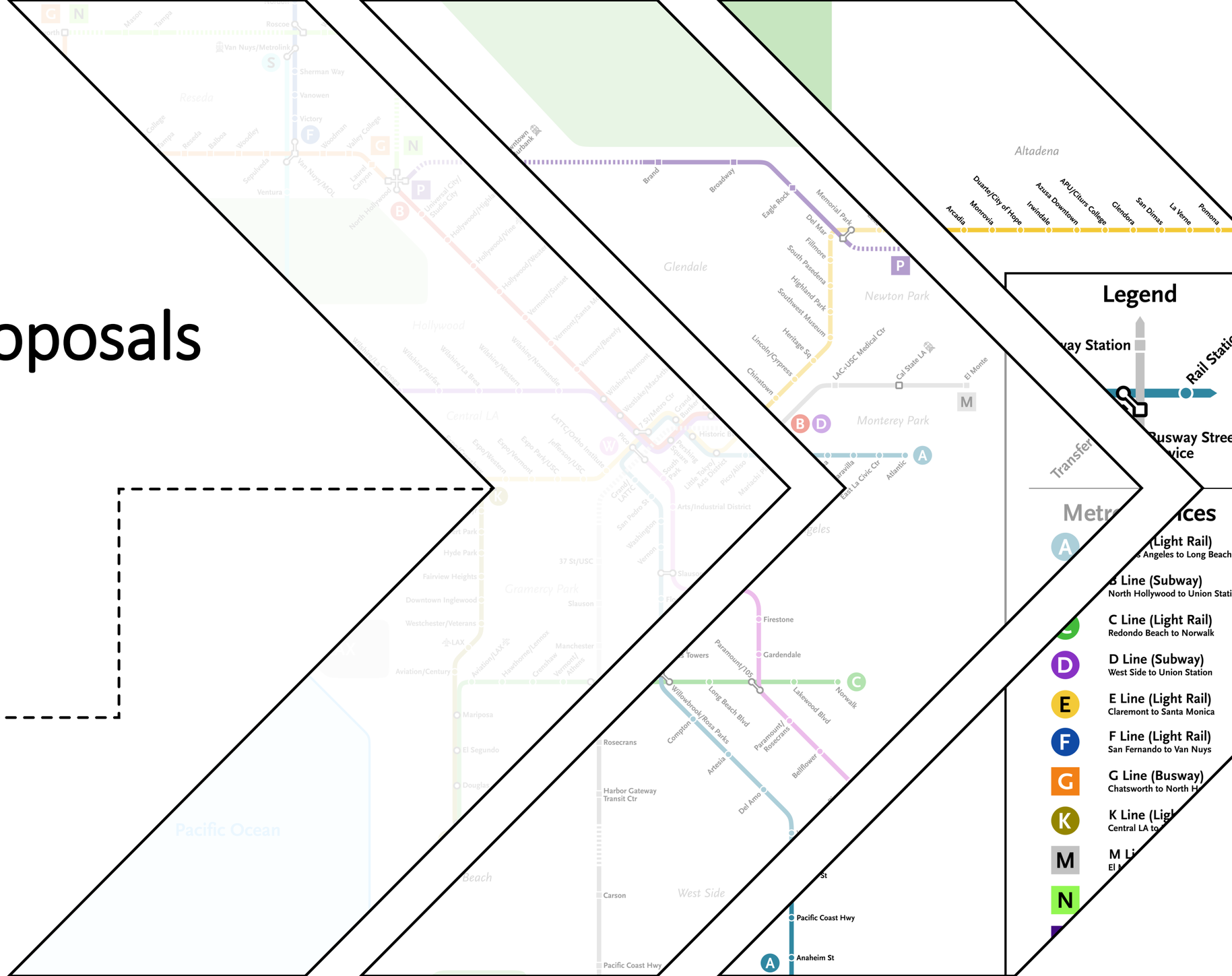
Unsolicited Proposals (UP)

June 2024



Background

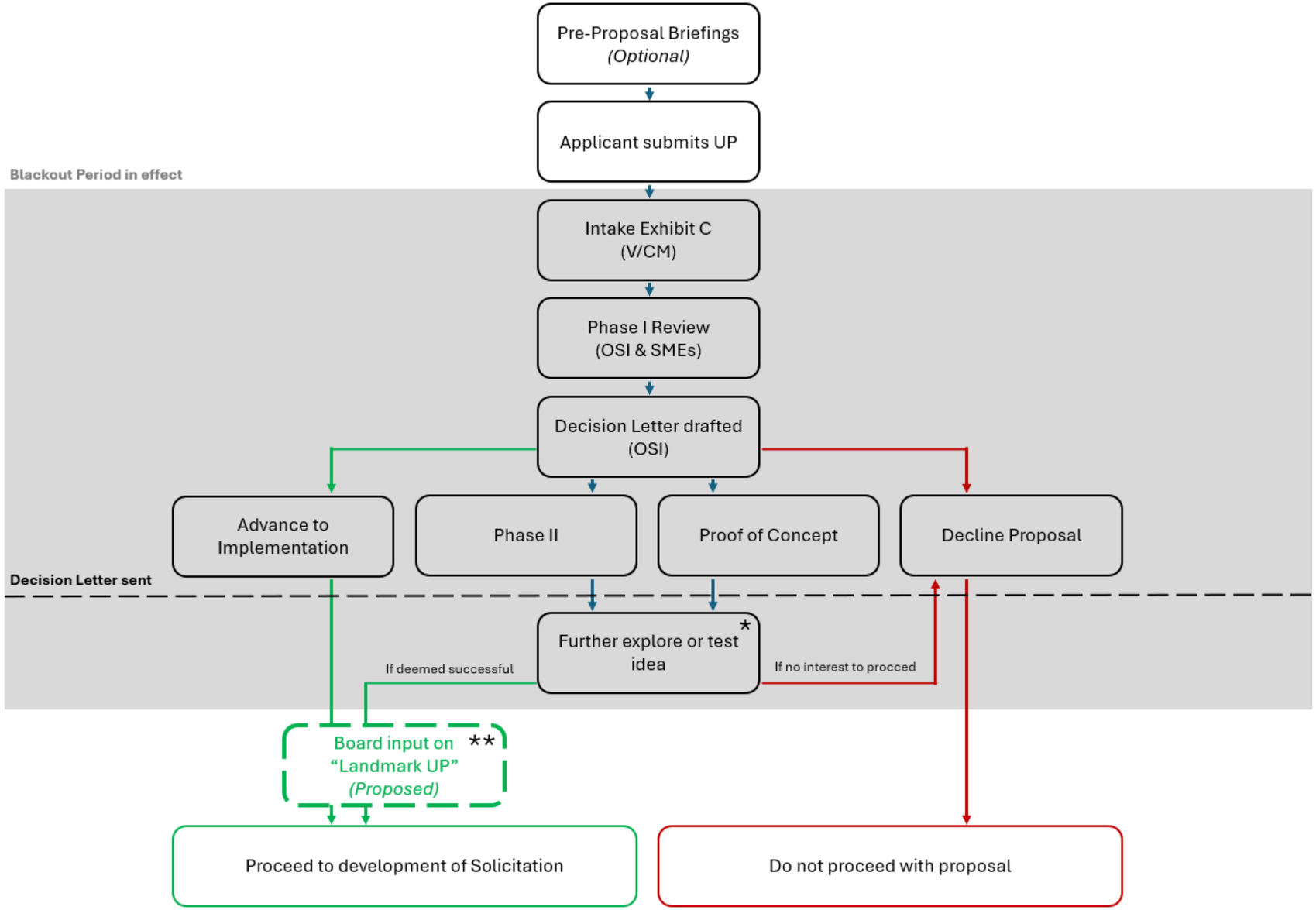
- Active Policy since 2016
- 286 Proposals received to date
  - 34 proposals advanced to implementation
  - 22 unique projects
  - 13 no-cost-to-Metro Proofs of Concept
- Five Year Review of UPs released in 2021 with eight recommendations for the future of UPs
- UP Policy does not obligate Metro to act on proposals

Staff Recommendations

- Add the following fields on the Exhibit C intake form for proposers to give the following information:
  - How the proposal intersects with Metro's Equity and Sustainability values;
  - How the proposal intersects with the 2028 Games Mobility Concept Plan;
  - How the proposal intersects with Measure R and M Expenditure Plans;
  - How the proposal intersects with plans published by Metro that set agency and department priorities.
- Proposals that address projects listed in the 2028 Mobility Concept Plan, Measure R and/or M Expenditure Plans, or identified as a priority in published departmental plans will be prioritized in the Unsolicited Proposal review queue.
- Include Equity as an evaluation criteria, including as a consideration in the Rapid Scoring Tool and staff evaluation form. Include Sustainability as a consideration in the evaluation form for an Unsolicited Proposal;
- Provide quarterly updates to the Board on Decision Letters issued on Phase 1 and Phase 2 milestones that are out of the blackout period;
- Formalize process to receive Board approval on "Landmark" Unsolicited Proposals after a proposal is advanced to implementation and meet or exceed at least one of the following thresholds:
  - Introduces a new mode of mobility and requires Metro funding, project management, and/or calls for Metro to serve as lead agency in the development of an EIR/EIS; and/or
  - Requires Metro to allocate more than $10 million to fulfill a solicitation
- Include staff from Metro's Community Relations team on landmark proposal reviews and notify Metro Board on engagement best practices to inform approval.

Proposed Process

Process Flowchart with Option



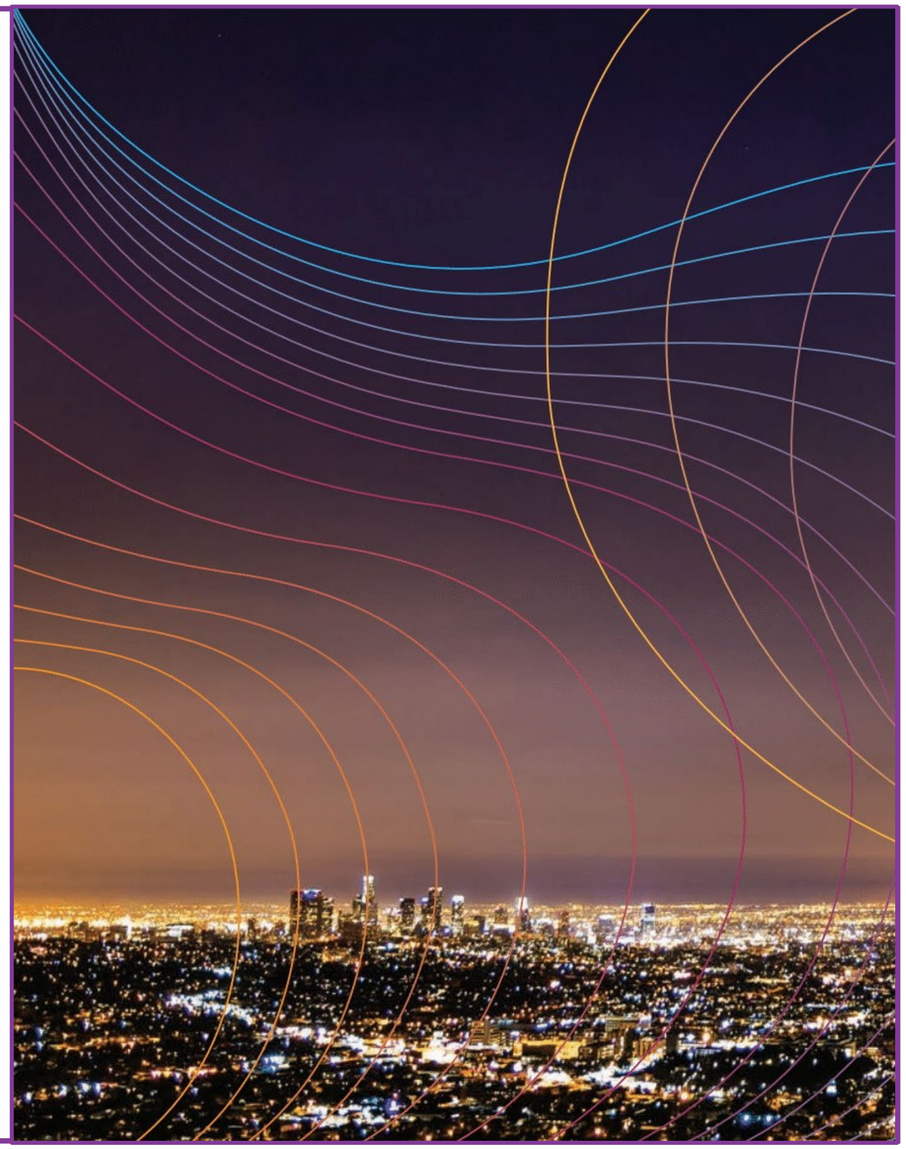
* Phase II and Proof of Concepts (PoC) Decision Letters do not end a review blackout. PoC blackout ends at execution of PoC Agreement, and Phase II blackout ends at decision to reject or advance to implementation

** PROPOSED STEP. Board will give input only in Advance to Implementation cases where proposals meet the Project Type & Cost threshold criteria outlined in Discussion section of Board Report 2024-0247 for "Landmark" Unsolicited Proposals

Metro

Maintaining the Blackout Period

- Metro staff currently maintain a blackout period during a review
- UP Policy maintains consistent standard with CPUC mandated procurement blackout rules
  - CPUC Sections 130680 and 130685
- Recommended Board proposal approval process (if applicable) would apply after a review



Next Steps

- Incorporate Recommendations in Board Report (upon approval)
- Publish revised Unsolicited Proposals Policy on Metro’s website
- Update website and FAQ document
- Draft Innovation Portfolio and Proof of Concept Best Practices Guide

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Metropolitan Transportation
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3rd Floor Board Room
Los Angeles, CA

Metro

Board Report

File #: 2024-0071, **File Type:** Agreement **Agenda Number:** 23.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 20, 2024

SUBJECT: TRANSIT SERVICE OPERATION AGREEMENTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. EXTENDING the Transit Service Operation Agreement between Metro and the City of Glendale for the Glendale Beeline Route 3, for a period of three years through June 30, 2027, for an amount up to $2,396,912.85, which is inclusive of FY24 estimated CPI Index cost adjustment;

B. EXTENDING the Transit Service Operation Agreement between Metro and the City of Los Angeles Department of Transportation (LADOT) for Dash Pico Union/Echo Park 601, Dash El Sereno/City Terrace 602, and Commuter Express 422 (Downtown LA - Van Nuys, Warner Center, Agoura Hills, Thousand Oaks), for a period of three years through June 30, 2027, for an amount up to $13,171,708.44;

C. EXTENDING the Transit Service Operation Agreement between Metro and the Palos Verdes Peninsula Transportation Authority (PVPTA) for operation of the Line 225/226, for a period of three years through June 30, 2027, for an amount up to $731,970.00; and

D. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements for funding approval in accordance with recommendations A, B, and C.

ISSUE

Three Consent Decree-related transit service agreements for former Metro bus services require renewal to ensure riders' continuity of service.

The current agreement between Metro and the City of Glendale to fund a portion of Glendale Beeline Route 3 and former Metro Line 177 will expire on June 30, 2024. The service replaced the former western portion of Metro Line 177.

The current agreement between Metro and LADOT to fund a portion of former Metro, now LADOT Dash Pico Union/Echo Park 601, Dash El Sereno/City Terrace 602, and Commuter Express 422 (Downtown LA - Van Nuys, Warner Center, Agoura Hills, Thousand Oaks) lines, will expire on June 30, 2024.

The current agreement between Metro and PVPTA funds a portion of former Metro Lines 225/226 serving the Palos Verdes Peninsula and will expire on June 30, 2024.

BACKGROUND

In FY98, Metro implemented a Consent Decree Pilot Program to improve mobility for our patrons. In July 1999, the Board of Directors approved the service modifications based on the Consent Decree Pilot Program and Public Hearing results. This included new bus lines and existing Metro lines now covered under these three contracted operations. The original term of each agreement was one year from the initial date of operations, with yearly renewal to include changes to service levels as needed.

DISCUSSION

Staff met with the three transit agencies to evaluate potential areas where service reductions could be made. The primary objective was to identify ways to improve the productivity of these services while retaining relevant services for the communities involved. After discussions, all parties agreed to reduce their service levels, as documented below. Ridership is also improving on many of these services. The changes agreed to form the basis for the new agreements moving forward for FY25 and two additional years through FY26 and FY27 for a total of three years. Attachment D provides the details of the service agreement costs.

City of Glendale

In February 2000, the Metro Board approved a ten-year agreement in which Metro would discontinue operating service on the western portion of Metro Line 177 between the Jet Propulsion Laboratory (JPL) and Downtown Glendale. This service is considered a key local community transit service for the community of La Cañada Flintridge, and it is more suited to be integrated into the Beeline service as their Route 3.

The service is operated by a contractor for the City of Glendale at a lower cost than Metro. Subsequent extensions have been made to this agreement, the most recent covering fiscal year FY24.

Metro's rate paid to the City of Glendale under this agreement is indexed each year according to the CPI based on the prior year’s rate for the Los Angeles-Long Beach-Anaheim Urbanized Area (not seasonally adjusted).

Please see Attachment A for additional Glendale performance data.

- In FY23, the City of Glendale's Beeline operation of the Western Portion of Route 177 had an average of 5.32 passenger boardings per hour. This is below Metro’s lowest-performing route average of approximately eight passenger boardings per hour.

- In FY24, following concerns raised by Metro regarding the relatively low productivity of the service, Metro and City of Glendale staff met to explore efficiencies for this operating agreement. Efficiencies were identified, resulting in a 6% reduction in overall service hours by removing eight supplementary trips that are no longer warranted for current ridership at Glendale College. The City of Glendale states that the Beeline ridership is steadily increasing post-pandemic in FY24, and even with the proposed reduction in service, there is capacity to absorb more ridership on the remaining trips to improve productivity. The city is installing up to 400 new bus shelters, including real-time information, for the busiest stops. The City is also purchasing new zero-emission battery electric buses together with a new Integrated Bus Technology system with Wi-Fi, bus tracking, stop announcements, security cameras, and new real-time information on bus service operations available through an App and website. These initiatives are designed to enhance the customer experience and support growth in ridership. Metro staff will continue to monitor ridership trends on this service. Depending on the CPI rate, the cost of the agreement could increase by .58%.

City of Los Angeles Department of Transportation

The Transit Service Operations Agreement between Metro and the City of Los Angeles has been effective since its implementation as part of the Consent Decree. The service has enabled both agencies to focus on operating services that are more appropriate to each agency's core mission. The Metro funding covers between 38 and 62 percent of the service hours operated on these routes. In FY23, Lines 422, 601, and 602 scheduled 73,937 RSH and reported approximately 2,521,225 annual passenger trips. Please see Attachment B for additional LADOT performance data.

- LADOT's operation of Routes 602 and 422 had 21.8 and 8.8 average passenger boardings per hour, respectively. Route 601 had an average of 52.4 passenger boardings per hour, which is the highest performer within these agreements and similar to Metro's highest-performing line of 59.8 passenger boardings per hour.

- In FY24, Metro and LADOT staff met to explore efficiencies for this operating agreement. LADOT staff advised that Route 601 Pico Union DASH is their system's best-performing Community DASH service. Route 602 El Sereno DASH is also one of their better-performing DASH services. Ridership continues to recover post-pandemic. Route 422 is a reverse commute express line for domestic workers traveling between Downtown LA and households in western San Fernando Valley/Ventura County. Data shown in Attachment B indicates significant ridership growth, especially for Routes 601 and 602. Although ridership has been increasing, staff worked with LADOT to evaluate areas for improvement and agreed to consolidate their services from Route 422, resulting in a proposed reduction of four lower usage trips from the overall Route 422 schedule. This typically reduces the service frequency from 10-15 minute to 15-30 minute service in several time periods while still providing capacity for all intending riders. This represents a 19.4% decrease in the revenue service hour (RSH) for Route 422 and an overall decrease in agreement cost by 1.34%

Palos Verdes Peninsula Transportation Authority (PVPTA)

PVPTA began providing service to the Palos Verdes Peninsula in 1995. At the time of the Consent

Decree, Metro Lines 225/226 were the only local bus lines operated in this part of the County. In 2006, it was determined that Lines 225/226 would be best and most cost-effectively operated by PVPTA via subsidy from Metro. In FY23, PVPTA Routes 225/226 scheduled 5,786 RSH and reported approximately 22,711 annual passenger trips, an increase of 25% over the previous year's totals. Please refer to Attachments A, B, and C for additional ridership and service information relating to the City of Glendale, LADOT, and PVPTA service.

- PVPTA operation of Routes 225 and 226 had an average of 3.9 passenger boardings per hour. This is less than half of Metro's lowest-performing route average of approximately eight passenger boardings per hour.

In FY24, Metro staff and PVPTA worked together to identify ways to improve the operating agreement's efficiency. As a result, PVPTA agreed to reduce their daily service levels by two trips (7.7% reduction in RSH). The staff analyzed the ridership on a trip-by-trip basis and identified specific trips with very low ridership that could be discontinued with minimal impact on riders. The proposed service modification would adjust the PVPTA annual Transit Service Operation Agreement cost from $262,354.39 to $243,990.00 resulting in a 7% reduction.

While some of the above services covered by these three agreements have relatively low ridership and productivity, they provide the only fixed-route transit service coverage in the various communities they serve. Their operation through these agreements is at a lower cost than Metro's ability to provide these same services. Staff is recommending three-year terms for these three agreements, rather than the previous one-year terms, recognizing the efficiencies gained and the administrative costs for renewal of such small agreements. They would be subject to reauthorization at the end of the three years. Performance will continue to be tracked by Metro staff throughout the three years.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of our customers and employees.

FINANCIAL IMPACT

The proposed FY25 budget will include funding of $5,380,123.21 to extend the agreements and provide the FY25 service levels. All funds for these transit service agreements are/will be included in cost center 3590 (Contract Services), accounts 54001 and 54002 (Subsidies) under project number 306001 (Operations Transportation). Since these are multi-year contracts, the cost center/project manager will be responsible for budgeting these costs in future fiscal years.

Impact to Budget
The current source of funds for this action is State and Local funds such as Fares, Advertising, Propositions A and C, Measures R and M, and the Transportation Development Act. These funding sources currently maximize the intent of project funding allocations given approved funding provisions and guidelines. This funding is eligible for Capital and Operating Projects.

EQUITY PLATFORM

Glendale Beeline Route 3
The Glendale Beeline functions primarily as a community circulator between Glendale and JPL. The beginning of the route in Downtown Glendale is designated as an equity-focus community. This service is also unique in providing transit for the County unincorporated community of La Cañada Flintridge. The line provides access for these communities to the many job opportunities in retail and other industries, as well as servicers in Glendale and Glendale Community College.

City of Los Angeles Department of Transportation
The transit service agreement with LADOT includes three lines, two of which (Route 601 and Route 602) are 100% operated in equity focus communities. Route 422 operates a portion of the service through Downtown Los Angeles' equity focus communities and connects workers residing in these areas to jobs in the western San Fernando Valley as well as far eastern Ventura County. These routes connect residential areas with activity centers and other regional services.

City of Palos Verdes Peninsula Transportation Authority
PVPTA Route 225-226 services link the Palos Verdes Peninsula to equity focus communities in parts of San Pedro, enhancing access to jobs, education, health care, and personal mobility for residents throughout the region. Most riders are either connecting to and from Metro's Silver Line or are local students and residents of San Pedro who take the bus to the Palos Verdes Peninsula for work, school, and other social activities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 3) Enhance communities and lives through mobility and access to opportunity. Metro will continue to work towards making Los Angeles County's transportation system more accessible, inclusive, and responsive to the needs of the diverse communities it serves.

ALTERNATIVES CONSIDERED

Metro considered fully eliminating these services but does not recommend ending these agreements. These agencies provide essential services at lower costs than Metro can, and each service has become part of their networks of services.

NEXT STEPS

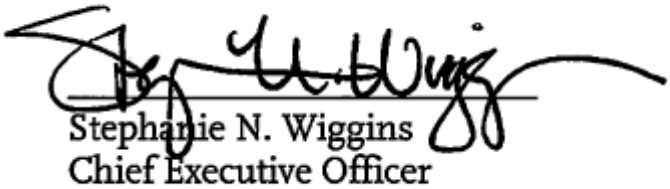
Upon board approval, staff will execute a renewal of the current Transit Service Operation Agreements between Metro and the City of Glendale for the Glendale Beeline Route 3; will execute an agreement between Metro and the City of Los Angeles for Dash Pico Union/Echo Park Line 601, Dash El Sereno/City Terrace Line 602, and Commuter Express Route 422; will execute an agreement between Metro and PVPTA for Line 225/226. During the agreement period, Metro staff will continue to evaluate the performance of the lines, findings, and recommendations to ensure that the service provided aligns with Metro's transit service policies and efficiency standards and meets the needs of our diverse customers and stakeholders.

ATTACHMENTS

Attachment A - Map of Glendale Service Area
Attachment B - Map of LADOT Service Area
Attachment C - Map of PVPTA Service Area

Prepared by: Sandra Solis, Director, Finance & Admin (213) 922-6266
Joseph Forgiarini, Senior Executive Officer Service Development (213) 418-3400

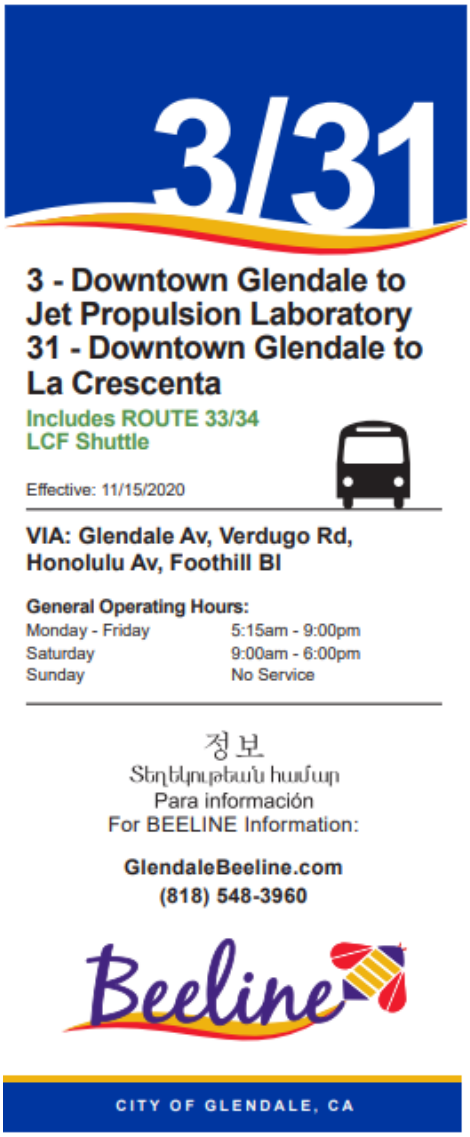
Reviewed by: Conan Cheung, Chief Operations Officer (213) 418-3034

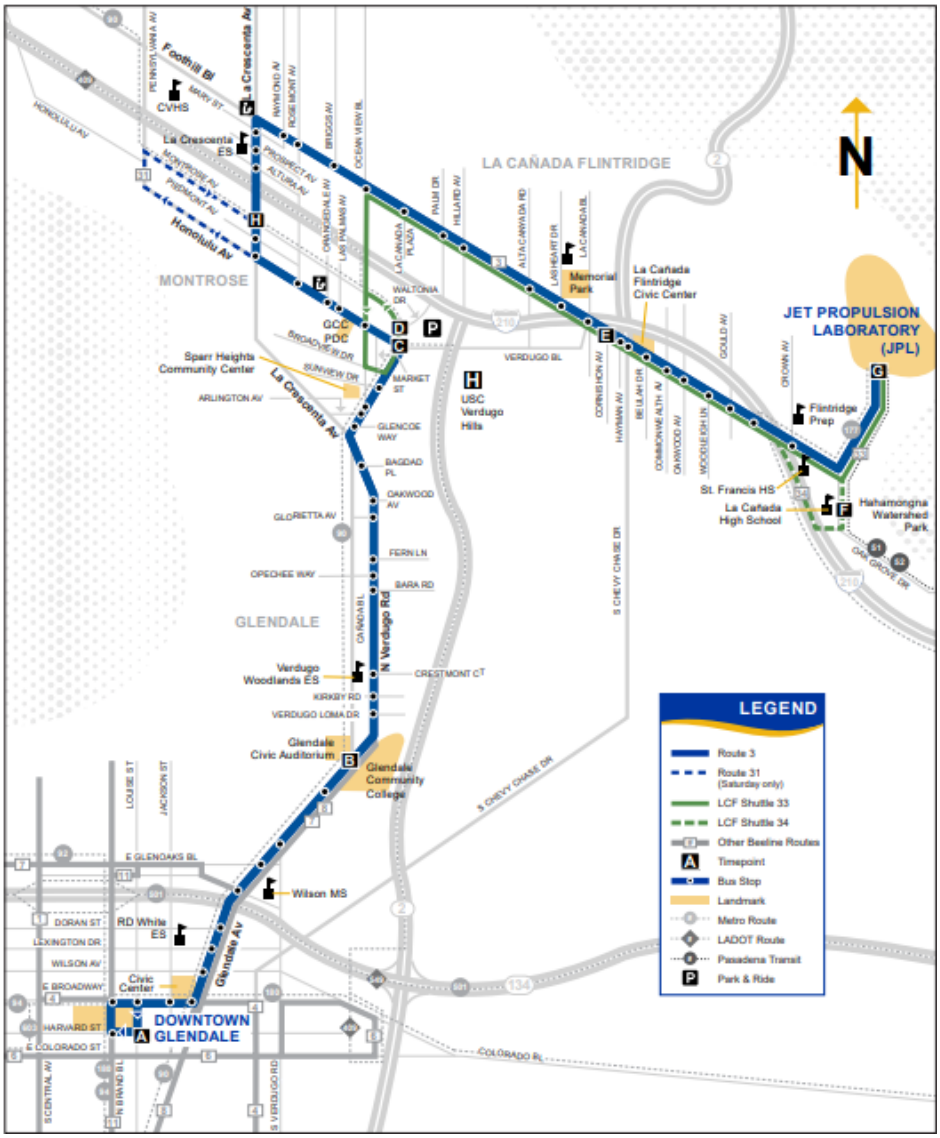


Stephanie N. Wiggins
Chief Executive Officer

Attachment A

Glendale Service Area	FY22 Beeline Route 3	FY22 Line 177 Equivalent	FY23 Beeline Route 3	FY23 Line 177 Equivalent
Annual Scheduled Revenue Hours	11,981	6,756	11,932	6,756
Annual Passenger Trips	66,833	37,680	63,433	35,945
Boarding per Hours	5.58	5.58	5.32	5.32
Cash Fare	$16,515.25	$9,314.81	$11,000.75	$6,191.86
Days of Operation	M-SA		M-SA	
Service Frequency	20-50 Minutes		20-50 Minutes	
Span of Service M-F	5:15 AM - 9:00 PM		5:15 AM - 9:00 PM	
Span of Service SA	9:00 AM – 6:00 PM		9:00 AM – 6:00 PM	



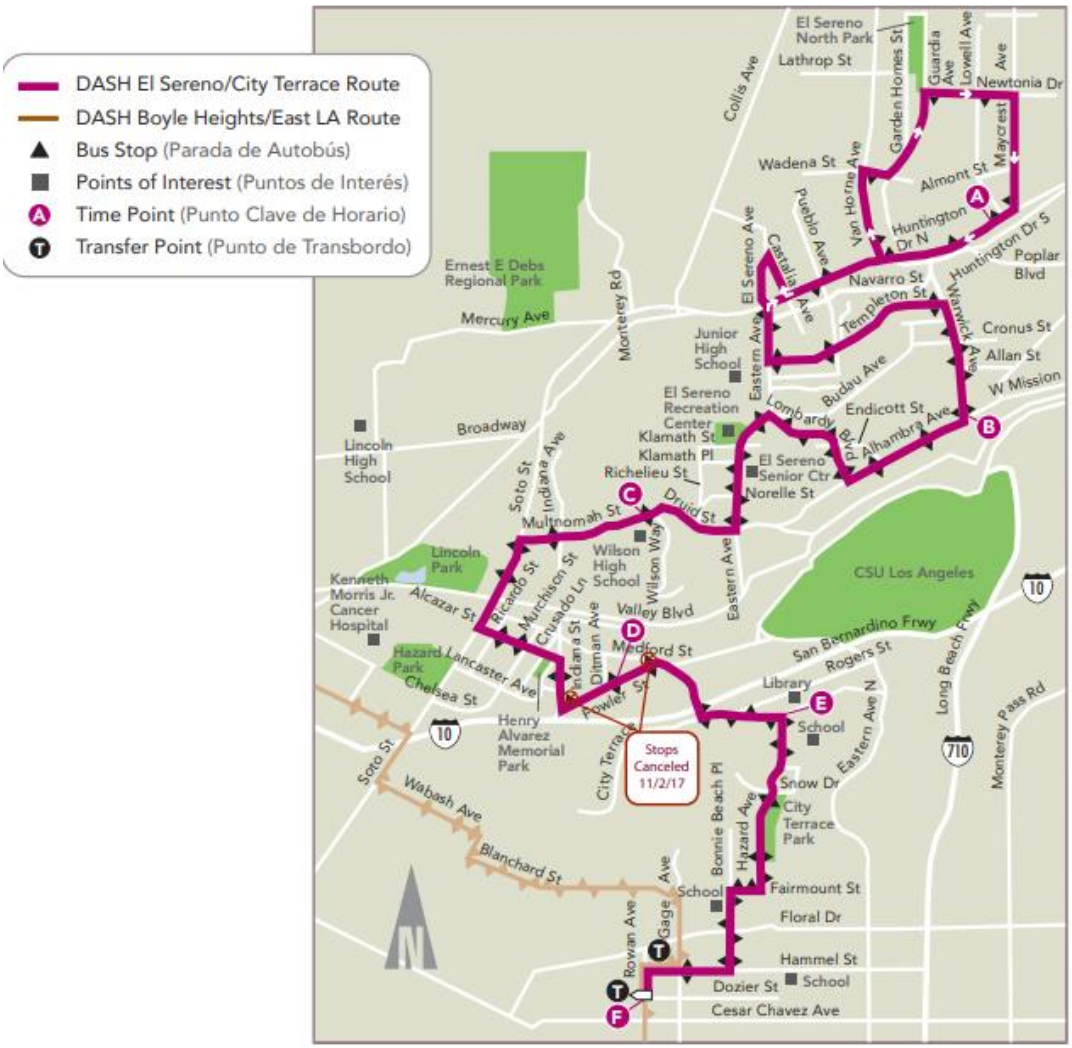


Attachment B

LADOT Service Area	FY22 Line 422	FY22 Line 601 PU	FY22 Line 602 ES	FY23 Line 422	FY23 Line 601 PU	FY23 Line 602 ES
Annual Revenue Hours	13,675	43,887	27,504	13,842	35,664	24,431
Days of Operation	M-F	365	365	M-F	365	365
Service Frequency	10-25 Minutes	10-25 Minutes	10-16 Minutes	10-25 Minutes	10-25 Minutes	10-16 Minutes
Span of Service	AM: 4:55 - 9:30 PM: 1:55 - 8:17	M-F: 5:35AM – 9:58PM S-Su: 6:00 AM – 9:58 PM	M-F: 5:00 AM – 11:02 PM S-Su: 5:02 AM – 11:00 PM	AM: 4:55 - 9:30 PM: 1:55 - 8:17	M-F: 5:35 AM - 9:58 PM S-Su: 6:00 AM - 9:58PM	M-F: 5:00 AM – 11:02 PM S-Su: 5:02 AM - 11:00 PM
Annual Passenger Trips	108,777	2,004,950	483,139	122,036	1,866,942	530,247
Boarding per Hours	7.9	45.7	17.6	8.8	52.3	21.7
Cash Fare	$1.50 - $3.00	$0.50	$0.50	$1.50 - $3.00	$0.50	$0.50

DASH
EL SERENO/CITY TERRACE

EFFECTIVE JULY 18, 2020
A PARTIR DEL 18 DE JULIO, 2020



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City of Los Angeles
Department of Transportation

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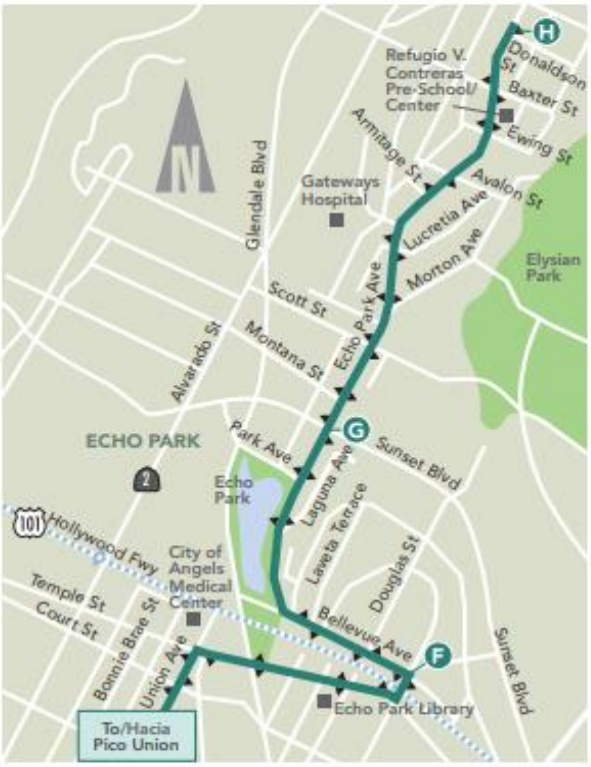
www.ladottransit.com

DASH
PICO UNION/ECHO PARK

EFFECTIVE JULY 18, 2020
A PARTIR DEL 18 DE JULIO, 2020



- DASH Pico Union/Echo Park Route
- DASH King East
- DASH Downtown
  - Route A
  - Route B
  - Route D
  - Route E
  - Route F
- Commuter Express Routes
- Metro Red Line
- Metro Purple Line
- Metro Blue Line
- Metro Expo Line
- Bus Stop/Parada de Autobús
- Multiple Route Stop/ Parada de Rutas Múltiples
- Points of Interest/Puntos de Interés
- Time Point/Punto Clave de Horario
- Transfer Point/Punto de Transbordo
- Metro Rail Station/ Estación de Metro

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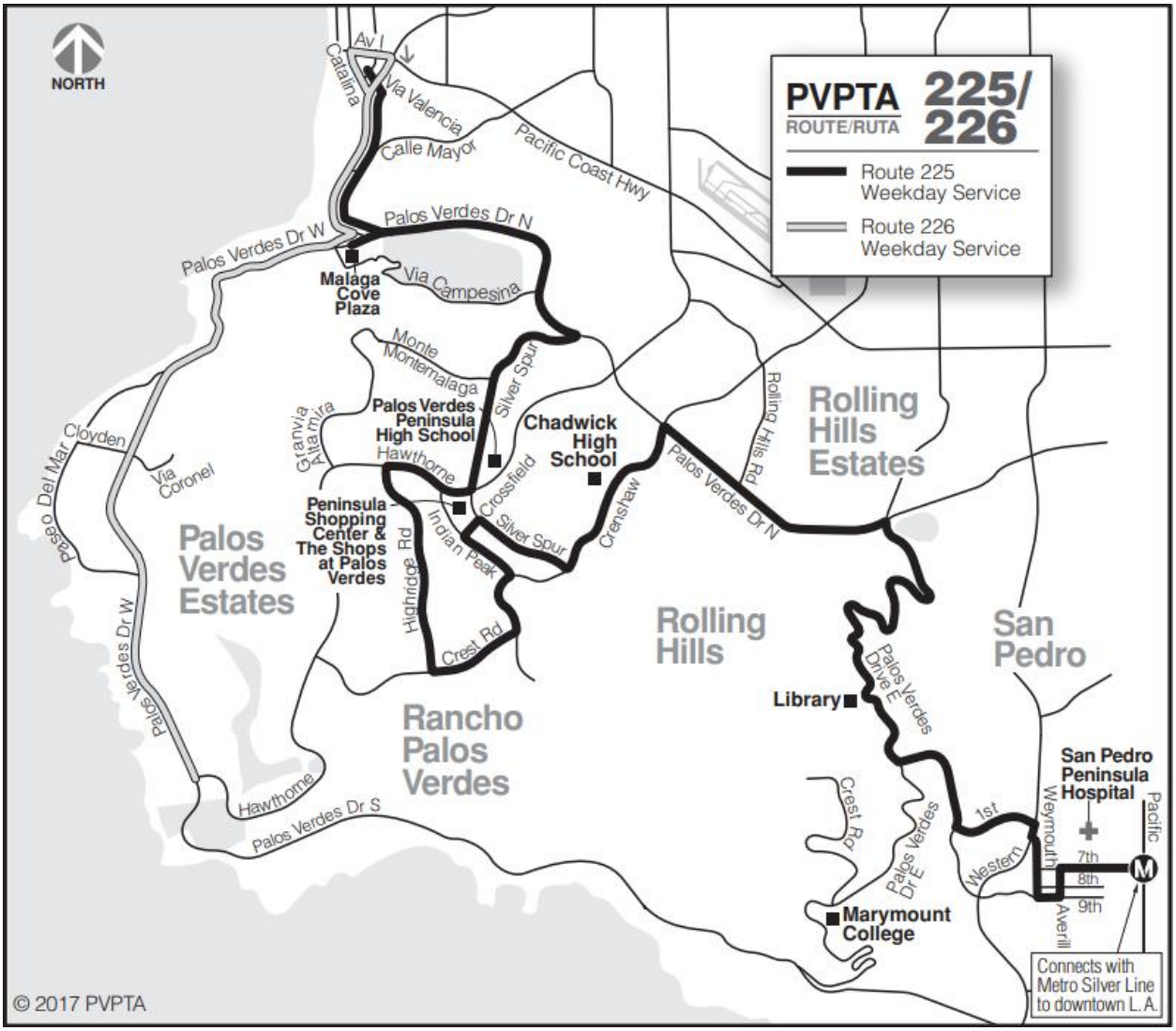
Attachment C

PVPTA Service Area	FY22 225/226	FY23 225/226
Annual Scheduled Revenue Hours	5,808	5,786
Annual Passenger Trips	18,240	22,711
Boarding per Hours	3.14	3.92
Cash Fare	$2.50	
Days of Operation	M-F	
Service Frequency	40-60 Minutes	
Span of Service	6:00 AM - 7:24 PM	



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Board Report

File #: 2024-0147, **File Type:** Informational Report **Agenda Number:** 24.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 20, 2024

SUBJECT: ANNUAL APPOINTMENTS TO METRO'S SERVICE COUNCILS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE nominees for membership in Metro's San Fernando Valley, San Gabriel Valley, South Bay Cities, and Westside Central Service Councils.

ISSUE

Each Metro Service Council (MSC) is comprised of nine Representatives who serve terms of three years; terms are staggered so that the terms of three of each Council's nine members expire annually on June 30. Incumbent Representatives can serve additional terms if re-nominated by the nominating authority and confirmed by the Metro Board.

BACKGROUND

Metro Service Councils were created in 2002 as community-based bodies that improved bus service and promoted service coordination with municipal and local transit providers. The MSC bylaws specify that Representatives should live in, work in, or represent the region, have a basic working knowledge of public transit service within their area, and understand passenger transit needs. To do so, each Representative is expected to ride at least one transit service per month.

The MSCs are responsible for convening public hearings to receive community input on proposed service modifications, rendering decisions on proposed bus route changes, and considering staff's recommendations and public comments. All route and major service changes approved by the MSCs will be brought to the Metro Board of Directors as an information item. Should the Metro Board decide to move an MSC-approved service change to an Action Item, the MSCs will be notified of this change before the next Service Council monthly meeting.

DISCUSSION

The individuals listed below have been nominated by the Council's nominating authorities. If approved by the Board, they will serve for the three-year terms specified. A brief listing of qualifications for new nominees and the nomination letters are provided in Attachments A and B.

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For reference, the 2022 American Community Survey demographics and 2023 Metro Ridership Survey demographics for each region are compared to the seated membership, should these nominees be appointed.

*Note: In the tables providing sex/gender representation data for each Council, the Los Angeles County data is taken from the Census 2022 Quick Facts, which includes a question that intends to capture current sex, but does not include questions about gender, sexual orientation, or sex at birth.

San Fernando Valley Service Council

A. David Perry, Reappointment
   Nominated by: Los Angeles County Fifth District Supervisor Kathryn Barger
   Term: July 1, 2024 - June 30, 2027

B. Myung-Soo Seok, New Appointment
   Nominated by: Cities of Burbank, Glendale, and San Fernando
   Term: July 1, 2024 - June 30, 2027

One vacancy remains on this Council with a term of July 1, 2024 - June 30, 2027. The nominating authority for the vacant seat is Los Angeles Mayor Karen Bass.

With the appointment of these nominees, the San Fernando Valley (SFV) Service Council membership will compare to the region and the region's ridership as follows:

SFV Demographics	Hispanic	White	Asian/ Pac Isl	Black	Native Amer	Other
SFV Council Region	41.3%	39.6%	112%	3.7%	0.2%	2.4%
SFV Regional Ridership	73%	9%	8%	8%	1%	1%
SFV Membership (No.)	25% (2)	37.5% (3)	12.5% (1)	12.5% (1)	0% (0)	12.5% (1)

The gender makeup of the SFV Service Council will be as follows:

SFV Sex/Gender	Male/Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe
Los Angeles County	49.6%	50.4%	*	*
SFV Regional Ridership	49%	48%%	2%	1%
SFV Membership (No.)	62.5% (5)	12.5% (1)	22.2% (2)	0% (0)

San Gabriel Valley Service Council

C. Benjamin Wong, Reappointment
   Nominated by: San Gabriel Valley Council of Governments

Term: July 1, 2024 - June 30, 2027

D. Gabriela Eddy, New Appointment
Nominated by: Los Angeles County First District Supervisor Hilda L. Solis
Term: July 1, 2024 - June 30, 2027

One vacancy remains on this Council with a term of July 1, 2024 - June 30, 2027. The nominating authority for the vacant seat is the Cities of Arcadia, El Monte, and Temple City.

With the appointment of these nominees, the San Gabriel Valley (SGV) Service Council membership will compare to the region and the region's ridership as follows:

SGV Demographics	Hispanic	White	Asian/ Pac Isl	Black	Native Amer	Other
SGV Council Region	49.7%	16.1%	28.3%	3%	0.2%	2.6%
SGV Regional Ridership	78%	5%	10%	6%	1%	0%
SGV Membership(No.)	62.5% (5)	25% (2)	12.5% (1)	0% (0)	0% (0)	0% (0)

The gender makeup of the SGV Service Council will be as follows:

SGV Sex/Gender	Male/Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe
Los Angeles County	49.6%	50.4%	*	*
SGV Regional Ridership	50%	47%	2%	1%
SGV Membership(No.)	75% (6)	25% (2)	0% (0)	0% (0)

<u>South Bay Cities Service Council</u>

E. Rochelle Mackabee, Reappointment
Nominated by: South Bay Cities Council of Governments
Term: July 1, 2024 - June 30, 2027

F. Donald Szerlip, Reappointment
Nominated by: San Gabriel Valley Council of Governments
Term: July 1, 2024 - June 30, 2027

One vacancy remains on this Council with a term of July 1, 2024 - June 30, 2027. The nominating authority for the vacant seat is the South Bay Cities Council of Governments.

With the appointment of these nominees, the South Bay Cities (SBC) Service Council membership will compare to the region and the region's ridership as follows:

SBC Demographics	Hispanic	White	Asian/ Pac Isl	Black	Native Amer	Other
SBC Council Region	45.3%	20.9%	13.9%	15.8%	0.2%	4.2%
SBC Regional Ridership	66%	6%	8%	18%	1%	0%
SBC Membership (No.)	37.5% (3)	25% (2)	12.5% (1)	22% (2)	0% (0)	0% (0)

The gender makeup of the SBC Service Council will be as follows:

SBC Sex/Gender	Male/Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe
Los Angeles County	49.6%	50.4%	*	*
SBC Regional Ridership	51%	47%	2%	1%
SBC Membership (No.)	62.5% (5)	37.5% (3)	0% (0)	0% (0)

Westside Central Cities

G. Thomas Praderio, Reappointment
Nominated by: Los Angeles Mayor Karen Bass
Term: July 1, 2024 - June 30, 2027

H. Pamela Sparrow, Reappointment
Nominated by: Los Angeles County Second District Supervisor Holly J. Mitchell
Term: July 1, 2024 - June 30, 2027

I. Martha Eros, Reappointment
Nominated by: Westside Central Cities Council of Governments
Term: July 1, 2024 - June 30, 2027

Two vacancies remain on this Council; the terms of the vacant seats are July 1, 2022 - June 30, 2025, and July 1, 2023 - June 30, 2026, respectively. The nominating authority for the vacant seats is Los Angeles Mayor Karen Bass;

With the appointment of these nominees, the Westside Central Cities (WSC) Service Council membership will compare to the region and the region's ridership as follows:

WSC Demographics	Hispanic	White	Asian/ Pac Isl	Black	Native Amer	Other
WSC Council Region	41.9%	30.9%	13.7%	9.1%	0.2%	4.3%
WSC Regional Ridership	67%	8%	7%	17%	1%	1%
WSC Membership (No.)	37.5% (3)	37.5% (3)	0% (0)	12.5% (1)	0% (0)	0% (0)

The gender makeup of the WSC Service Council will be as follows:

WSC Sex/Gender	Male/Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe
Los Angeles County	49.6%	50.4%	**	**
WSC Regional Ridership	48%	49%	2%	1%
WSC Membership (No.)	62.5% (5)	25% (2)	0% (0)	0% (0)

DETERMINATION OF SAFETY IMPACT

Maintaining the full complement of representatives on each Service Council to represent each service area is essential, as each Representative is required to use public transit regularly, and each Council is composed of people from diverse regions and backgrounds. This enables each council to better understand the needs of transit riders, including the need for the safe operation of transit services and the safe location of bus stops.

EQUITY PLATFORM

Metro recommends appointing Service Council members who represent the diverse needs and priorities reflective of the demographics of each respective region. To encourage nominating authorities to nominate individuals who closely reflect the region and its ridership, staff shares regional ridership, resident, and Service Council membership race/ethnicity and gender demographics with each nomination request. This practice has resulted in the Service Councils becoming much more diverse in terms of both race/ethnicity and gender over the last several years. However, approximately half of LA County residents and Metro riders are women, and work still needs to be done to achieve gender equity in some of the Service Councils. Staff will continue to share demographic information and encourage nominating authorities to give weight to gender equity when considering individuals for nomination.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

The alternative to the recommendation would be for these nominees not to be approved for appointment. Doing so would reduce the effectiveness of the Service Councils, as it would increase the difficulty of obtaining the quorum necessary for this Service Council to formulate and submit its recommendations to the Board. It would also result in the Service Councils having a less diverse representation of their respective service areas.

NEXT STEPS

Staff will continue to monitor the major contributors to the quality of bus service from the customer's perspective and share that information with the Service Councils for use in their work to plan,

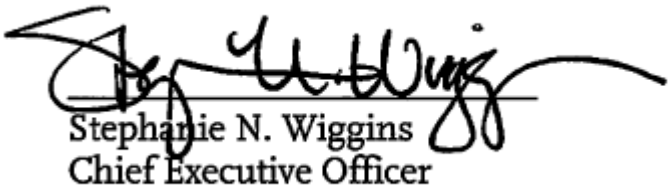
implement, and improve bus service and the customer experience in their areas. Staff will also continue to work with the nominating authorities to recruit and identify potential candidates to fill the remaining vacancies.

ATTACHMENTS

Attachment A - New Appointees Nomination Letters
Attachment B - New Appointees Biographies and Qualifications

Prepared by: Dolores Ramos, Senior Manager, Regional Service Councils, (213) 922-1210

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Metro Service Council Nomination Letters

San Fernando Valley Service Council

CITY OF GLENDALE, CALIFORNIA
Management Services

613 E. Broadway, Suite 200
Glendale, CA 91206-4308
Tel. (818) 548-4844 Fax (818) 547-6740
glendaleca.gov

May 15, 2024

Dolores Ramos
Senior Manager, Transportation Planning
Regional Service Councils
LA Metro

Re: Metro San Fernando Valley Service Council Appointee

Dear Ms. Ramos,

This letter is written to formally appoint **Myung Soo Seok** on the Metro San Fernando Valley Service Council representing the cities of Glendale, Burbank, and San Fernando.

This nomination has been discussed with officials from the Cities of Burbank and San Fernando, who agree that Myung Soo Seok is an excellent choice to represent us on the Service Council and represent transit riders in the three cities.

Should you have any questions or require further information, please contact me at (818) 548-4844 or via email at RGolanian@GlendaleCA.gov.

Thank you for granting us an extra week to finalize this appointment.

Sincerely,

Roubik Golanian
Glendale City Manager

cc: Justin Hess, City Manager – City of Burbank
Nick Kimball, City Manager – City of San Fernando

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

869 KENNETH HAHN HALL OF ADMINISTRATION/LOS ANGELES, CALIFORNIA 90012
Tel: 213-974-5555 Fax: 213-974-1010

KATHRYN BARGER
SUPERVISOR, FIFTH DISTRICT

May 21, 2024

Ms. Dolores Ramos, Senior Manager
Transportation Planning
Regional Service Councils
Metropolitan Transportation Authority
1 Gateway Plaza, MS 99-7-2
Los Angeles, CA 90012

RE: Reappointment of David Perry to the San Fernando Valley Service Council

Dear Ms. Ramos:

This letter serves as my recommendation to reappoint David Perry as my representative to the Los Angeles County Metro San Fernando Valley Service Council.

David resides in the San Fernando Valley and has served as my transportation policy deputy since 2016. In his capacity as my policy deputy, David has gained extensive knowledge and experience in the area of transportation and related issues affecting the San Fernando Valley and the region. He will continue to serve the San Fernando Valley well.

Sincerely,

KATHRYN BARGER
Supervisor, Fifth District

KB:dpo

San Gabriel Valley Service Council

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES
856 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012
Telephone (213) 974-4111 / FAX (213) 613-1739

HILDA L. SOLIS
SUPERVISOR, FIRST DISTRICT

May 17, 2024

Dolores Ramos, Administrator
Regional Service Councils
1 Gateway Plaza
Los Angeles, CA 90012

Re: Annual Appointments to Metro San Gabriel Valley Service Council

Dear Ms. Ramos,

As the Supervisor for the First District of Los Angeles County, I would like to nominate Ms. Gabriela Eddy to the Metro San Gabriel Valley Service Council to serve as the First District's representative from July 1, 2024 through June 30, 2027. You may contact her directly to request all necessary documentation.

Gabriela Eddy
geddy@sbaycenter.com

Given her extensive experience in transportation, Ms. Eddy can offer informed insight as part of the Service Council. I have full confidence in her ability to represent the First District of Los Angeles County. Thank you.

Sincerely,

Hilda L. Solis

HILDA L. SOLIS
Supervisor, First District
Chair, Board of Supervisors

SGVCOG

OFFICERS

President
Tim Hepburn

1st Vice President
Ed Reece

2nd Vice President
April Verlato

3rd Vice President
Cory Moss

MEMBERS
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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
Fifth District, LA County Unincorporated Communities
SGV Water Districts

March 26, 2024

Ms. Dolores Ramos
Metro Service Council
One Gateway Plaza
Los Ángeles, CA 90012

RE: Metro's San Gabriel Valley Service Council Representative

Dear Ms. Ramos:

At their March 21, 2024 meeting, the San Gabriel Valley Council of Governments' Governing Board appointed Ben Wong to serve on the San Gabriel Valley Metro Service Council. The effective term will be July 1, 2024 – June 30, 2027.

Should you have any questions, please feel free to contact me at mcreter@sgvcog.org.

Sincerely,

Marisa Creter

Marisa Creter
Executive Director
San Gabriel Valley Council of Governments

cc: Ben Wong, San Gabriel Valley Service Council

San Gabriel Valley Council of Governments
1333 S. Mayflower Avenue, Suite 360, Monrovia CA 91016

South Bay Cities Service Council

SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

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

April 30, 2024

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

Dear Ms. Ramos:

This letter serves as the South Bay Cities Council of Governments (SBCCOG) recommendation to nominate representatives to serve on the South Bay Metro Service Council.

At their April 25 Board of Directors meeting, the SBCCOG Board approved the following nominees:

- Don Szerlip (incumbent)
- Rochelle Mackabee (incumbent)
- ~~Lucas Simmons (new appointee) – Lomita resident and transit rider~~

These candidates are nominated to serve three-year terms to commence on July 1, 2024 through June 30, 2027.

We respectfully request that the Metro Board appoint these nominees at the May or June Metro Board meeting so that they can be seated in July 2024.

Thank you for your attention to this matter.

Sincerely,

Cedric Hicks, SBCCOG Chair
Councilman, City of Carson

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

Note: New appointee Lucas Simmons withdrew after being selected by the nominating authority; the seat will remain vacant until the South Bay Cities Council of Governments submits a nomination to fill the seat.

Westside Central Service Council

WESTSIDE CITIES
COUNCIL OF GOVERNMENTS

Date: April 12, 2024

To: Dolores Ramos, Chief Administrative Analyst, Metro

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

CC: Martha Eros, Transportation Planner, City of Beverly Hills

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

On April 11, 2024, the Westside Cities Council of Governments (WSCCOG) Board voted unanimously to appoint Martha Eros, Transportation Planner (City of Beverly Hills) to continue serving as the WSCCOG representative to the Metro Westside/Central Service Council for a three-year term beginning July 1, 2024 through June 30, 2027. Attached is her letter of interest.

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

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES
KENNETH HAHN HALL OF ADMINISTRATION
500 W. TEMPLE STREET, STE. 866, LOS ANGELES, CALIFORNIA 90012
PHONE: 213-974-2222 | FAX: 213-680-3283

HOLLY J. MITCHELL
SUPERVISOR, SECOND DISTRICT

May 9, 2024

Ms. Dolores Ramos
Los Angeles County Metropolitan Transportation Authority
Regional Service Councils
1 Gateway Plaza
Mail Stop: 99-7-1
Los Angeles, CA 90012

RE: Nomination of Ms. Pamela Sparrow to the Westside Central Service Council

Dear Ms. Ramos:

I would like to nominate Pamela Sparrow to the Westside Central Service Council (Council) to serve as the Second Supervisorial District's (Second District) representative for the term of July 1, 2024 - June 30, 2027.

I am confident that Ms. Sparrow's knowledge and experience will serve the Council well. As someone who has limited vision, she understands firsthand how critical it is for our buses and trains to be dependable, accessible, and reliable. Advocates like Ms. Sparrow will highlight gaps in our transit system that may otherwise go unnoticed but are consequential for our disadvantaged communities. For example, she has proactively engaged Los Angeles County Metropolitan Transportation Authority to explore opportunities to enhance its 10,000 Homes initiative by having targeted benefits for people with disabilities. Through these actions, and more, Ms. Sparrow demonstrates a desire to ensure our transit system benefits those who need it the most.

Ms. Sparrow has a long history of living and working in the Second District. She is a strong leader and a perfect fit for this role.

If you have any questions about my nomination, please do not hesitate to contact my Senior Deputy for Transportation and Infrastructure, Karishma Shamdasani, at kshamdasani@bos.lacounty.gov or (213) 974-2222.

Sincerely,

HJMitchell

Holly J. Mitchell
Supervisor, Second District
Los Angeles County Board of Supervisors

(TJ/KaS:sw)

EXPOSITION PARK OFFICE
900 EXPOSITION BOULEVARD
LOS ANGELES, CA 90007

LENNOX OFFICE
4343 LENNOX BOULEVARD
LENNOX, CA 90304

MARINA DEL REY OFFICE
13640 MINDANAO WAY, ROOM 2C
MARINA DEL REY, CA 90292

VERMONT CORRIDOR OFFICE
510 S. VERMONT AVENUE, STE G-100
LOS ANGELES, CA 90020

KAREN BASS
MAYOR

May 20, 2024

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

Dear Ms. Ramos:

I hereby reappoint Mr. Thomas Praderio to serve as a representative on the Westside/Central Service Council, for a three year term ending on June 30, 2027. Mr. Praderio's current term will expire on June 30, 2024. His resume is attached.

I certify that in my opinion Mr. Praderio is especially qualified by reason of training and experience for the work which shall devolve upon him, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

KAREN BASS
Mayor

KB:tga

Attachment

200 N. SPRING STREET, ROOM 303 LOS ANGELES, CA 90012 (213) 978-0600
MAYOR.LACITY.ORG

ATTACHMENT B

Service Council Nominee Qualifications

Myung-Soo Seok, Nominee to San Fernando Valley Service Council

Approximately ten years ago, Myung-Soo Seok made a personal decision to sell his car and use Metro as his main mode of transportation as a way to affirm his commitment to integrate public transportation into his 10,000 daily steps regiment and personally live up to his advocacy for getting cars off the road and improving Los Angeles's public transportation system. He currently resides in the San Fernando Valley and uses Orange and Red Lines, as well as several available bus lines, to commute to his office in the Arts District.

Mr. Seok worked closely with the Metro Board in passing Measure R and other transportation related matters during his tenure at the Los Angeles County Federation of Labor, AFL-CIO (2005-2009). Mr. Seok is currently a managing partner with M2 Strategies LLC, a management consultant firm. Prior to that, he worked as Development Director for the Los Angeles County Federation of Labor, AFL-CIO, Senior Council Deputy for the LA City Council's 10th District, and the National Representative for the National AFL-CIO. Mr. Seok holds a Bachelor of Arts (B.A.) in Comparative Politics from Oberlin College.

Gabriela Eddy, Nominee to San Gabriel Valley Service Council

Gabriela Eddy is a Community Organizer at SBCC, a non-profit organization that partners with residents to build empowered communities across Los Angeles. Ms. Eddy first joined SBCC in 2007 through 2012, then returned to SBCC in 2020. In her current role, her work focuses is focused in the East Los Angeles area, where she conducts outreach and educates community members regarding various community programs and opportunities to advocate for community improvements such as participating in the first/last mile station access improvements walk audits for the proposed Eastside Transit Corridor Phase 2 Project.

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

Metro

Board Report

File #: 2024-0187, **File Type:** Contract **Agenda Number:** 25.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 20, 2024

SUBJECT: UNLEADED FUEL

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a five-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. FY119572000 for unleaded fuel to Mansfield Oil Company of Gainesville, Inc., the lowest responsive and responsible bidder, for a three-year base contract with a not-to-exceed amount of $11,588,606.93 and one two-year option for a not-to-exceed amount of $7,763,220.01, for a total not-to-exceed contract amount of $19,351,826.94 inclusive of sales tax, subject to resolution of any properly submitted protest(s), if any.

ISSUE

The recommended contractor is required to provide unleaded fuel for Metro's non-revenue vehicles (sedans, SUVs, trucks, and vans) in support of Bus & Rail Revenue Operations, Facilities Maintenance, Maintenance of Way, and other support operations. Using an Indefinite Delivery/Indefinite Quantity Contract provides Metro with fuel on an as-needed basis at prevailing Oil Price Information Services (OPIS) pricing with the application of state and federal taxes and fees associated with unleaded fuel. In an environment where increasing quantities of non-revenue vehicles are being transitioned to zero-emissions vehicles, it is prudent to establish maximum flexibility for fuel demand and delivery.

BACKGROUND

Metro currently operates a non-revenue fleet of 820 unleaded gasoline-powered vehicles (sedans, SUVs, trucks, and vans) and 558 hybrid vehicles (sedans, SUVs, and trucks) to support bus and rail operations. These vehicles are required to provide field supervision, bus operator relief, parts delivery, custodial services, facilities maintenance, maintenance of way, and various project management efforts.

Metro is committed to promoting and using zero-emission vehicles across the system, including in the non-revenue fleet. The purchase of electric vehicles is in process, along with the development of a system-wide charging infrastructure. Until they are replaced with alternative fuel or zero-emission vehicles in future years, unleaded fuel is required for the existing vehicles.

The current contract for unleaded fuel will expire at the end of July 2024, and the new unleaded fuel supplier will work with Metro to ensure a smooth transition.

DISCUSSION

The award of this Contract will allow the procurement of approximately 5,124,000 gallons of unleaded fuel over five years at prevailing OPIS pricing. OPIS is a widely accepted fuel price index published daily to reflect current market prices for petroleum products in the Los Angeles area. OPIS is a private, independent company with no stake in fuel transactions and is not funded by the oil industry.

Using an Indefinite Delivery/Indefinite Quantity Contract provides Metro with fuel on an as-needed basis at prevailing OPIS pricing with the application of state and federal taxes and fees associated with unleaded fuel. The procurement projections in the bid documents are estimates only, and Metro has no obligation or commitment to order any or all of the unleaded fuel estimated in the bid documents.

Metro is actively working towards converting revenue and non-revenue fleets to zero-emission vehicles to significantly reduce its carbon footprint. As zero-emission non-revenue vehicles become more readily available and the charging infrastructure is developing to support a zero-emission fleet, Metro will continue to replace unleaded fuel vehicles with zero-emission non-revenue vehicles. Currently, 21 electric non-revenue vehicles are in use, and 60 electric non-revenue vehicles are in some stage of the procurement process. Hybrid and zero-emission non-revenue vehicles currently account for 40% of the total non-revenue vehicle fleet.

DETERMINATION OF SAFETY IMPACT

The award of this contract will allow Metro to respond quickly to safety-related incidents and ensure that all operating divisions have an adequate supply of unleaded fuel for the non-revenue vehicles used to support the bus, rail, facilities, and support departments focused on providing safe, clean, and reliable transportation services for Metro customers.

FINANCIAL IMPACT

Funding in the amount of $4,712,300.00 is included in the FY25 budget in account 50405 Fuel Non-Rev. Equipment under multiple bus division maintenance and non-revenue fleet maintenance cost centers in operating project 306002.

Since this is a multi-year Contract, the cost center managers and Chief Operations Officer will be responsible for budgeting the cost in future years, including any option exercised.

Impact to Budget
The current source of funds for this procurement will be Federal, State, and Local funds, including Proposition C, Measure R, Measure M, Transportation Development Act, and Federal Section 5307. Using these funding sources maximizes the intent of allowable funding allocations given approved provisions and guidelines.

EQUITY PLATFORM

This action ensures that non-revenue vehicles have adequate fuel available to support the bus and rail fleet operations that serve Los Angeles County residents and disproportionately serve marginalized and vulnerable transit riders. The unleaded fuel used in non-revenue support vehicles helps to ensure clean, dependable, and safe bus and rail fleets operating in neighborhoods where disparities within the region can exist between residents' access to jobs, housing, education, health, and safety. Metro transportation provides an important lifeline for the residents in underserved communities.

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise goal for this contract due to a lack subcontracting opportunities and the availability of certified small businesses that perform this service.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The contract for unleaded fuel supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The unleaded fuel is required for support vehicles used by Bus & Rail Operations, Facilities Maintenance, Rail Maintenance of Way, and other departments to support the various operations throughout the Metro transit system. These departments are focused on providing clean, safe, and reliable transportation services for all Metro customers.

ALTERNATIVES CONSIDERED

The alternative is not to award the contract and instead purchase unleaded fuel on the spot market. This approach is not recommended since it does not provide for a fixed discount on price or a commitment from the supplier to ensure availability and delivery on a timely basis.

NEXT STEPS

Upon approval, staff will execute Contract No. FY119572000 to Mansfield Oil Company of Gainesville, Inc., effective August 1, 2024, to provide unleaded fuel for Metro's non-revenue fleet in support of Bus and Rail operations.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Irina Conway, Chief Administrative Analyst, (213) 922-5934
James Pachan, Senior Executive Officer, (213) 922-5804
Matthew Dake, Deputy Chief Operations Officer, (213) 922-4061
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

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

Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

UNLEADED FUEL/FY119572000

1.	**Contract Number**: **FY119572000**	
2.	**Recommended Vendor**: Mansfield Oil Company of Gainesville, Inc.	
3.	**Type of Procurement (check one):** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 2/2/24	
	B. Advertised/Publicized: 2/1/24, 2/2/24	
	C. Pre-Bid Conference: 2/14/24	
	D. Bids Due: 3/12/24	
	E. Pre-Qualification Completed: 4/9/24	
	F. Ethics Declaration Forms Submitted to Ethics: 3/25/24	
	G. Protest Period End Date: 6/21/24	
5.	**Solicitations Picked up/Downloaded**: 16	**Bids/Proposals Received**: 5
6.	**Contract Administrator**: **Lorretta Norris**	**Telephone Number**: **(213) 922-2632**
7.	**Project Manager**: **Mike Gallegos**	**Telephone Number**: **(213) 922-5797**

A. Procurement Background

This Board Action is to approve Contract No. FY119572000 for the procurement of unleaded gasoline in support of Metro's non-revenue fleet vehicles. Board approval of contract awards are subject to resolution of any properly submitted protest(s), if any.

The IFB was issued in accordance with Metro's Acquisition Policy and the contract type is an Indefinite Delivery, Indefinite Quantity (IDIQ).

Three amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on 2/7/24, revised the critical due dates;
- Amendment No. 2, issued on 2/23/24, revised the Scope of Services/ Technical Specifications;
- Amendment No. 3, issued on 3/6/24, revised the Scope of Services/ Technical Specifications.

On February 14, 2024, a pre-bid conference was held with a total of 11 individuals in attendance. There were two sets of questions and responses released prior to the bid due date.

A total of five bids were received on March 12, 2024.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with Metro's Acquisition Policy for a competitive sealed bid. All five bids received were determined to be responsive and responsible to the IFB requirements and are listed below in alphabetical order:

- AAA Oil, Inc.
- Mansfield Oil Company of Gainesville, Inc.
- Merrimac Petroleum, Inc. dba Merrimac Energy Group
- Patten Energy Enterprises, Inc.
- SC Fuels

The recommended firm, Mansfield Oil Company of Gainesville, Inc., the lowest responsive and responsible bidder was found to be in full compliance in meeting the bid and technical requirements of the IFB.

C. Price Analysis

The recommended bid price from Mansfield Oil Company of Gainesville, Inc., has been determined to be fair and reasonable based upon adequate price competition, Independent Cost Estimate (ICE), historical purchases and selection of the lowest responsive and responsible bidder.

	Bidder Name	Bid Amount	Metro ICE
1.	Mansfield Oil Company of Gainesville, Inc.	$19,351,826.94	$21,060,000
2.	AAA Oil, Inc.	$19,376,458.01	
3.	Merrimac Petroleum, Inc. dba Merrimac Energy Group	$19,447,673.92	
4.	SC Fuels	$20,429,168.44	
5.	Patten Energy Enterprises, Inc.	$24,462,452.28	

D. Background on Recommended Contractor

The recommended firm, Mansfield Oil Company of Gainesville, Inc., headquartered in Gainesville, Georgia, has been in the petroleum business for over 60 years. Mansfield Oil Company of Gainesville, Inc., has provided the same and similar products to other agencies including Southern California Regional Rail Authority (Metrolink), San Francisco Bay Area – Water Emergency Transportation Authority, San Mateo County Transit, City of Stockton, CA, Dysart Unified School District, Santa Clara Valley Transportation Authority and numerous other agencies.

DEOD SUMMARY

UNLEADED FUEL/FY119572

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish Disadvantaged Business Enterprise (DBE) participation goal for this Indefinite Delivery / Indefinite Quantity (IDIQ) procurement due to lack of subcontracting opportunities. Mansfield Oil Company of Gainesville, Inc. did not make a commitment and is expected to perform the work with its own workforce.

B. Local Small Business Enterprise (LSBE) Preference

LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

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

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

Metro

Board Report

File #: 2024-0255, **File Type:** Contract **Agenda Number:** 26.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 20, 2024

SUBJECT: GRAFFITI ABATEMENT MAINTENANCE SERVICES FOR REGIONS 1, 2 AND 3

ACTION: APPROVE CONTRACT AWARDS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a firm fixed unit rate Contract No. OP91160-20028370 for Region 1 to BriteWorks, Inc. to provide graffiti abatement maintenance services in the not-to-exceed (NTE) amount of $2,644,321 for the three-year base period, and $1,937,690 for the one, two-year option, for a combined NTE amount of $4,582,011, effective August 1, 2024, subject to resolution of any properly submitted protest(s), if any; and

B. AWARD a firm fixed unit rate Contract No. OP91160-20008370 for Regions 2 and 3 to Bread & Water Landscape, LLC to provide graffiti abatement maintenance services in the NTE amount of $7,636,800 for the three-year base period, and $5,559,840 for the one, two-year option, for a combined NTE amount of $13,196,640, effective August 1, 2024, subject to resolution of any properly submitted protest(s), if any; and

C. EXECUTE individual contract modifications within the Board approved contract modification authority.

ISSUE

The existing graffiti abatement services contracts expire July 31, 2024. To ensure service continuity providing timely graffiti abatement services systemwide, two (2) new contract awards are required, effective August 1, 2024. Under these new contracts, graffiti abatement maintenance services will be performed collectively throughout Metro's service area, restructured and split geographically into three regions (Attachment C). One contract will provide services for Region 1, while the other contract will provide services for Regions 2 and 3 combined.

BACKGROUND

On September 17, 2015, the Metro Board of Directors awarded four contracts for Regions 1 through 4 to maintain Metro's service area, which was split geographically into four regions. Each contract

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combined services for graffiti abatement, landscape and irrigation maintenance, and trash and overgrown vegetation removal.

On May 20, 2021, in lieu of new contract awards, Metro Operations, Safety, and Customer Experience Committee directed staff to extend the existing four regional contracts on a month-to-month basis with the required additional authority to continue providing the critical maintenance services, survey small businesses to solicit feedback related to doing business with Metro, and re-evaluate Metro's service area to further enhance competition and increase small business participation.

On June 24, 2021, the Metro Board of Directors approved recommendations for a new enhanced Medium-Size Business Enterprise (MSZ) Program and Small Business Enterprise (SBE) Program.

Based on the staff's evaluation of Metro's service area and frequency levels, the input received from the small businesses survey conducted, and the newly enhanced MSZ and SBE programs policy, revised solicitations were issued, splitting Metro's service area into three geographical regions. Each region will be maintained by three service-specific contracts for graffiti abatement, landscape and irrigation maintenance, and trash and overgrown vegetation removal services. Staff conducted two Systemwide Metro Connect Industry Forum Outreach events specific to graffiti abatement maintenance services on August 23 and 31, 2023. During these outreach events, staff provided an overview of the upcoming solicitation, explained how Metro's service area was split into three geographical regions, and reviewed the new enhanced MSZ and SBE Programs for competitively negotiated procurements.

On September 27, 2022, a solicitation to provide graffiti abatement maintenance services for the three regions was issued under the SBE Set Aside Program. On October 27, 2022, proposals were received for each area; however, the solicitation was canceled to expand SBE Prime participation by updating the solicitation package and limiting contract award to a maximum of two (2) regions per qualified SBE Prime contractor. On October 13, 2023, a new solicitation to provide graffiti abatement maintenance services for the three (3) regions was issued under the SBE Set Aside Program. On November 14, 2023, four (4) proposals were received for each region and were deemed responsive to the SBE Set Aside Program requirements.

DISCUSSION

Under these new graffiti abatement maintenance services contracts, the contractor is required to perform daily inspections throughout Metro's system. All accessible graffiti observed by the contractor must be removed immediately within the same day. All reported accessible graffiti must be removed within 48 hours and reported non-accessible graffiti must be removed expeditiously upon securing approved track allocation and support. Graffiti will be removed using chemical removal agents, a rag, pressurized hot water, and paint-out methods.

Regular graffiti abatement services are essential for Metro facilities to maintain a safe, clean, and pleasant environment for our patrons. Approximately 4,000 graffiti tags are removed monthly from Metro facilities, Rights-Of-Way (ROWs), parking lots, and parcel properties. This service will continue our long-standing practice of zero tolerance for graffiti systemwide, enhance customer

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experience, and improve Metro facilities' overall conditions.

Under the terms of these new contracts, the number of bus and rail stations, facilities, and locations will increase from 527 to 562, including 35 additional locations for the Rail to Rail, Airport Metro Connector (AMC), D line (Purple) Westside Extensions, and A Line (Blue) Foothill Extension Phase 2B system expansion projects as they become operational.

The combined amount for the new contracts recommended for award is 4% below the Independent Cost Estimate (ICE) and 13.6% below the existing combined contract amounts for graffiti abatement maintenance services. The State of California Department of Industrial Relations' prevailing wage applicable for graffiti abatement maintenance services has decreased by 18.9%, from $43.47 to $35.25 per hour, as a result of establishing a new service-specific prevailing wage classification of Graffiti Removal Worker, Journeyman. Based on the expanded scope of services stated above and the latest applicable prevailing wage classification, the amounts for the contracts recommended for award are deemed fair and reasonable.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure service continuity and meet Metro maintenance standards by promptly providing regularly scheduled and as-needed graffiti abatement maintenance services. A proactive approach to maintenance needs will ensure the delivery of safe, clean, on-time, and reliable services systemwide.

FINANCIAL IMPACT

Funding of $3,141,453 for systemwide graffiti abatement maintenance services is included in the FY25 budget under cost center 8370 - Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

Since these are multi-year contracts, the cost center manager and Deputy Chief Operations Officer, Shared Mobility will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action includes operating eligible sales tax funding, including Passenger Fares, Propositions A/C, Measures R/M, STA, and the Transportation Development Act. These fund sources are eligible for bus and rail operations. Given approved guidelines and provisions, these funding sources leverage maximum project fund use.

EQUITY PLATFORM

Providing ongoing graffiti abatement maintenance services supports the beautification and cleanliness of Metro facilities, enhancing patrons' experience while utilizing Metro's transit system. Bus and Rail station cleanliness was identified as one of the top areas of concern in the 2022 Customer Experience Survey conducted to develop the Metro Customer Experience Plan 2023 and assist with funds allocation for the FY24 budget.

As part of this solicitation, two Systemwide Metro Connect Industry Forum Outreach events were conducted on August 23, 2023 and August 31, 2023. During these outreach events, staff provided an overview detailing policies for the SBE Programs for competitively negotiated procurements.

This procurement was solicited under the Small Business (SB) Prime (Set-Aside) program. BriteWorks, Inc., an SB Prime, made a 33% SBE commitment for Region 1, and Bread & Water Landscape, LLC, an SB Prime, made a 35% SBE commitment for Regions 2 and 3.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The staff recommendation supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. Performing ongoing graffiti abatement maintenance services will ensure safe and clean conditions while enhancing customers' experience.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the recommendations. This option is not recommended as it would result in a gap in service that would impact Metro's system safety, cleanliness, operation, and customer experience.

After completing a financial-based insourcing/outsourcing study based on a quantitative and qualitative assessment, staff has conducted an initial analysis of insourcing/outsourcing options for graffiti abatement services, among other services. Based on the findings, graffiti abatement services may be considered for insourcing. Approving this recommendation for a contract award will allow staff the time during the three-year base contract term to take the necessary steps for the planning, acquisition of equipment and materials, allocation of resources, training, and implementation to bring graffiti abatement services in-house.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. OP91160-20028370 for Region 1 with BriteWorks, Inc., and Contract No. OP91160-20008370 for Regions 2 and 3 with Bread & Water Landscape, LLC, to provide graffiti abatement maintenance services, effective August 1, 2024.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - Three Regions' Maps

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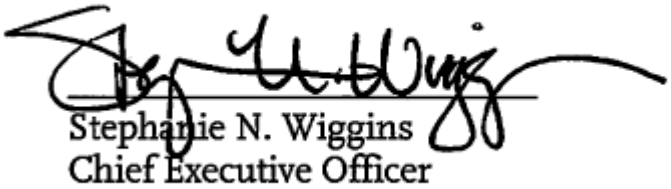


Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

GRAFFITI ABATEMENT SERVICES / OP91160-20028370 and OP91160-20008370

1.	**Contract Number**: OP91160-20028370 (Region 1) OP91160-20008370 (Regions 2 & 3)	
2.	**Recommended Vendor**: BriteWorks, Inc. (Region 1) Bread & Water Landscape, LLC (Regions 2 & 3)	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: October 13, 2023	
	B. Advertised/Publicized: October 13, 2023	
	C. Pre-Proposal Conference: October 19, 2023	
	D. Proposals Due: November 14, 2023	
	E. Pre-Qualification Completed: May 14, 2024	
	F. Conflict of Interest Form Submitted to Ethics: November 16, 2023	
	G. Protest Period End Date: June 24, 2024	
5.	**Solicitations Picked up/Downloaded**: 25	**Bids/Proposals Received**: 4 (Region 1) 4 (Region 2) 6 (Region 3)
6.	**Contract Administrator**: Marc Margoni	**Telephone Number**: 213-922-1304
7.	**Project Manager**: Shaunt Avanesian	**Telephone Number**: 213-922-5931

A. Procurement Background

This Board action is to approve the award of Contract No. OP91160-20028370 (Region 1) to BriteWorks, Inc. and Contract No. OP91160-20008370 (Regions 2 and 3) to Bread & Water Landscape, LLC to provide graffiti abatement services throughout Metro bus and rail facilities, active and inactive rights of way (IROW), Metro Park & Ride (P&R) Lots and Caltrans P&R Lots. Board approval of contact awards is subject to the resolution of any properly submitted protest(s), if any.

The Request for Proposals (RFP) was originally issued on September 27, 2022, as a Small Business Prime Set-Aside. Metro received 12 proposals for regions 1 and 2 combined. However, the solicitation was canceled to expand SBE Prime participation and to limit contract awards to a maximum of two regions per proposer.

Prior to the re-issuance of the solicitation, Metro conducted two Metro Connect Industry Forum Outreach events on August 23, 2023, and August 31, 2023, which were attended by 129 individuals representing small and medium-sized firms. During the outreach events, staff provided an overview detailing the SBE Program policies for competitively negotiated procurements. The event also informed the small business community of the upcoming contracting opportunity to increase and promote small business participation.

On October 13, 2023, RFP No. OP91160-2 was issued as a competitive procurement in accordance with Metro's Acquisition Policy and the contract type is a firm-fixed unit rate. The RFP was issued as a Small Business Prime Set-Aside.

Graffiti abatement services are among the services that are part of Metro's agency-wide strategy to provide partnering opportunities to community-based organizations (CBOs). The RFP encouraged potential proposers to work with CBOs that have direct experience, relationships, and expertise in the geographical locations where graffiti abatement services shall be performed.

Three amendments were issued for this RFP:

- Amendment No. 1, issued on October 23, 2023, provided the Prevailing Wage Information sheet relevant to the RFP;
- Amendment No. 2, issued on November 6, 2023, clarified the RFP proposal due date and the relevant experience to be considered in evaluating proposers' past performance.
- Amendment No. 3, issued on November 9, 2023, clarified changes to the evaluation criteria provided in Amendment No. 2.

A virtual pre-proposal conference was held on October 19, 2023, with eight participants in attendance representing seven firms. There were no questions received prior to the proposal due date.

On November 14, 2023, Metro received a total of 14 proposals listed below in alphabetical order by region:

<u>Region 1</u>
1 Bread & Water Landscape, LLC
2. BriteWorks, Inc.
3. Strive Well-Being, Inc.
4. Urban Graffiti Enterprise, Inc.

<u>Region 2</u>
1. Bread & Water Landscape, LLC
2. BriteWorks, Inc.
3. Strive Well-Being, Inc.
4. Urban Graffiti Enterprises, Inc.

<u>Region 3</u>
1. Bread & Water Landscape, LLC
2. BriteWorks, Inc.
3. CRCD Enterprises
4. Strive Well-Being, Inc.
5. Ultimate Paints, Inc.
6. Urban Graffiti Enterprises, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Facilities Contracted Maintenance Services, Facilities/Property Maintenance, and Art Management & Cultural Programming was convened and conducted a comprehensive technical evaluation of the proposals received for all three regions.

The proposals were evaluated based on the following evaluation criteria:

Minimum Qualification Evaluation: This is a pass/fail criteria. To be responsive to the RFP minimum qualification requirements, proposers must meet all of the following:

a) Must have at least three years of experience performing comprehensive graffiti removal services;
b) Must submit reference information;
c) Must submit a report listing safety training that the project managers/supervisors have received within the last three years; and
d) Must submit a copy of the Proposer's/subcontractor's valid and active State of California C-33 license for painting and C61/D-38 specialty license for sand and water blasting.

Weighted Evaluation: Proposers that met the Phase I Evaluation criteria were then evaluated based on the following weighted criteria:

- Qualifications of the Firm/Team 15%
- Qualifications and Experience of Key Personnel 20%
- Work Plan/Approach 35%
- Cost Proposal 30%

The evaluation criteria are appropriate and consistent with criteria developed for similar procurements. Several factors were considered in developing these weights, giving the greatest importance to the work plan/approach.

Evaluations were conducted from January 16, 2024, through April 12, 2024.

On March 9, 2024, Metro's Diversity & Economic Opportunity Department (DEOD) determined Ultimate Paints, Inc. and CRCD Enterprises to be non-responsive for failing to meet the Small Business Prime Set-Aside requirements for the solicitation. Hence, both firms were excluded from further consideration.

The PET deemed the remaining proposers to be responsive to the minimum qualification evaluation and continued with the weighted evaluation.

The PET independently evaluated and scored the technical proposals and determined that BriteWorks, Inc. was the top-ranked firm for Region 1 and Bread & Water Landscape, LLC was the top-ranked firm for Regions 2 and 3.

Qualifications Summary of Firms:

Bread & Water Landscape, LLC
Bread & Water Landscape, LLC (Bread & Water), located in Pacoima, CA, has been in business for over 4 years. It caters to both commercial and residential clients providing landscaping and weed abatement removal services, trash removal, illegal dumping cleanups, and graffiti removal. Bread & Water is a Metro-certified SBE firm.

BriteWorks, Inc.
BriteWorks, Inc., headquartered in Covina, CA, has been in business for 25 years. It provides commercial and janitorial services throughout the state. Clients include the City of Irwindale and Police Department, City of West Covina and its Senior Centers and Police Department, Coca-Cola, Disney, Irwindale City Brewery, United States Department of Agriculture, and the Army Corps of Engineers. BriteWorks is a Metro-certified SBE firm.

Strive Well-Being, Inc.
Strive Well-Bing, Inc., headquartered in San Diego, CA, has been in business for 16 years. It primarily provides consulting and program management, facility and safety management, fitness and wellness services. Its subcontractor has been providing graffiti abatement, graffiti solutions and pressure washing services since 1993. Strive Well-Being, Inc. is a Metro-certified SBE firm.

Urban Graffiti Enterprises, Inc.

Urban Graffiti Enterprises, Inc., headquartered in Azusa, CA, has been in business for 33 years. It currently provides graffiti removal, anti-graffiti coating, steam cleaning, pressure washing and trash collection services to Metrolink, City of San Fernando, City of Burbank, City of West Hollywood, City of Covina, Compton, Arcadia, and various municipalities in Orange and Riverside Counties. Urban Graffiti Enterprises, Inc. is a Metro-certified SBE firm.

The following is a summary of the PET scores.

Region 1

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**BriteWorks, Inc.**				
3	Qualifications of the Firm/Team	88.00	15.00%	13.20	
4	Qualifications and Experience of Key Personnel	90.00	20.00%	18.00	
5	Work Plan/Approach	92.00	35.00%	32.20	
6	Cost Proposal	96.10	30.00%	28.83	
7	**Total**		**100.00%**	**92.23**	**1**

8	**Urban Graffiti Enterprises, Inc.**				
9	Qualifications of the Firm/Team	86.67	15.00%	13.00	
10	Qualifications and Experience of Key Personnel	82.50	20.00%	16.50	
11	Work Plan/Approach	90.00	35.00%	31.50	
12	Cost Proposal	100.00	30.00%	30.00	
13	**Total**		**100.00%**	**91.00**	**2**
14	**Bread & Water Landscape, LLC**				
15	Qualifications of the Firm/Team	86.67	15.00%	13.00	
16	Qualifications and Experience of Key Personnel	90.00	20.00%	18.00	
17	Work Plan/Approach	92.66	35.00%	32.43	
18	Cost Proposal	87.53	30.00%	26.26	
19	**Total**		**100.00%**	**89.69**	**3**
20	**Strive Well-Being, Inc.**				
21	Qualifications of the Firm/Team	79.33	15.00%	11.90	
22	Qualifications and Experience of Key Personnel	79.15	20.00%	15.83	
23	Work Plan/Approach	86.66	35.00%	30.33	
24	Cost Proposal	96.63	30.00%	28.99	
25	**Total**		**100.00%**	**87.05**	**4**

Region 2

1	**Firm**	**Average Score**	**Factor Weight**	**Weighted Average Score**	**Rank**
2	**Bread & Water, Landscape, LLC**				
3	Qualifications of the Firm/Team	86.67	15.00%	13.00	
4	Qualifications and Experience of Key Personnel	90.00	20.00%	18.00	
5	Work Plan/Approach	92.66	35.00%	32.43	
6	Cost Proposal	100.00	30.00%	30.00	

7	**Total**		**100.00%**	**93.43**	**1**
8	**BriteWorks, Inc.**				
9	Qualifications of the Firm/Team	88.00	15.00%	13.20	
10	Qualifications and Experience of Key Personnel	90.00	20.00%	18.00	
11	Work Plan/Approach	92.00	35.00%	32.20	
12	Cost Proposal	92.17	30.00%	27.65	
13	**Total**		**100.00%**	**91.05**	**2**
14	**Urban Graffiti Enterprises, Inc.**				
15	Qualifications of the Firm/Team	86.67	15.00%	13.00	
16	Qualifications and Experience of Key Personnel	82.50	20.00%	16.50	
17	Work Plan/Approach	90.00	35.00%	31.50	
18	Cost Proposal	98.00	30.00%	29.40	
19	**Total**		**100.00%**	**90.40**	**3**
20	**Strive Well-Being, Inc.**				
21	Qualifications of the Firm/Team	79.33	15.00%	11.90	
22	Qualifications and Experience of Key Personnel	79.15	20.00%	15.83	
23	Work Plan/Approach	86.66	35.00%	30.33	
24	Cost Proposal	97.23	30.00%	29.17	
25	**Total**		**100.00%**	**87.23**	**4**

Region 3

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Bread & Water Landscape, LLC**				
3	Qualifications of the Firm/Team	86.67	15.00%	13.00	
4	Qualifications and Experience of Key Personnel	90.00	20.00%	18.00	
5	Work Plan/Approach	92.66	35.00%	32.43	
6	Cost Proposal	100.00	30.00%	30.00	
7	**Total**		**100.00%**	**93.43**	**1**
8	**BriteWorks, Inc.**				
9	Qualifications of the Firm/Team	88.00	15.00%	13.20	
10	Qualifications and Experience of Key Personnel	90.00	20.00%	18.00	
11	Work Plan/Approach	92.00	35.00%	32.20	
12	Cost Proposal	92.00	30.00%	27.60	
13	**Total**		**100.00%**	**91.00**	**2**
14	**Urban Graffiti Enterprises, Inc.**				
15	Qualifications of the Firm/Team	86.67	15.00%	13.00	
16	Qualifications and Experience of Key Personnel	82.50	20.00%	16.50	
17	Work Plan/Approach	90.00	35.00%	31.50	
18	Cost Proposal	97.97	30.00%	29.39	
19	**Total**		**100.00%**	**90.39**	**3**
20	**Strive Well-Being, Inc.**				
21	Qualifications of the Firm/Team	79.33	15.00%	11.90	
22	Qualifications and Experience of Key Personnel	79.15	20.00%	15.83	
23	Work Plan/Approach	86.66	35.00%	30.33	
24	Cost Proposal	92.60	30.00%	27.78	
25	**Total**		**100.00%**	**85.84**	**4**

C. Price Analysis

Region 1

The recommended price has been determined to be fair and reasonable based on adequate price competition, price analysis, technical analysis, fact-finding and negotiations. Staff successfully negotiated a cost savings of $66,759.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1	BriteWorks, Inc.	$4,648,770	$4,491,630	$4,582,011
2	Urban Graffiti Enterprises, Inc.	$4,467,600		
3	Bread & Water Landscape, LLC	$5,103,750		
4	Strive Well-Being, Inc.	$4,623,300		

Region 2

The recommended price has been determined to be fair and reasonable based on adequate price competition, price analysis, technical analysis, fact-finding and negotiations. Staff successfully negotiated a cost savings of $59,040.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1	Bread & Water Landscape, LLC	$5,792,760	$6,080,280	$5,733,720
2	BriteWorks, Inc.	$6,285,600		
3	Urban Graffiti Enterprises, Inc.	$5,910,840		
4	Strive Well-Being, Inc.	$5,957,280		

Region 3

The recommended price has been determined to be fair and reasonable based on adequate price competition, price analysis, technical analysis, fact-finding and negotiations. Staff successfully negotiated a cost savings of $78,560.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1	Bread & Water Landscape, LLC	$7,541,480	$7,931,750	$7,462,920
2	BriteWorks, Inc.	$8,198,060		
3	Strive Well-Being, Inc.	$8,144,910		
4	Urban Graffiti Enterprises	$7,698,600		

D. Background on Recommended Contractors

Region 1

BriteWorks, Inc. (BriteWorks), founded in 1996, is a minority, woman-owned corporation. It specializes in commercial and industrial quality cleaning for the business community. BriteWorks currently provides graffiti abatement and trash removal services to Metro as a subcontractor and performance has been satisfactory.

The BriteWorks team includes one SBE subcontractor that will provide painting services and one non-SBE subcontractor that will handle some of the chemical graffiti removal work. The non-SBE subcontractor has been providing graffiti abatement services to Metro since 2015 and performance has been satisfactory.

Region 2 & Region 3

Bread & Water Landscape, LLC (Bread & Water), founded in 2019, has been providing graffiti abatement services, landscaping and weed abatement removal services, trash removal, and illegal dumping cleanups since 2020.

The Bread & Water team includes a non-SBE subcontractor that has been providing graffiti abatement services to Metro since 2001 and performance has been satisfactory.

DEOD SUMMARY

GRAFFITI ABATEMENT SERVICES / OP91160-20028370 AND OP91160-20008370

This procurement was subject to the Small Business (SB) Prime (Set-Aside) policy and was open to **SBE Certified Small Business Only**.

A. Small Business Participation – Region 1

Brightworks, Inc., an SB Prime, is performing 30% of the work with its own workforce and made a total SBE commitment of 33%.

SMALL BUSINESS SET-ASIDE

	SBE Firm Name	SBE % Committed
1.	Brightworks, Inc. (SBE Prime)	30%
2.	Décor Interior Design	3%
	Total SBE Commitment	33%

B. Small Business Participation – Region 2

Bread & Water Landscape, LLC, an SB Prime, is performing 35% of the work with its own workforce and made a total SBE commitment of 35%.

SMALL BUSINESS SET-ASIDE

	SBE Firm Name	SBE % Committed
1.	Bread & Water Landscape, LLC (SBE Prime)	35%
	Total SBE Commitment	35%

C. Small Business Participation – Region 3

Bread & Water Landscape, LLC, an SB Prime, is performing 35% of the work with its own workforce and made a total SBE commitment of 35%.

SMALL BUSINESS SET-ASIDE

	SBE Firm Name	SBE % Committed
1.	Bread & Water Landscape, LLC (SBE Prime)	35%
	Total SBE Commitment	35%

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

E. Prevailing Wage Applicability

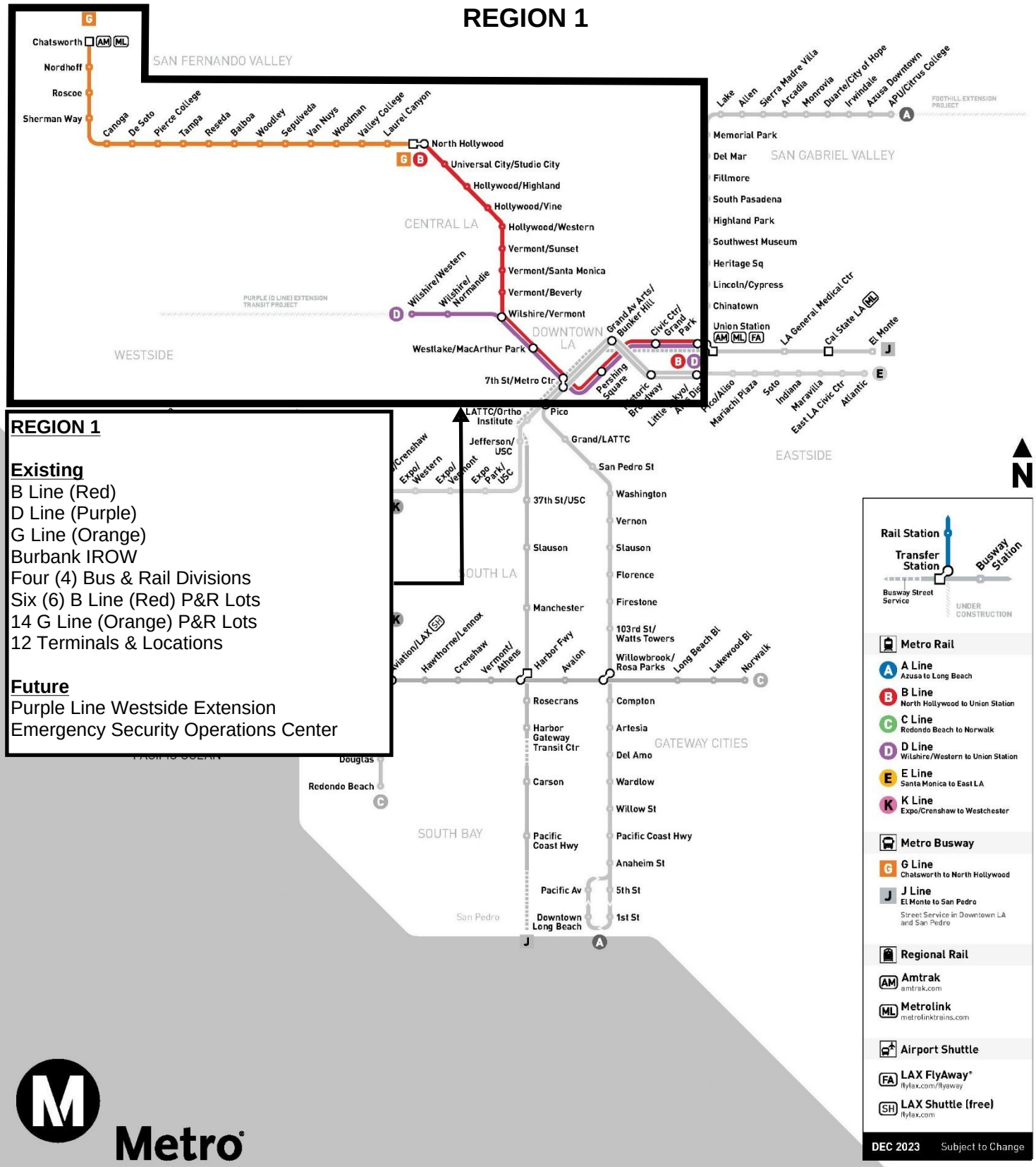
Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

F. 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.

ATTACHMENT C
THREE REGIONS' MAPS

GRAFFITI ABATEMENT MAINTENANCE SERVICES
REGION 1

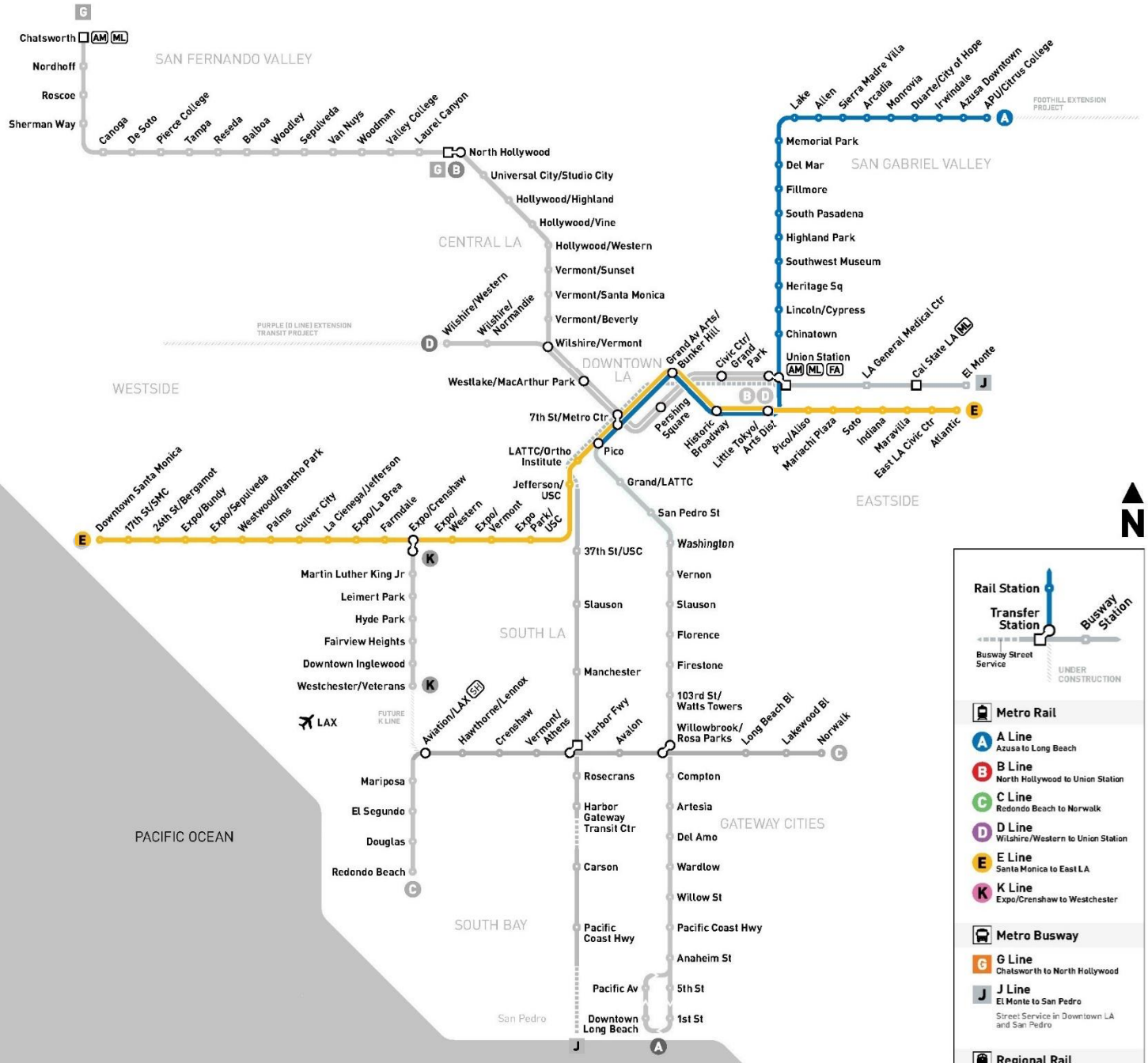


REGION 1

Existing
B Line (Red)
D Line (Purple)
G Line (Orange)
Burbank IROW
Four (4) Bus & Rail Divisions
Six (6) B Line (Red) P&R Lots
14 G Line (Orange) P&R Lots
12 Terminals & Locations

Future
Purple Line Westside Extension
Emergency Security Operations Center

Metro


SAN FERNANDO VALLEY
Chatsworth
Nordhoff
Roscoe
Sherman Way
Canoga
De Soto
Pierce College
Tampa
Reseda
Balboa
Woodley
Sepulveda
Van Nuys
Woodman
Valley College
Laurel Canyon
North Hollywood
Universal City/Studio City
Hollywood/Highland
Hollywood/Vine
Hollywood/Western
Vermont/Sunset
Vermont/Santa Monica
Vermont/Beverly
Wilshire/Vermont
CENTRAL LA
Wilshire/Western
Wilshire/Normandie
PURPLE (D LINE) EXTENSION TRANSIT PROJECT
WESTSIDE
Westlake/MacArthur Park
DOWNTOWN LA
7th St/Metro Ctr
LATTC/Ortho Institute
Pico
Grand/LATTC
Grand Av Arts/Bunker Hill
Civic Ctr/Grand Park
Pershing Square
Historic Broadway
Little Tokyo/Arts Dist
Union Station
Lake
Allen
Sierra Madre Villa
Arcadia
Monrovia
Duarte/City of Hope
Irwindale
Azusa Downtown
APU/Citrus College
FOOTHILL EXTENSION PROJECT
Memorial Park
Del Mar
SAN GABRIEL VALLEY
Fillmore
South Pasadena
Highland Park
Southwest Museum
Heritage Sq
Lincoln/Cypress
Chinatown
LA General Medical Ctr
Cal State LA
El Monte
Pico/Aliso
Mariachi Plaza
Soto
Indiana
Maravilla
East LA Civic Ctr
Atlantic
EASTSIDE
Downtown Santa Monica
17th St/SMC
26th St/Bergamot
Expo/Bundy
Expo/Sepulveda
Westwood/Rancho Park
Palms
Culver City
La Cienega/Jefferson
Expo/La Brea
Farmdale
Expo/Crenshaw
Expo/Western
Expo/Vermont
Expo Park/USC
Jefferson/USC
San Pedro St
Washington
Vernon
Slauson
Florence
Firestone
103rd St/Watts Towers
Willowbrook/Rosa Parks
Long Beach Bl
Lakewood Bl
Norwalk
37th St/USC
Martin Luther King Jr
Leimert Park
Hyde Park
Fairview Heights
Downtown Inglewood
Westchester/Veterans
SOUTH LA
Manchester
LAX
FUTURE K LINE
Aviation/LAX
Hawthorne/Lennox
Crenshaw
Vermont/Athens
Harbor Fwy
Avalon
Mariposa
El Segundo
Douglas
Redondo Beach
Rosecrans
Harbor Gateway Transit Ctr
Carson
Compton
Artesia
Del Amo
Wardlow
Willow St
GATEWAY CITIES
SOUTH BAY
Pacific Coast Hwy
Anaheim St
Pacific Av
5th St
1st St
San Pedro
Downtown Long Beach
PACIFIC OCEAN
N
Rail Station
Transfer Station
Busway Station
Busway Street Service
UNDER CONSTRUCTION
Metro Rail
A Line Azusa to Long Beach
B Line North Hollywood to Union Station
C Line Redondo Beach to Norwalk
D Line Wilshire/Western to Union Station
E Line Santa Monica to East LA
K Line Expo/Crenshaw to Westchester
Metro Busway
G Line Chatsworth to North Hollywood
J Line El Monte to San Pedro
Street Service in Downtown LA and San Pedro
Regional Rail
Amtrak amtrak.com
Metrolink metrolinktrains.com
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LAX FlyAway* flylax.com/flyaway
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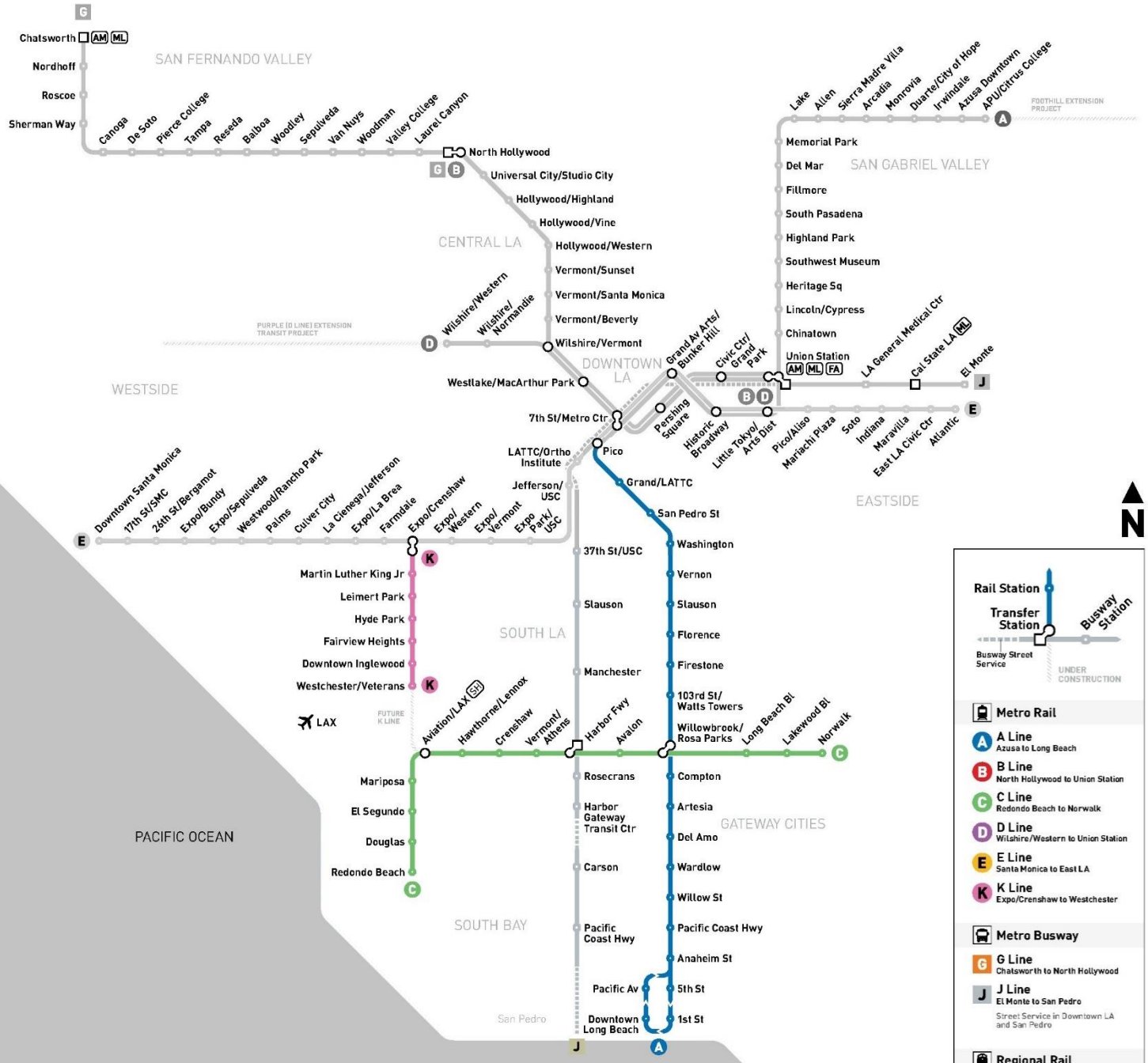
SAN FERNANDO VALLEY
Chatsworth
Nordhoff
Roscoe
Sherman Way
Canoga
De Soto
Pierce College
Tampa
Reseda
Balboa
Woodley
Sepulveda
Van Nuys
Woodman
Valley College
Laurel Canyon
North Hollywood
Universal City/Studio City
Hollywood/Highland
Hollywood/Vine
Hollywood/Western
Vermont/Sunset
Vermont/Santa Monica
Vermont/Beverly
Wilshire/Vermont
CENTRAL LA
Wilshire/Western
Wilshire/Normandie
PURPLE (D LINE) EXTENSION TRANSIT PROJECT
WESTSIDE
Westlake/MacArthur Park
DOWNTOWN LA
Grand Av Arts/Bunker Hill
Civic Ctr/Grand Park
Union Station
Pershing Square
Historic Broadway
Little Tokyo/Arts Dist
7th St/Metro Ctr
LATTC/Ortho Institute
Pico
Grand/LATTC
San Pedro St
Washington
Vernon
Slauson
Florence
Firestone
103rd St/Watts Towers
Willowbrook/Rosa Parks
Compton
Artesia
Del Amo
Wardlow
Willow St
Pacific Coast Hwy
Anaheim St
5th St
1st St
Downtown Long Beach
SAN GABRIEL VALLEY
Lake
Allen
Sierra Madre Villa
Arcadia
Monrovia
Duarte/City of Hope
Irwindale
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Culver City
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Expo/La Brea
Farmdale
Expo/Crenshaw
Expo/Western
Expo/Vermont
Expo Park/USC
Jefferson/USC
37th St/USC
Martin Luther King Jr
Leimert Park
Hyde Park
Fairview Heights
Downtown Inglewood
Westchester/Veterans
LAX
FUTURE K LINE
Slauson
SOUTH LA
Manchester
Aviation/LAX
Hawthorne/Lennox
Crenshaw
Vermont/Athens
Harbor Fwy
Avalon
Mariposa
El Segundo
Douglas
Redondo Beach
Rosecrans
Harbor Gateway Transit Ctr
Carson
GATEWAY CITIES
SOUTH BAY
Pacific Coast Hwy
Pacific Av
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Rail Station
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Wilshire/Western to Union Station
E Line
Santa Monica to East LA
K Line
Expo/Crenshaw to Westchester
Metro Busway
G Line
Chatsworth to North Hollywood
J Line
El Monte to San Pedro
Street Service in Downtown LA and San Pedro
Regional Rail
Amtrak
amtrak.com
Metrolink
metrolinktrains.com
Airport Shuttle
LAX FlyAway*
flylax.com/flyaway
LAX Shuttle (free)
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Los Angeles, CA

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Board Report

File #: 2024-0288, **File Type:** Contract **Agenda Number:** 27.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 20, 2024

SUBJECT: EXERCISE OPTION FOR A650 HEAVY RAIL VEHICLE STATIC CONVERTER LOW VOLTAGE POWER SUPPLY (LVPS)

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 2 to exercise an option for the purchase of 37 Static Converter Low Voltage Power Supply (LVPS) units under Contract No. OP82170000 to Kiepe Electric LLC in the amount of $1,470,195, increasing the total Contract value from $472,306 to $1,942,501 and extending the period of performance by 18 months from October 5, 2024 to April 5, 2026.

ISSUE

The Breda A650 Heavy Rail Vehicle (HRV) option fleet consists of 37 married-pair vehicles and is in its 27th year of revenue service operations. The fleet is currently undergoing a Component Level Overhaul Program, overhauling five significant systems, including friction brakes, traction motor, gearbox coupler, semi-permanent coupler, and new LVPS equipment.

BACKGROUND

On August 18, 2022, the Metro Board awarded Kiepe Electric LLC for a firm fixed unit price Contract No. OP82170000 for the purchase of forty-two (42) new Low Voltage Power Supply (LVPS) units in support of the A650 Heavy Rail Vehicle (HRV) fleet overhaul. The contract consists of a base order of 5 units in the amount of $472,306, with an available option order of 37 units in the amount of $1,470,195 for a total contract amount of $1,942,501. Of note, splitting the contract into base and option orders is mainly due to the complexity of original equipment that is with 25 plus year technology and is with parts therefore obsolescence with minimal risk to the agency should the new contractor not perform.

DISCUSSION

The Low-Voltage Power Supply is one of six vehicle systems within the Component Overhaul Program, which is managed and performed by Rail Fleet Services staff.

The LVPS equipment consists of low and high-voltage electronic components that convert traction supply power of 750 Vdc to 120 & 220 Vac for battery charging, emergency lighting, braking systems, and door operation supply source. The LVPS is considered vital and safety-critical equipment necessary to sustain the A650 fleet in revenue service operations in conjunction with the State of Good Repair (SGR) policy.

Rail Fleet Services (RFS) Engineering developed equipment overhaul specification(s) for all systems included in the Component Overhaul Program based on OEM recommendations and RFS maintenance experience. The contractor will design, manufacture, test, and implement the development of LVPS equipment units in accordance with Metro's technical specifications within the defined schedule requirements.

Of note, the Heavy Rail Modernization project does not include overhaul or the purchase of new LVPS equipment. This is a separate task managed by the Rail Fleet Services Component Overhaul Group.

DETERMINATION OF SAFETY IMPACT

Purchasing new LVPS equipment ensures vehicle battery charging levels for friction braking, emergency lighting, doors, and other vital systems. In the event of LVPS equipment failure, the vehicle safety systems are compromised, and the vehicle will not operate.

FINANCIAL IMPACT

Funding of $1,470,195 for 37 LVPS equipment units is included in the Component Overhaul Life of Project Budget (LOP) CP number 206038. The delivery of the base order LVPS equipment is in production, followed by the option order delivery by the 1st quarter of FY26.

Impact to Budget

Current funding for this action is a combination of Federal and Local funds, primarily consisting of Federal Section 5337 and Measure M, which are not operating eligible funds.

EQUITY PLATFORM

The Red (B) and Purple (D) rail lines utilize all of Metro's heavy rail fleet vehicles. Based on the 2019 Customer Survey, the Red (B) and Purple (D) rail lines serve the following ridership:

- 27.7% below the poverty line
- 56.4% had no car available
- Rider Ethnicity: Latino 38.9%; Black 13.1%; White 25.8%; Asian/Pacific Islander 15.2%; Other 6.5%

In addition, areas served include Union Station to Downtown LA, Koreatown (Wilshire/Western), Hollywood, Universal City, and North Hollywood, most of which include Equity Focus Communities. Sustaining revenue service operations within these communities provides equitable access to job

opportunities, commuting to and from work, and contributes to the local economy via shopping malls and restaurants.

No Disadvantaged Business Enterprise goal was established due to the lack of subcontracting opportunities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro Strategic Plan Goal 5) Provide responsive, accountable, and trustworthy governance within the Metro organization. New LVPS will ensure fleet and equipment reliability, minimize vehicle maintenance needs, and provide safety for Metro's passengers in all operational modes.

ALTERNATIVES CONSIDERED

Due to the OEM's inability to repair or overhaul the LVPS equipment, technology transfer, and parts obsolescence, it is imperative to procure new LVPS equipment utilizing current technologies and parts that will support vehicle operations for an estimated 15 years. As the A650 HRV fleet has over 25 years of revenue service without major overhaul the LVPS has remained in service and is now failing at an increased rate. Although there are alternatives for a new procurement the issue is the time required to do so including technical document resubmission and repeated procurement duration it is recommended to exercise the option thereby saving time and significantly reducing the risk of missed service therefore this alternative was not considered.

NEXT STEPS

Upon Board approval, the contract awardee will continue the design, manufacturing, testing, and prototyping process as outlined in Metro's Technical Specification for new LVPS equipment. The Contractor shall provide a production schedule to identify milestones consistent with the scheduled delivery of the LVPS equipment.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Modification Log
Attachment C - DEOD Summary

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Reviewed by:
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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

A650 HEAVY RAIL VEHICLE STATIC CONVERTER LOW VOLTAGE POWER SUPPLY (LVPS) - EXERCISE OPTION

1.	**Contract Number**: OP82170000			
2.	**Contractor**: Kiepe Electric LLC			
3.	**Mod. Work Description**: Exercise Option authorizing the Contractor to continue manufacturing 37 LVPS units for the A650 heavy rail vehicles (HRVs).			
4.	**Contract Work Description**: This is in support of the A650 HRV fleet component overhaul program to enhance safety, availability, and reliability. The Contractor shall be responsible for continued design, manufacturing, and delivery of new LVPS units.			
5.	**The following data is current as of April 19, 2024 :**			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	October 6, 2022	**Contract Award Amount:**	$ 472,306.00 Base
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	1
	Original Complete Date:	October 5, 2024	**Pending Modifications (including this action):**	$ 1,470,195.00 Option
	Current Est. Complete Date:	February 1, 2026	**Current Contract Value (with this action):**	$ 1,942,501.00 Base+Option
7.	**Contract Administrator**: Jessica Omohundro		**Telephone Number**: 213-922-4790	
8.	**Project Manager**: Richard Lozano		**Telephone Number**: 323-224-4042	

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 issued in support of exercising the Option for the continued design, manufacturing, and delivery of new Low Voltage Power Supply (LVPS) units for the firm-fixed-price of $1,453,915.00, increasing the total contract value from $472,306 to $1,942,501.00. The firm-fixed-price amount option was competitively solicited during the procurement phase of the Base Contract Award.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy. The Contract with Kiepe Electric LLC was approved by the Board of Directors on August 18, 2022 under Agenda Number 32. The exercise of this Contract Option will extend the period of performance by 18-months from October 5, 2024 to April 5, 2026.

B. Cost/Price Analysis

The recommended price of $1,942,501 has been determined to be fair and reasonable based upon an independent cost estimate (ICE), price analysis, technical evaluation, clarifications and negotiations.

This Contract Option is being exercised within the validity of the Option period and price is not subject to escalation.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
1.	Kiepe Electric LLC	$1,957,170	$1,595,000	**$1,942,501**
2.	AmePower	$2,333,796	$1,595,000	$2,333,796

The difference in ICE and negotiated amount is due to several factors. The ICE didn't account for LVPS assembly, Training and Engineering Fee, as well as shipping and travel costs. Additionally, the ICE was based on a previous industry quote which didn't account for recent increase in inflation, transportation/shipping costs, and covid-related supply chain delays which increased significantly since the development of the ICE.

ATTACHMENT B

CONTRACT MODIFICATION LOG

A650 LOW VOLTAGE POWER SUPPLY / OP82170000

Mod. no.	Description	Status (approved or pending)	Date	Amount
1	Modify unit price	Approved	05.02.24	$0
2	**Exercise Option**	**Pending**	**TBA**	**$1,470,195**
	Modification Total:			**$1,470,195**
	Original Contract:			**$472,306**
	Total:			**$1,942,501**

DEOD SUMMARY

EXERCISE OPTION FOR A650 HEAVY RAIL VEHICLE STATIC CONVERTER LOW VOLTAGE POWER SUPPLY (LVPS)/OP82170000

A. Small Business Participation

The Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this project due to the lack of subcontracting opportunities. Kiepe Electric LLC did not make a commitment and is expected to perform the work with its own workforce.

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 modification/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.

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Metropolitan Transportation
Authority
One Gateway Plaza
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Los Angeles, CA

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Board Report

File #: 2024-0292, **File Type:** Contract **Agenda Number:** 28.

REVISED
OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 20, 2024

SUBJECT: METRO FREEWAY SERVICE PATROL

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD a 54-month firm fixed unit rate Contract No. FS118013-C0003000-13A to Neighborhood Towing 4U, Inc. for Metro Freeway Service Patrol (FSP) towing services for Beat 7 and Beat 29 in the amount of $9,432,184, effective July 2024, subject to resolution of any properly submitted protest(s), if any;

B. AWARD a 54-month firm fixed unit rate Contract No. FS118013-C0003001-13B to Reliable Delivery Service, Inc., DBA R.D.S. Towing, for FSP towing services for Beat 11 and Beat 28 in the amount of $8,596,062.16, effective July 2024, subject to resolution of any properly submitted protest(s), if any;

C. AWARD a 54-month firm fixed unit rate Contract No. FS118013-C0003002-13C to Hovanwil, Inc., DBA Jon's Towing, for FSP towing services for Beat 24 and Beat 41 in the amount of $10,212,384.70, effective July 2024, subject to resolution of any properly submitted protest(s), if any;

D. AWARD a 54-month firm fixed unit rate Contract No. FS118013-C0003003-13D to Disco Auto Sales, DBA Hollywood Car Carrier Service, for FSP towing services for Beat 27 and Beat 33, in the amount of $8,623,240.45, effective July 2024, subject to resolution of any properly submitted protest(s), if any;

E. AWARD a 54-month firm fixed unit rate Contract No. FS118013-C0003004-13E to Sonic Towing, Inc. for FSP towing services for Beat 36 and Beat 42, in the amount of $7,837,402.68, effective July 2024, subject to resolution of any properly submitted protest(s), if any; and

F. AWARD a 54-month firm fixed unit rate Contract No. FS118013-C0003005-13F to Safeway Towing Services, Inc., DBA Bob's Towing, for FSP towing services for Beat 50, in the amount of

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$4,449,861.00, effective July 2024, subject to resolution of any properly submitted protest(s), if any.

HORVATH AMENDMENT: For the upcoming RFP, evaluate the feasibility of a pilot program that includes battery-powered, Level 2 EV charging capabilities as a feature to assist motorists.

ISSUE

The award of six Freeway Service Patrol (FSP) light duty tow service contracts (11 beats) is intended to replace expired or expiring contracts to prevent gaps in service provision.

BACKGROUND

The FSP program is a congestion mitigation program managed in partnership with Metro, CHP, and Caltrans, serving motorists on all major freeways in Los Angeles County. The program began as a pilot in LA County in 1991 and is now the largest FSP program of its kind in the nation. Metro's FSP program has performed over 9,500,000 assists to date and maintains the highest Benefit to Cost (B/C) ratio of all 14 FSP programs within California.

The program utilizes a fleet of roving tow and service trucks designed to reduce traffic congestion by efficiently rendering disabled vehicles operational by changing out flat tires, providing a jump start, adding water to the radiator, taping leaking hoses, providing a gallon of gas and/or quickly towing those vehicles from the freeway to a designated safe location. These services are free to motorists. Removing motorists and their disabled vehicles from the freeway reduces the chances of further incidents caused by onlookers and impatient drivers. FSP helps save fuel and reduce air polluting emissions by reducing stop-and-go traffic through the provision of free services to motorists and operates seven days a week during peak commuting hours.

Metro contracts with independent tow service providers for Freeway Service Patrol Light Duty (FSPLD) tow service on general purpose lanes on all major freeways in Los Angeles County, two Freeway Service Patrol ExpressLanes (FSPEL) contracts on the I-110 and I-10, and two Freeway Service Patrol Heavy Duty (FSPHD) contracts (I-710 and SR-91) to assist large commercial vehicles (Attachment C). 138 tow and service trucks are deployed each weekday during peak commuting hours.

FSP light duty contracts are re-procured approximately every four years to replace aging vehicles, encourage competition by providing tow service contractors the opportunity to bid on new contracts and allow new contracts to reset rates using current industry prices.

The annual benefits of the program are as follows:

- For individual beats, an annual B/C Ratio of 6:1 - For every $1 spent, there is a $6 benefit to motorists
- 238,000 motorist assists
- 3,824,756 hours motorists saved from sitting in traffic
- 6,574,756 gallons of fuel savings

- Approximately 57,726,359 kg of CO2 reductions
- The average motorist wait time for FSP service is 10 minutes (the average wait time for other roadside services is over 30 minutes)
- The Los Angeles County FSP program generates one-half of the cumulative benefits of the 14 FSP programs in the state.

DISCUSSION

The award of contracts for beats 7 and 29, 11 and 28, 24 and 41, 27 and 33, 36 and 42, and 50 will replace expiring and vacant contracts. The beats are comprised of 179 centerline miles of freeway and will utilize a combination of 35 tow and service trucks to provide service.

Once contracts are awarded, contractors will have a mobilization period to complete the required startup activities to begin service. The following list summarizes the major activities that must be completed prior to FSP service operations:

- Purchase vehicle chassis and beds
- Build vehicles to FSP specifications (8-12 weeks)
- Metro Radio Shop installation of communications equipment (4-5 weeks)
- Hire and train prospective FSP drivers
- CHP testing and certification of FSP drivers
- Obtain program supplies
- CHP inspection and certification of contract vehicles

Increased Program Costs

Over the past four years, rising operating costs have significantly impacted the towing industry. This includes liability insurance premiums, which in some cases, have increased over 200%, the cost of new tow trucks increasing 100%, fuel costs (which is a major expenditure of FSP contractors) remaining at high levels for diesel, and the implementation of Living Wage Standards, which can increase the cost of labor up to 3% annually. Vehicle maintenance costs have also increased due to changing emissions standards and the lack of availability of replacement parts (related to supply chain issues), increasing prices for parts suppliers. These increased industry costs translate into higher hourly rate bids for FSP contracts. Between 2016 and 2021, hourly rates awarded increased approximately 33%, and for contracts recommended for award in this report, the hourly rates increased an additional 25% from 2021.

Cost Reduction Efforts

Staff continues to implement strategies to reduce program costs through various methods.

- Created FSP Regions - consolidating six beats into a single procurement with multiple contract awards and reducing the number of required backup trucks per beat.

- Outreach efforts to local firms and former contractors to obtain feedback and increase the number of firms bidding on FSP contracts to increase competition.
- FSP staff participation at the annual towing industry convention sponsored by the California Tow Truck Association. FSP agencies from across the state staff a booth to increase awareness of the FSP program and inform tow operators of contracting opportunities.
- Staff have created a bidders list of firms contacted at the annual convention, through local outreach, and through unsolicited requests for information about the FSP program from various tow firms. This list supplements the firms registered with Vendor Contract Management (VC/M) when releasing solicitations.
- Five of the contracts recommended for award in this report are two-beat contracts. Two-beat contracts were offered to reduce the number of backup trucks to reduce program costs. Usually, each beat will have its own backup truck, but combining two beats into a single contract could eliminate one backup truck to minimize program costs. Reducing one tow truck (each tow truck costs approximately $170,000) for each of the five contracts should create a savings opportunity of approximately $850,000.

Program Funding

Caltrans allocates and manages funding dedicated to FSP programs statewide from two funding sources each year. The first is through legislation (state highway funds) provided when the program was established.

The second funding source is Senate Bill 1 (SB-1), passed in 2017. Metro staff worked proactively to assure a discrete funding source for FSP during SB-1's development and, upon its passage, collaborated in developing guidelines for funding allocation.

LA County has the worst congestion in the nation, and Metro's FSP program is the largest in the state. In comparison to the state's other FSP programs, it consistently performs at the highest B/C ratio, generates approximately 50% of the state's performance metrics (number of assists, emissions/fuel/motorist delay savings), and does so while receiving only 31% of state allocated funds. While Metro must provide a 25% match to the state funds due to the congestion level and the program's size, Metro ultimately provides 59% of the total FSP program funding using local funds.

DETERMINATION OF SAFETY IMPACT

The FSP Program enhances safety on Los Angeles County freeways by assisting motorists with disabled vehicles, towing vehicles from freeway lanes to prevent secondary accidents, and removing debris/obstacles from lanes that can pose a hazard to motorists.

In February 2024, HAAS Alert, Safety Cloud was installed on all FSP vehicles. Safety Cloud sends a notification to WAZE and Apple Maps users within 30 seconds of approaching an FSP truck assisting a motorist on the freeway. The notification alerts the users that FSP is stopped ahead and to slow down. HAAS Alert provides this service primarily to first responders, FSPs, and tow operators responding to freeway incidents. There are many instances where motorists are stranded in traffic lanes and may not be visible to other motorists approaching at a high rate of speed. Safety Cloud can effectively reduce traffic

speeds in a specific area to enhance the safety of the FSP driver and the motorist they are assisting. In March 2024, there were 234,000 notifications to WAZE and Apple Maps users alerting motorists to FSP trucks stopped to assist motorists. HAAS Alert is working to expand the number of motorists it can alert by adding Safety Cloud to Google Maps.

FINANCIAL IMPACT

The first-year startup and operational costs of approximately $3,576,700 for beats 7 and 29, 11 and 28, 24 and 41, 27 and 33, 36 and 42, and 50 are included in the FY25 budget in cost center 3352, Metro Freeway Service Patrol, under project number 300070. Since this action includes multi-year contracts, the cost center manager and Deputy Chief of Operations, Shared Mobility will be responsible for budgeting funds in future years.

Impact to Budget

The FSP program is funded through a combination of dedicated state funds, SB1 funding, and Metro Proposition C 25% sales tax revenues. These funds are not eligible for Metro Bus and Rail Operating and Capital expenses. Metro is also reimbursed for the services provided to support Caltrans construction projects.

EQUITY PLATFORM

Through Outreach efforts, the Diversity & Economic Opportunity Department (DEOD), FSP's program management, and contract administration staff have conducted targeted certification outreach events for Tow Service providers in an effort to increase the pool of certified Small Business Enterprise (SBE), Disabled Veteran Business Enterprise (DVBE), and Disadvantaged Business Enterprise (DBE) firms. Currently, 57% of the FSP Tow Service providers are SBE certified, and 20% are DBE certified.

In addition, FSP program management staff continue their outreach to the towing community and potential SBE/DVBE vendors to provide information on contracting opportunities in Metro's programs. These efforts include attending the largest towing convention on the West Coast (sponsored by the California Tow Truck Association), contacting local towing firms via phone or in person, and contacting former FSP tow contractors.

DEOD established a 6% SBE goal for this procurement. Five of the six awardees are SBE primes, and all six awardees made SBE/DVBE commitments that exceeded the goal.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The FSP Program aligns with Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The program mitigates congestion on all major freeways in Los Angeles County.

ALTERNATIVES CONSIDERED

The Board may decide not to authorize these awards. This alternative is not recommended as it could adversely impact the level and quality of FSP service provided in Los Angeles County.

NEXT STEPS

Upon Board approval, staff will execute Contract Nos. FS118013-C0003000-13A, FS118013-C0003001-13B, FS118013-C0003002-13C, FS118013-C0003003-13D, FS118013-C0003004-13E, and FS118013-C0003005-13F for FSP towing services to ensure efficient and seamless delivery of the FSP program. Staff will work on new procurements to address needs beyond FY25.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - FSP Beat Map

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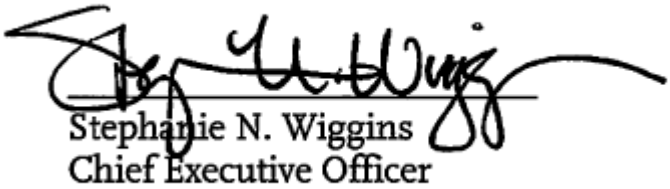

Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

FSP LIGHT DUTY TOWING SERVICE 2024/FS118013-C0003000-13A THROUGH FS118013-C0003005-13F

1.	**Contract Numbers**: FS118013-C0003000-13A, FS118013-C0003001-13B, FS118013-C0003002-13C, FS118013-C0003003-13D, FS118013-C0003004-13E, and FS118013-C0003005-13F	
2.	**Recommended Vendors**: (1) Neighborhood Towing 4U, Inc. (2) Reliable Delivery Service, Inc. (dba R.D.S. Towing) (3) Hovanwil, Inc., (dba Jon's Towing) (4) Disco Auto Sales (dba Hollywood Car Carrier Service) (5) Sonic Towing, Inc., and; (6) Safeway Towing Services, Inc. (dba Bob's Towing)	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: November 29, 2023	
	B. Advertised/Publicized: November 28-30, 2023	
	C. Pre-Proposal Conference: December 13, 2023	
	D. Proposals Due: January 31, 2024	
	E. Pre-Qualification Completed: April 3, 2024	
	F. Ethics Declaration Forms submitted to Ethics: February 2, 2024	
	G. Protest Period End Date: June 25, 2024	
5.	**Solicitations Picked up/Downloaded**: 32	**Bids/Proposals Received**: 12
6.	**Contract Administrator**: Lily Lopez	**Telephone Number**: 213-922-4639
7.	**Project Manager**: John Takahashi	**Telephone Number**: 213-418-3271

A. Procurement Background

This Board Action is to approve Contract Nos. FS118013-C0003000-13A (Neighborhood Towing 4U, Inc.), FS118013-C0003001-13B (Reliable Delivery Service, Inc., dba R.D.S. Towing), FS118013-C0003002-13C (Hovanwil, Inc., dba Jon's Towing), FS118013-C0003003-13D (Disco Auto Sales, dba Hollywood Car Carrier Service), FS118013-C0003004-13E (Sonic Towing, Inc.) and FS118013-C0003005-13F (Safeway Towing Services, Inc., dba Bob's Towing) issued in support of the Freeway Services Patrol program light duty tow services for eleven beats for a 54-month contract term. These services will be performed on beats covering designated areas within Los Angeles County. Board approval of contract awards is subject to resolution of any properly submitted protest(s), if any.

The Lowest Price-Technically Acceptable Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate. Proposers were required to commit to utilizing Small Business Enterprise (SBE) firms and Disabled Veteran Business Enterprise (DVBE) firms, in any combination, totaling at least 6% of the total contract price. It was

also subject to the Local Small Business Enterprise Preference (LSBE) program, which gives eligible LSBE proposers a 5% preference as a price reduction.

Two amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on December 12, 2023, updated the SBE/DVBE Program goal and updated the DEOD Forms revised.
- Amendment No. 2, issued on December 22, 2023, revised certain sections of the RFP documents, including; updating the Contract Administrator information to reflect reassignment of project, clarification to Submittal Requirements, revision to Proposal Letter, updating Evaluation Criteria, extended the deadline to submit questions, and extended the proposal due date from January 18, 2024, to January 31, 2024.

A total of 32 firms downloaded the RFP and were included in the planholders list. A virtual pre-proposal conference was held on December 13, 2023, attended by 169 participants from various firms. A total of 19 questions were asked and responses were released prior to the proposal due date.

A total of 12 proposals were received on January 31, 2024, from the following firms listed below in alphabetical order to cover the 11 towing beats:

1. Classic Tow, Inc. (dba Tip Top Tow Service)
2. Disco Auto Sales (dba Hollywood Car Carrier Service)
3. Freeway Towing, Inc.
4. Hovanwil, Inc. (dba Jon's Towing)
5. Metro Towing, Inc.
6. Mid Valley Towing, Inc.
7. Navarro's Towing
8. Neighborhood Towing 4U, Inc.
9. Reliable Delivery Service, Inc. (dba R.D.S. Towing)
10. Safeway Towing Services, Inc. (dba Bob’s Towing)
11. Sonic Towing, Inc.
12. SouthCoast Towing

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro’s Operations Department and the California Highway Patrol, was convened to conduct a comprehensive evaluation of the proposals received.

The proposals were evaluated based on the following Lowest Price-Technically Acceptable (Pass/Fail) evaluation criteria:

Pass/Fail Criteria

1. **Motor Carrier of Property Permit (MCPP) -** Proposer shall submit with their proposal, clear and legible copies of California Department of Motor Vehicles (DMV) MCPPs documenting continuous, uninterrupted permitting, from December 1, 2020 to November 30, 2023.

2. **Business Permits/Licenses -** Proposer shall submit with their proposal, clear and legible copies of business permits/licenses documenting continuous uninterrupted permits/licenses, from December 1, 2020 to November 30, 2023.
3. **Tow Experience – Minimum Three (3) Light or Medium Duty Tow/Flatbed Vehicles -** Proposer shall submit with their proposal, clear and legible copies of California DMV registration documenting continuous uninterrupted ownership/lease of three light/medium duty tow/flatbed trucks, from December 1, 2020 to November 30, 2023. AVRS and/or other third-party documents are not acceptable. Vehicles that are inoperable will not be considered as one of the three vehicles.
4. **Insurance Requirements -** Proposer shall submit with their proposal, clear and legible copies of insurance carrier generated policy documents for General/Garage Liability, On-Hook Tow, and Workers' Compensation Coverage policies documenting continuous uninterrupted coverage, from December 1, 2020 to November 30, 2023.
5. **Vehicle Inspection -** An unscheduled Vehicle Inspection will be conducted at the proposers operating facility in Los Angeles County (or within 15 miles of the county line) in accordance with the Vehicle Inspection Criteria.

   Each proposer shall complete and submit with their proposal a complete fleet inventory list of light/medium duty tow and flatbed vehicles owned/leased and operated by the proposer. Vehicles included in this list shall be verified at the time of inspection. Vehicles with non-operations documentation from the California DMV may be considered exempt from inspection.

Only proposers who passed all evaluation criteria items were deemed technically acceptable and eligible for further consideration based on lowest price (subject to the LSBE Program) and meeting or exceeding the DEOD SBE/DVBE goal.

During the period of February 13, through March 14, 2024, the PET independently evaluated the technical proposals. Ten of the twelve proposals were deemed technically acceptable. Classic Tow was excluded due to failing to meet the DVBE goal requirement. Metro Towing, Inc. was excluded due to failing to meet the DVBE goal requirement and not meeting the Evaluation Criteria Pass/Fail requirements.

Neighborhood Towing 4U, Inc., Reliable Delivery Service, Inc. (dba R.D.S. Towing), Hovanwil, Inc. (dba Jon's Towing), Disco Auto Sales (dba Hollywood Car Carrier Service), Sonic Towing, Inc., and Safeway Towing Services, Inc. (dba Bob's Towing) are recommended for awards under the specified beats.

C. <u>Price Analysis</u>

13-A (Beats 7 and 29)
The recommended price has been determined to be fair and reasonable based on adequate price competition.

	Proposer Name	Proposal Amount	Metro ICE	LSBE Evaluation Amount	Recommended Amount
1	Neighborhood Towing 4U, Inc.	$9,432,184.00	$8,367,260.00	$8,960,574.80	$9,432,184.00
2	Sonic Towing, Inc.	$9,528,027.16		$9,051,625.80	
3	SouthCoast Towing	$9,970,731.28		$9,472,194.72	
4	Hovanwil, Inc. (dba Jon's Towing)	$10,479,612.82		$9,955,632.18	
5	Safeway Towing Services, Inc. (dba Bob's Towing)	$10,509,278.56		$9,983,814.63	
6	Mid Valley Towing, Inc	$10,951,982.68		$10,404,383.55	

The variance between Metro's Independent Cost Estimate (ICE) and the recommended price is attributable to the projected fluctuation in fuel prices, cost of insurance premiums, contractor's distance from the respective beat and availability of FSP operators.

13-B (Beats 11 and 28)
The recommended price has been determined to be fair and reasonable based on adequate price competition.

	Proposer Name	Proposal Amount	Metro ICE	LSBE Evaluation Amount	Recommended Amount
1	Reliable Delivery Service, Inc. (dba R.D.S. Towing)	$8,596,062.16	$8,430,950.00	$8,166,259.05	$8,596,062.16
2	Safeway Towing Services, Inc. (dba Bob's Towing)	$8,658,585.65		$8,225,656.37	
3	Neighborhood Towing 4U, Inc.	$9,580,625.00		$9,101,593.75	
4	Sonic Towing, Inc.	$9,600,552.70		$9,120,525.07	
5	SouthCoast Towing	$10,196,850.80		$9,687,008.26	
6	Hovanwil, Inc. (dba Jon's Towing)	$10,559,381.65		$10,031,412.57	
7	Navarro's Towing	$11,841,652.50		$11,249,569.88	
8	Mid Valley Towing, Inc.	$12,348,275.95		$11,730,862.15	

13-C (Beats 24 and 41)
The recommended price has been determined to be fair and reasonable based on adequate price competition.

	Proposer Name	Proposal Amount	Metro ICE	LSBE Evaluation Amount	Recommended Amount
1	Hovanwil, Inc. (dba Jon's Towing)	$10,212,384.70	$7,602,100.00	$9,701,765.47	$10,212,384.70
2	Neighborhood Towing 4U, Inc.	$10,366,500.00		$9,848,175.00	
3	Safeway Towing Services, Inc. (dba Bob's Towing)	$10,546,877.10		$10,019,533.25	
4	Sonic Towing, Inc.	$10,591,798.60		$10,062,208.67	
5	Mid Valley Towing, Inc.	$12,658,187.60		$12,025,278.22	

The variance between the Metro ICE and the recommended price is attributable to the projected fluctuation in fuel prices, cost of insurance premiums, contractor's distance from the respective beat and availability of FSP operators.

13-D (Beats 27 and 33)
The recommended price has been determined to be fair and reasonable based on adequate price competition.

	Proposer Name	Proposal Amount	Metro ICE	LSBE Evaluation Amount	Recommended Amount
1	Disco Auto Sales (dba Hollywood Car Carrier Service)	$8,623,240.45	$7,347,120.00	$8,192,078.43	$8,623,240.45
2	Neighborhood Towing 4U, Inc.	$8,682,960.00		$8,248,812.00	
3	Sonic Towing, Inc.	$8,900,701.92		$8,455,666.82	
4	SouthCoast Towing	$8,950,128.00		$8,502,621.60	
5	Hovanwil, Inc. (dba Jon's Towing)	$9,201,933.84		$8,741,837.15	
6	Safeway Towing Services, Inc. (dba Bob's Towing)	$9,432,366.24		$8,960,747.93	
7	Mid Valley Towing, Inc.	$9,612,036.72		$9,131,434.88	

The variance between the Metro ICE and the recommended price is attributable to the projected fluctuation in fuel prices, cost insurance premiums, contractor's distance from the respective beat and availability of FSP operators.

13-E (Beats 36 and 42)
The recommended price has been determined to be fair and reasonable based on adequate price competition.

	Proposer Name	Proposal Amount	Metro ICE	LSBE Evaluation Amount	Recommended Amount
1	Neighborhood Towing 4U, Inc.*	$7,764,930.00	$6,326,980.00	$7,376,683.50	
2	Sonic Towing, Inc	$7,837,402.68		$7,445,532.55	$7,837,402.68
3	Hovanwil, Inc. (dba Jon's Towing)	$8,499,434.86		$8,074,463.12	
4	Safeway Towing Services, Inc. (dba Bob's Towing)	$8,799,103.64		$8,359,148.46	
5	Mid Valley Towing, Inc.	$9,265,574.62		$8,802,295.89	
6	Freeway Towing Inc.**	$9,030,326.00		$9,030,326.00	

* Neighborhood Towing 4U, Inc. is not eligible for the award as it exceeds the two-beat contract limit.
** Per DEOD, Freeway Towing Inc. does not qualify for LSBE Preference.

The variance between the Metro ICE and the recommended price is attributable to the projected fluctuation in fuel prices, cost of insurance premiums, contractor's distance from the respective beat and availability of FSP operators.

13-F (Beat 50)
The recommended price has been determined to be fair and reasonable based on adequate price competition.

	Proposer Name	Proposal Amount	Metro ICE	LSBE Evaluation Amount	Recommended Amount
1	Safeway Towing Services, Inc. (dba Bob's Towing)	$4,449,861.00	$4,183,630.00	$4,227,367.95	$4,449,861.00
2	Neighborhood Towing 4U, Inc.	$4,944,290.00		$4,697,075.50	
3	Sonic Towing, Inc.	$5,334,508.58		$5,067,783.15	

4	Mid Valley Towing, Inc.	$5,437,958.34		$5,166,060.42	
5	SouthCoast Towing	$5,657,028.42		$5,374,177.00	
6	Disco Auto Sales (dba Hollywood Car Carrier Service)	$5,665,822.77		$5,382,531.63	
7	Navarro's Towing	$5,876,098.50		$5,582,293.58	
8	Hovanwil, Inc. (dba Jon's Towing)	$6,000,466.41		$5,700,443.09	

The variance between the Metro ICE and the recommended price is attributable to the projected fluctuation in fuel prices, cost of insurance premiums, contractor's distance from the respective beat and availability of FSP operators.

D. Background on Recommended Contractors

13A (Beats 7 and 29) - Neighborhood Towing 4U, Inc.
Neighborhood Towing 4 U, Inc. has been conducting business in Los Angeles since 2000. Neighborhood Towing 4U has certified Freeway Service Patrol (FSP) operators and has been a Metro contractor since 2008 and has performed satisfactorily.

13B (Beats 11 and 28) - Reliable Delivery Service, Inc. (dba R.D.S. Towing)
Reliable Delivery Service, Inc. (dba R.D.S. Towing) has been conducting business in Los Angeles since 1982. Reliable Delivery Service, Inc. has certified FSP operators and has been a Metro contractor since 2008 and has performed satisfactorily.

13C (Beats 24 and 41) - Hovanwil, Inc. (dba Jon's Towing)
Hovanwil, Inc. (dba Jon's Towing), located in Sun Valley, CA has been in business since 2000. Hovanwil, Inc. is a certified FSP operator and has been a Metro contractor since 2004, and has performed satisfactorily.

13D (Beats 27 and 33) - Disco Auto Sales (dba Hollywood Car Carrier Service)
Disco Auto Sales (dba Hollywood Car Carrier Services) located in Los Angeles has been in business for 44 years. The firm has been a Metro contractor since 2004, is a certified FSP operator and has performed satisfactorily.

13E (Beats 36 and 42) - Sonic Towing, Inc.
Sonic Towing, located in Los Angeles has been in business for 21 years. Sonic Towing has been a Metro contractor since 2004, is a certified FSP operator and has performed satisfactorily.

13F (Beat 50) - Safeway Towing Services, Inc. (dba Bob's Towing)
Safeway Towing, Inc., (dba Bob's Towing) is located in Rowland Heights, CA and has been in business since 2001. Safeway Towing has certified FSP operators, has been a Metro contractor since 2004 and has performed satisfactorily.

DEOD SUMMARY

FSP LIGHT DUTY TOWING SERVICE 2024 / FS118013-C000300-13A THROUGH FS118013-C0003005-13F

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 6% Small Business Enterprise (SBE) goal for this procurement. Proposers were required to meet the goal utilizing both SBE and DVBE firms, in any combination, totaling to at least 6% of the total contract price. Five of the six proposers are SBE primes. All proposers made SBE/DVBE commitments that exceeded the goal.

BEAT A – Neighborhood Towing 4 U, Inc.

	SBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Neighborhood Towing 4 U, Inc. (SBE Prime)	98.30%	X	
	Total SBE Commitment	**98.30%**		

	DVBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Oasis Fuels, Inc.	1.70%	X	
	Total DVBE Commitment	**1.70%**		

BEAT B – Reliable Delivery Service, DBA R.D.S. Towing

	SBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Reliable Delivery Service (SBE Prime)	94.00%	X	
	Total SBE Commitment	**94.00%**		

	DVBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	DVBE Suppliers	3.60%		X
	Total DVBE Commitment	**3.60%**		

BEAT C – Hovanwil, Inc., DBA Jon's Towing

	SBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Hovanwil, Inc., DBA Jon's Towing (SBE Prime)	98.33%	X	
	Total SBE Commitment	**98.33%**		

	DVBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Oasis Fuels, Inc.	1.00%	X	
	Total DVBE Commitment	**1.00%**		

BEAT D – Disco Auto Sales DBA Hollywood Car Carrier

	SBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Disco Auto Sales DBA Hollywood Car Carrier (SBE Prime)	90%	X	
	Total SBE Commitment	**90%**		

	DVBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Oasis Fuels, Inc.	6%	X	
	Total DVBE Commitment	**6%**		

BEAT E – Sonic Towing, Inc.

	SBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Sonic Towing, Inc. (SBE Prime)	98.33%	X	
	Total SBE Commitment	**98.33%**		

	DVBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Oasis Fuels, Inc.	1.00%	X	
	Total DVBE Commitment	**1.00%**		

BEAT F – Safeway Towing Services Inc. DBA Bob's Towing

	SBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	JUNO Solutions, Inc.	30.34%	X	
	Total SBE Commitment	**30.34%**		

	DVBE Subcontractors	% Committed	LSBE	Non-LSBE
1.	Oasis Fuels, Inc.	6.07%	X	
	Total DVBE Commitment	**6.07%**		

B. Local Small Business Preference Program (LSBE)

Neighborhood Towing 4 U, Inc., Reliable Delivery Service, Hovanwil, Inc., Disco Auto Sales, and Sonic Towing, Inc., are LSBE primes and were eligible for the preference. Safeway Towing Services Inc., a non-LSBE prime, subcontracted at least 30% of its contract value with eligible LSBE firms and was eligible for the preference.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract/modification. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current

Living Wage rate of $24.73 per hour ($18.78 base + $5.95 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification/contract.

E. Project Labor Agreement/Construction Careers Policy

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

Attachment C